

## ITEM 1

<b>Application Reference</b>	<b>DC/075639</b>
<b>Location:</b>	353-365 Buxton Road, Great Moor, Stockport SK2 7NL
<b>PROPOSAL:</b>	Demolition of existing buildings and erection of a retail convenience store (Use Class A1) together with ATM, plant, satellite dishes, car parking, landscaping, including new bollards and associated infrastructure.
<b>Type Of Application:</b>	Full Application
<b>Registration Date:</b>	31.01.2020
<b>Target Date:</b>	Extension of time to 19.06.2020
<b>Case Officer:</b>	Helen Hodgett
<b>Applicant:</b>	Mr Chris Edge, The Co-operative Group, 1 Angel Square, Manchester M60 0AG
<b>Agent:</b>	Mr Bal Tiwana, Stantec, 61 Oxford Street, Manchester M1 6EQ

### **DELEGATION/COMMITTEE STATUS**

This application is before Stepping Hill Area Committee, as Councillor Baynham has called the application up to Committee and as objections have been received from the occupiers of more than 4 properties.

Stepping Hill Area Committee can make a decision upon this planning application.

### **DESCRIPTION OF DEVELOPMENT**

This application relates to a 0.9 hectare site, which currently includes 2 part two-storey and part single-storey retail units (Use Class A1), comprising numbers 353 to 365 Buxton Road, Great Moor, with associated curtilage, including 10 car parking spaces, with vehicular access via Cherry Tree Lane. One of the units is currently a "Co-op" retail convenience store and one of the units is currently a retail/hardware store "Yu & Me."

Planning permission is sought for the demolition of the buildings currently on the site and for the erection of 1 part two-storey and part single-storey retail convenience store (Use Class A1), together with ATM, plant, satellite dishes, 13 car parking spaces (including 2 accessible spaces and electric charging points), with vehicular access via Cherry Tree Lane, cycle parking, landscaping, including new bollards and associated infrastructure.

There exists a total of 931 square metres of floor space within the existing Co-op and Yu & Me buildings. The proposed Co-op building would be smaller, to be located primarily upon the footprint of the Yu & Me store, to the Store Street side of the site, providing a total of 409 square metres of floor space over two floors, with 243 square metres of retail sales floor space.

The proposed hours of operation of the new retail convenience store would be 06:00am to 22:00pm daily.

The proposed development can be better appreciated by looking at the accompanying existing and proposed layout plans and elevational drawings.

To the main Buxton Road frontage, the proposed Co-op retail convenience store would be two-storeys in height, (approximately 8 metres to ridge), with red brick walls, grey framed glazed shop frontage, with grey perforated integral security shutters, and a pitched slate roof. The building would also be two-storeys in height, with brick walls and pitched slate roof along the Cherry Tree Lane car park elevation.

Along the Store Street elevation, the building would be two-storeys from the corner of Buxton Road with Store Street, as now, for a distance of approximately 7 metres, before dropping down to single-storey, with a flat roof (approximately 4 metres in height), for a distance of approximately 8 metres along Store Street.

The majority of the rear elevation of the building would be single-storey, with a flat roof. The building would be single-storey to the rear elevation from the corner of the rear elevation with Store Street for a distance of 16 metres, where it would then step up to two-storeys for approximately 4 metres to meet the Cherry Tree Lane car park elevation.

Windows/glazing are proposed within the front Buxton Road elevation only. A service door is proposed to the side elevation of the building adjacent to the car park, with another service door proposed within the rear elevation to access the yard and plant area, including proposed air conditioning and refrigeration plant. Deliveries would be carried out from within the car park and via the side service door. Low intensity dusk to dawn wall mounted lighting is proposed to the car park side and rear elevations of the building.

The proposed 13 space car parking and servicing area is proposed to be bounded by new 600mm high brick walling with 600mm flat topped black railing, along Buxton Road and Cherry Tree Lane. The existing boundary treatment around the internal perimeter of the car park to the rear of 1 to 5 Store Street and to the side of 10 Cherry Tree Lane is proposed to be retained.

The current side boundary wall to the curtilage of 1 Store Street is comprised of the rear building line of the Yu & Me building. A new 2.5 metre high masonry wall is proposed to be constructed along this side boundary in place of the existing 4.5 metre high building line of the Yu & Me building, between 1 Store Street and the proposed rear single-storey building line of the development.

A 2.5 metre high close-boarded timber fence and access gate is proposed to the back of the Store Street footway, in the gap created between the rear building line of the new Co-op and 1 Store Street's existing timber fence and gate, which provides access down the side of 1 Store Street.

## **SITE AND SURROUNDINGS**

As outlined above, this application relates to a 0.9 hectare site, which currently includes 2 part two-storey and part single-storey retail units (Use Class A1), (a total of 931 square metres of floor space), comprising numbers 353 to 365 Buxton Road, Great Moor, with associated curtilage, including 10 car parking spaces, with vehicular access via Cherry Tree Lane. One of the units is currently a “Co-op” retail convenience store and one of the units is currently a retail/hardware store “Yu & Me.”

The application site is located within the urban environment of Great Moor, with a mixture of commercial and residential properties located predominantly within terraces, in close proximity.

The existing Yu & Me and Co-op buildings and part of the car park within the application site are located within the Great Moor Large Local Shopping Centre, within a Primary Shopping Frontage, as regards allocation within Stockport MBC’s development plan. The remainder of the car park towards the rear of the site is located within a Predominantly Residential Area.

Commercial units adjacent and opposite the site are also located within the Great Moor Large Local Shopping Centre.

Residential properties opposite the site and to the rear, along Store Street and Cherry Tree Lane, are located within a Predominantly Residential Area, as regards allocation within Stockport MBC’s development plan. Residential properties immediately surrounding the site, including along Store Street and Cherry Tree Lane, are predominantly two-storey, traditional terraced, historic residential properties in brick, with slate roofs, located to the back of the footways, with a small curtilage to the rear.

The Yu & Me store and the existing Co-op retail unit are located within altered and extended historic red brick and slate roofed buildings, which occupy the whole Buxton Road frontage of the site, to the back of the footway, between the junctions of Cherry Tree Lane and Store Street.

To the Buxton Road frontage, the existing built form comprises two-storey adjoining buildings, red brick with a pitched slate roof of approximately 8 metres to 8.5 metres at ridge height. The built form is also two-storeys in height to Cherry Tree Lane in red brick with a pitched slate roof. The existing built form steps down to single-storey of approximately 4.5 metres in height, with a flat roof, to the rear of the Yu & Me store adjacent to Store Street. Existing plant is located externally to the existing rear service yard.

The site is located within an accessible location, immediately accessible by the adjacent residential population; there are public cycle stands and a bus stop with shelter outside the front elevation of the site on Buxton Road; and the site is within walking distance of Woodsmoor Railway Station. Servicing is currently carried out within the Cherry Tree Lane car park area.

The site is located within an Air Quality Management Area (AQMA). The application site is located within an area affected by noise from traffic and commercial sources. In terms of the Environment Agency's (EA's) mapping system, the site is located within flood zone 1 (low risk).

A number of supporting documents have been submitted to support the application, which are available upon the Council's website for this application.

**The application has been amended and supplemented since submission, as follows:** (Consultation has been carried out on both the original and amended schemes).

- Preliminary Pre-Construction Information has been received for the application (Included within documents attached to this item), required to be supplemented via condition requiring a full Construction Management Plan, following appointment of Contractor.
- Existing and proposed solar study exercise drawings received.
- Boundary treatments introduced - 600mm brick walling with 600mm flat topped black railing boundary treatments proposed to back of footway to Buxton Road and Cherry Tree Lane around perimeter of car parking and servicing area.
- Increase in the height of the proposed masonry boundary treatment in place of the Yu & Me building, between the rear of the proposed building and 1 Store Street, from 2 metres to 2.5 metres in height.
- Amendments to the architectural detailing of the Store Street elevation of the building, to include grey vertical contrast brick panel detailing within the red brick walling.
- Slate roof rather than concrete tile roof.
- Two specimen native heavy-standard street style trees are to be planted in tree pits within the site adjacent to Cherry Tree Lane.
- Three integrated bat and bird nests/boxes are to be installed upon the building.
- Short stay cycle parking for 4 cycles will be provided to the front of the store (bollards with integrated cycle hoops).
- A cycle locker for long stay staff cycle parking will be provided within the rear yard.
- 2 parking spaces for disabled badge holders will be provided (to accord with the adopted parking standards).
- A single EV rapid charger will be provided which can be used by users of either a standard parking space (space 11) or users of a disabled parking space (space 12) (noting the likely duration that most customers would park in the car park it has been agreed that this would be a more appropriate solution for this development than the provision of 2 fast chargers).
- Whilst a bin store is not proposed to be provided, the applicant has provided information to outline that waste/recycling will be stored on cage rollers within the building and will be removed by the operator and returned back to their distribution centre as part of their servicing strategy (which can be controlled by means of a servicing method statement).
- An uncontrolled pedestrian crossing will be provided at the car park access.

- A boundary wall (with railings above) will be provided between the car park and the footway on Buxton Road to ensure that manoeuvring vehicles do not encroach / overhang on the footway.
- The hardstanding area in front of the store is proposed to be surfaced in the same paving materials as the adjacent footway.

## **POLICY BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

### **The Statutory Development Plan includes:-**

Policies set out in the Stockport Unitary Development Plan Review (SUDP) adopted 31<sup>st</sup> May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &

Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (CS) adopted 17<sup>th</sup> March 2011.

N.B. Due weight should be given to relevant SUDP and CS policies according to their degree of consistency with the National Planning Policy Framework ('NPPF') (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given); and how the policies are expected to be applied is outlined within the Planning Practice Guidance ('PPG') launched on 6<sup>th</sup> March 2014.

### **Saved policies of the SUDP Review**

EP1.7 – Development and flood risk  
 EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities  
 CDH1.2 – Non Residential Development in Predominantly Residential Areas  
 PSD2.1 – Retail Development in District and Local Centres  
 PSD2.2 – Services Uses in the Town Centre, District and Large Local Centres  
 SE1.2 – Shopfronts  
 SE1.4 – Security Measures for Shop Fronts  
 MW1.5 – Control of waste from development

### **LDF Core Strategy/Development Management policies**

Core Policy CS1: OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT  
 – ADDRESSING INEQUALITIES AND CLIMATE CHANGE

SD-1: Creating Sustainable Communities

SD-3: Delivering the Energy Opportunities Plans - New Development

SD-6: Adapting to the Impacts of Climate Change

Core Policy CS5: ACCESS TO SERVICES

Core Policy CS6: SAFEGUARDING AND STRENGTHENING THE SERVICE  
 CENTRE HIERARCHY

AS-1: The Vitality and Viability of Stockport's Service Centres  
AS-3: Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres

**CS8: SAFEGUARDING AND IMPROVING THE ENVIRONMENT**

SIE-1: Quality Places

SIE-3: Protecting, Safeguarding and Enhancing the Environment

SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure

**CS9: TRANSPORT AND DEVELOPMENT**

**CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK**

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

**Supplementary Planning Guidance**

Supplementary Planning Guidance (Saved SPG's & SPD's) does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

Relevant guidance is as follows:

Design of Residential Development SPD

Sustainable Design and Construction SPD

Sustainable Transport SPD

Transport and Highways in Residential Areas SPD

**National Planning Policy Framework (NPPF)**

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 19th February 2019 (updated 19th June 2019) replaced the previous NPPF (originally issued 2012 & revised 2018). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a "material consideration".

Extracts from the National Planning Policy Framework (NPPF) – link to full document - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

## 1. Introduction

Para 1. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Para 2. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

## 2. Achieving sustainable development

Para 7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Para 8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Para 10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

### The presumption in favour of sustainable development

Para 11. Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Para 12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

#### 4. Decision-making

Para 38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Para 47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para 54. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Para 55. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Para 56. Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;



- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

## 6. Building a strong, competitive economy

Para 80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

## 7. Ensuring the vitality of town centres

Para 85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

- a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;

Para 86. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Para 87. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Para 89. When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m<sup>2</sup> of gross floorspace). This should include assessment of: a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

Para 90. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 89, it should be refused.

## 8. Promoting healthy and safe communities

Para 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Para 92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

## 9. Promoting sustainable transport

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Para 109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 110. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

#### 11. Making effective use of land

Para 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Para 118. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

#### Achieving appropriate densities

Para 122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

#### 12. Achieving well-designed places

Para 124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Para 127. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

#### 15. Conserving and enhancing the natural environment

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

175. When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning

permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>58</sup> and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

180. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Para 213. existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

## **PLANNING HISTORY**

Reference: J/73790; Type: ADV; Address: Late Shop' 353 Buxton Road Great Moor;  
Proposal: ILLUMINATED PROJECTING SIGN.; Decision Date: 27-SEP-99;  
Decision: GTD

Reference: J/40475; Type: XHS; Address: 353 Buxton Road, Great Moor, Stockport.;  
Proposal: Use of first floor premises as Restaurant.; Decision Date: 10-MAR-88;  
Decision: REF

Reference: DC/040475; Type: ADV; Address: 353 Buxton Road, Stockport, SK2 7NL; Proposal: 2 x fascias signs and 2 x projecting signs , ; Decision Date: 11-NOV-08; Decision: GTD

Reference: DC/001779; Type: FUL; Address: Co-Op Store/ Late Shop, 353 Buxton Road, Stockport, Cheshire, SK2 7EZ; Proposal: Installation of 1.0m diameter satellite antenna on rear elevation; Decision Date: 18-AUG-00; Decision: GTD

Reference: DC/055901; Type: ADV; Address: 353, Buxton Road, Great Moor, Stockport, SK2 7NL; Proposal: 1 x set of vinyl applied 'opening hours' onto existing fascia - externally illuminated; Decision Date: 06-AUG-14; Decision: GTD

Reference: DC/066269; Type: ADV; Address: 355-359 , Buxton Road, Great Moor, Stockport, SK2 7NL; Proposal: 2 X FASCIA ONLY LOGO ILLUMINATED, 1 X INTERNALLY ILLUMINATED PROJECTOR, 6 X NON-ILLUMINATED WALL MOUNTED ALUMINIUM PANELS; Decision Date: 25-JUL-17; Decision: GTD

Reference: J/37167; Type: XHS; Address: 361-365 Buxton Road, Great Moor, Stockport.; Proposal: Licensed Restaurant.; Decision Date: 18-SEP-86; Decision: REF

Reference: J/73789; Type: XHS; Address: The Late Shop' 353 Buxton Road Great Moor Stockport; Proposal: INSTALLATION OF 24HR ATM MACHINE.; Decision Date: 22-OCT-99; Decision: GTD

Reference: J/37166; Type: ADV; Address: 353 Buxton Road, Great Moor, Stockport.; Proposal: Fascia Sign.; Decision Date: 10-SEP-86; Decision: GTD

Reference: J/35865; Type: XHS; Address: 353 Buxton Road, Great Moor.; Proposal: Proposed change of use of part of first floor premises.; Decision Date: 29-MAY-86; Decision: REF

Reference: J/37426; Type: XHS; Address: 353 Buxton Road, Great Moor, Stockport.; Proposal: Change of Use of part of 1st floor premises to offices..; Decision Date: 14-OCT-86; Decision: GTD

Reference: J/57440; Type: XHS; Address: 1ST Floor 353 Buxton Road Great Moor; Proposal: "CHANGE OF USE FROM OFFICE ACCOMMODATION TO LEISURE USE: TO BE USED AS HEALTH CLUB, MASSAGE, SAUNA ETC."; Decision Date: 05-MAY-93; Decision: REF

Reference: J/63034; Type: XHS; Address: Over 361/365 Buxton Road Great Moor; Proposal: "CHANGE OF USE TO STORAGE, SHOWROOM AND RETAIL"; Decision Date: 08-SEP-95; Decision: GTD

Reference: J/53099; Type: XHS; Address: 1ST Floor 353 Buxton Road; Proposal: "Health, beauty and leisure operation with retail sportswear and beauty products"; Decision Date: 23-JUL-91; Decision: GTD

## **CONSULTATION RESPONSES**

## **NEIGHBOURING PROPERTIES**

The occupiers of neighbouring properties were notified of this planning application by letter and were then notified by letter of amendments to this planning application. A

site notice has also been displayed adjacent to the site from 6/3/20 for public consultation.

**1<sup>st</sup> Consultation:**

Representations have been received from contributors at 14 addresses in response to the original consultation on this application.

One response states they support the application.

Representations received from contributors at 13 addresses object to the application.

3 of the addresses that objectors reside at are within the Stepping Hill Ward. Regarding the other 10, the objectors do not reside within the vicinity of the site, their residences including locations within and outside of Stockport.

The individual representations in response to the scheme as originally received can be summarised and reported as follows:

Residential amenity, including health implications:

Scale of building work will take away the right to peaceful enjoyment of home and small outdoor space/garden.

Totally inappropriate to demolish existing buildings and replace with a much larger Co-op.

Demolition of shared boundary walling will open up garden and access to building team, compromising security and privacy, and preventing use of private outside space, which would be unsightly, polluted and unsuitable for a civilian to enter/inhabit.

Residents' property would become a building site and open/exposed to the A6, with traffic fumes and noise pollution, vulnerability to burglary and lack of privacy.

No respite for residents from building work during the working week well into the evening.

Given the extensive nature of the work, this would have ramifications on quality of life, so severe, that they could be life-threatening.

Adverse impacts upon home environment and the physical and mental health and wellbeing of residents caused by building work, including: noise, disruption, inconvenience, lack of access to outside space, invasion of privacy, and threat to security.

Specific severe health reasons relating to the occupiers of nearby residential property mean that the construction works should not take place.

Gross negligence to permit the work to take place. Urge the Council to choose to protect residents potentially affected by rejecting this harmful proposal. Council would be culpable for whatever severe consequences faced by residents.



Structural impacts upon house with demolition of building, due to proximity and ages of buildings. Walls, piping and electricity supply would most likely be compromised, which is completely unacceptable.

No efforts have been made to consult residents, including proposed steps to prevent disruption.

Details are required as to how the Co-op would propose to conduct the construction work, including, security, boundary treatments, working hours, time scales, construction vehicle parking, adherence to health and safety and access legislation.

#### Vehicle Parking and Highways:

Aware of current parking difficulties in the area and am concerned that any extension could make this worse.

Object to the impact this will have on parking in the local area, particularly as the site is located on the A6, which already suffers from heavy traffic with limited parking, ultimately will be extremely detrimental to those living in the surrounding streets to the proposed building.

Parking availability is already restricted on Store Street. Unfathomable that the vehicles required to carry out the work would be able to access the site without causing further, inconvenience, distress, and damage to the quality of life of residents.

Users of the proposed retail unit are likely to use residential streets to park (legally or illegally) whilst using the shop, which has a hugely negative impact on those living nearby.

#### Design:

Rebuilding is unnecessary, as the current building would allow for expansion, into the existing Yu & Me store, without the need for demolition. The current building is in-fitting with the area and to demolish it would not upkeep the look of the local community.

Totally inappropriate to demolish existing buildings and replace with a much larger Co-op.

#### Summary:

No benefit to the local community in demolishing the existing site and erecting a new retail outlet. Residents are likely to suffer greatly due to the detrimental impact on parking in the area, the building not being in-fitting with local environment, and ultimately the resulting negative impact that the works will have on the privacy, security and welfare of the residents in surrounding streets - particularly those directly adjacent to the proposed works.

#### **2<sup>nd</sup> Consultation:**

Neighbours and contributors have subsequently been notified by letter of the receipt of amendments to the proposed scheme and additional information. Representations have to date been received from 0 neighbours/contributors.

## **CONSULTEE RESPONSES**

### **SMBC Highways – Final comments –**

With reference to the revised plans, including drawing 11194-AEW-XX-ZZ-DR-A-0506 Rev P05 'Proposed GA Plan', which have been submitted with the aim of addressing the issues raised in earlier consultation response of the 19th February 2020, as well as those of others.

After examination of the revised plans and taking into account additional information submitted by the applicant, it is confirmed that they address the issues that were raised. This is on the basis that:

- 1) Short stay cycle parking for 4 cycles will be provided to the front of the store (bollards with integrated cycle hoops)
- 2) A cycle locker for long stay staff cycle parking will be provided within the rear yard
- 3) 2 parking spaces for disabled badge holders will be provided (to accord with the adopted parking standards)
- 4) A single EV rapid charger will be provided which can be used by users of either a standard parking space (space 11) or users of a disabled parking space (space 12) (noting the likely duration that most customers would park in the car park it has been agreed that this would be a more appropriate solution for this development than the provision of 2 fast chargers)
- 5) Whilst a bin store is not proposed to be provided, the applicant has provided information to outline that waste/recycling will be stored on cage rollers within the building and will be removed by the operator and returned back to their distribution centre as part of their servicing strategy (which can be controlled by means of a servicing method statement)
- 6) An uncontrolled pedestrian crossing will be provided at the access
- 7) A boundary wall (with railings above) will be provided between the car park and the footway on Buxton Road to ensure that manoeuvring vehicles do not encroach / overhang on the footway.
- 8) The hardstanding area in front of the store is proposed to be surfaced in the same paving materials as the adjacent footway.

As such, based on the revised plans, can confirm that no objection is raised to this application, subject to conditions.

**Recommendation: No objection, subject to conditions.**

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## **RELEVANT CONDITIONS / REASONS / INFORMATIVES**

### **CONDITIONS**

No development shall take place until a method statement detailing how the development will be constructed (including any demolition and site clearance) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include details on phasing, access arrangements, turning / manoeuvring facilities, deliveries, vehicle routing, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, parking arrangements and mud prevention measures. Development of the site shall not proceed except in accordance with the approved method statement.

*Reason: To ensure that the approved development is constructed in a safe way and in a manner that will minimise disruption during construction, in accordance with Policy T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD. The details are required prior to the commencement of any development as details of how the development is to be constructed need to be approved prior to the commencement of construction activities.*

No work shall take place in respect to the construction of the access that will serve the development until a detailed engineering drawing of the access, which shall include:

- 1) Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of the access
- 2) Construction details of the access bellmouth, including surfacing specification and specification details of kerbing, drainage and levels
- 3) Details of proposals to provide an uncontrolled pedestrian crossing (dropped kerbs with tactile paving) at the access

has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until the access has been constructed in accordance with the approved drawing and is available for use. No structure, object, plant or tree exceeding 600mm in height shall subsequently be erected or allowed to grow to a height in excess of 600mm within the pedestrian visibility splays.

*Reason: In order that the site will benefit from safe and practical access arrangements in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

A detailed drawing outlining a scheme to:

- 1) Reconstruct the existing footways on Store Street and Cherry Tree Lane that abut the site (which shall include the provision / retention of bollards)
- 2) Reconstruct any part of the existing footway on Buxton Road that abuts the site that is affected by the construction of the development
- 3) Relocate / replace any street furniture in the footway that that will be positioned clear of the building or other structure following construction of the development
- 4) Relocate or provide replacement street name plates that are fixed to the existing building on the Cherry Tree Lane and Store Street elevations
- 5) Surface and provide bollards on the front forecourt and tie the surfacing into the adjacent footways.

shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the footway and other works have been carried out in accordance with the approved drawing.

*Reason: In order to ensure that there are safe and high quality pedestrian facilities adjacent to the site and ensure that development can be accessed in a safe manner in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraph 5.30, 'Post development footway reinstatement', of the SMBC Sustainable Transport SPD.*

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gate or other means of obstruction shall be erected across the vehicular access that will serve the approved development at any time.

*Reason: In order to ensure that vehicles can enter and exit the site unhindered so that they are not required to stop of the highway and therefore be a threat to highway safety and / or affect the free-flow of traffic in terms of Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

Servicing of the approved development shall be restricted to vehicles no larger than 10.35m long and 2.5m wide rigid heavy goods vehicles. The development shall at no time be serviced by articulated or drawbar heavy goods vehicles.

*Reason: To ensure that the development is only serviced by vehicles that will be able to use the approved servicing facilities, so as to avoid the need for the development to be serviced from the public highway, having regard to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

A method statement detailing how the development will be serviced shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include details of times of servicing, the size and type of vehicles that will service the site, how servicing will be managed (which shall be designed to ensure that site servicing takes place at times of low parking demand so as to ensure that servicing does not conflict with customers), where refuse / recycling will be stored (which shall be within the building) and how refuse / recycling will be removed from the site. The development shall only be serviced in accordance with the approved method statement.

*Reason: To ensure that the development is serviced in a safe manner, having regard to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

No work shall take place in respect to the construction of the car parking facilities to be provided for the approved development until a detailed drawing of the car parking facilities have been submitted to and approved in writing by the Local Planning Authority, together with details of how the car parking facilities will be managed.

Details shall include how the car parking facilities will be surfaced, drained, marked out, signed and illuminated. The approved development shall not be occupied until the car parking facilities have been provided in accordance with the approved drawing and are available for use. The car parking facilities shall thereafter be retained and shall remain available for use. The car parking facilities shall be illuminated at all times during the hours of darkness that the car park is in use (either permanently or using motion-controlled lighting). The car parking facilities shall be managed in accordance with the approved details at all times.

*Reason: To ensure that adequate parking facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by Chapter 10, 'Parking', of the SMBC 'Sustainable Transport' SPD.*

No work shall take place in respect to the provision of parking spaces for electric vehicles within the site until details of proposals to provide:

- 1) A rapid electric vehicle charging unit (minimum 43kw) located so it can be used by users of either a standard parking space or a disabled parking space
- 2) Ducting to all other parking spaces within the site so as to enable charging equipment for the charging of electric vehicles to be provided for all other parking spaces in the site in the future

have been submitted to and approved in writing by the Local Planning Authority, together with a method statement outlining how the electric charging equipment and associated parking spaces will be managed and operate. Details to be submitted shall include how the parking spaces with charging equipment will be signed and marked out, details of the electric charging equipment and details of cabling and ducting. The approved development shall not be occupied until the parking spaces and electric charging equipment have been provided in accordance with the approved details and are available for use and cabling and ducting has been provided to all other parking spaces. The parking spaces and electric charging equipment shall thereafter be retained, as approved, and shall remain available for use. The spaces and associated electric charging equipment shall be managed and operated at all times in complete accordance with the approved method statement (or alternative method statement as may have been approved in writing by the Local Planning Authority).

*Reason: To ensure that adequate parking with facilities for the charging of electric vehicles are provided in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-3: Protecting, Safeguarding and enhancing the Environment, T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD and Paragraphs 110, 170 and 181 of the National Planning Policy Framework.*

No work shall take place in respect to the provision of cycle parking within the site until full details of following cycle parking facilities to be provided for the developmentf, as indicated on the approved drawings, have been submitted to and approved in writing by the Local Planning Authority:

- 1) A 'Bikeaway' cycle storage locker to be provided for staff parking
- 2) 2 bollards with integrated cycle hoops for short-stay / customer parking

The development shall not be occupied until the cycle parking facilities have been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

*Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD and the cycle parking facilities are appropriately designed and located in accordance with Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraphs 10.9-10.12 'Bicycle Long and Short Stay Parking', of the SMBC Sustainable Transport SPD.*

Details of proposals to provide a shower / changing room and lockers within the development for staff shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the facilities have been provided in accordance with the approved details. The facilities shall then be retained and shall remain available for use at all times thereafter.

*Reason: To ensure that suitable facilities are provided that will permit and encourage the use of sustainable modes of transport in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

The approved development shall not be occupied until a travel plan for the development has been submitted to and approved in writing by the Local Planning Authority and has been brought into operation. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced using the online TfGM Travel Plan Toolkit and in accordance with current national and local best practice guidance.

*Reason: To ensure that measures are implemented that will enable and encourage the use of alternative forms of transport to access the site, other than the private car, in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by Chapter 4 'Travel Plans' of the SMBC Sustainable Transport SPD.*

## INFORMATIVES

In addition to planning permission, the applicant / developer will need to obtain the consent of / enter into an agreement with the Highway Authority (Stockport Council) for the approved / required highways works. There will be a charge for the consent / to enter into an agreement. Consent will be required / the agreement will need to be in place prior to the commencement of any works. The applicant / developer should

contact the Highways Section of Planning Services (0161 474 4905/6) with respect to this matter.

A condition / obligation of this planning approval requires the submission and approval by the Council of a Travel Plan prior to occupation of the approved development. This must be produced using the online TfGM Travel Plan Toolkit and adequate time needs to be available to enable the Council to examine the Travel Plan and for any required amendments to the Travel Plan to be made. It is therefore advised that the Travel Plan is submitted to the Council three months before the development is proposed to be occupied and at that time, the proposed date of occupation provided. For further information, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

A condition/s of this planning consent requires the submission of detailed drawings / additional information relating to the access arrangements / parking / works within the highway. Advice on the discharge of highways related planning conditions is available within the 'Highways and Transport Advice' section of the planning pages of the Council's web-site ([www.stockport.gov.uk](http://www.stockport.gov.uk)). The applicant is advised to study this advice prior to preparing and submitting detailed drawings / the required additional information.

A condition of this planning consent requires the submission of a Construction Method Statement. In order to ensure that the statement includes all the required information the applicant / developer is advised to use the Council's template Construction Method Statement. This can be obtained from the 'Highways and Transport Advice' section within the planning pages of the Council's web-site ([www.stockport.gov.uk](http://www.stockport.gov.uk)).

Construction of the development may require the relocation/replacement (temporary or permanent) of existing street lighting columns and an illuminated traffic sign that are positioned adjacent to the existing building. This will need to be carried out by the Highway Authority (Stockport Council) at the applicant's / developer's expense. The applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6) with respect to this matter.

### **SMBC Highways – Initial comments on original scheme –**

This application seeks permission for the demolition of two existing retail units (a Co-op convenience store and an independent hardware store) at Buxton Road, Great Moor, and the erection of a replacement Co-op convenience store in their place. The convenience store will front Buxton Road and a 13-space car park is proposed to be provided within the site, which will be accessed from Cherry Tree Lane, with the access located in approx. the same position as the site's existing access. After examining the submitted drawings and information, including a Transport Statement (TS) and Framework Travel Plan, would make the following comments:

#### **Impact on the highway network**

A Transport Statement has been submitted in support of the planning application. This outlines that the proposed convenience store will have a floor space of 409sqm,

which, whilst slightly larger than the floorspace of the existing Co-op store on the site (approx. 50sqm larger), it will be less than half the floorspace of the two existing retail units on the site (which have a total floorspace of 931sqm). It also outlines that experience from other Co-op stores has found that an increase in retail floor area does not result in a pro-rate increase in customer numbers, with surveys indicating an average increase of 49 customers following a store expansion. Spread throughout the day and assuming 38% of these travel by car, this equates to 38 additional two-way vehicle movements per day or a maximum of 4 per hour. This, it concludes, should not have a material impact on the local highway network.

This, however, is based on a number of assumptions, which may not be correct. Have therefore, carried out a traditional TRICS-based assessment of traffic generation. This assessment suggests that 50sqm of additional floor space could generate an additional 8 vehicle movements during the AM peak and 9 during the PM peak, which is slightly more than the Transport Statement estimates. This increase, however, is likely to be less than the vehicle movements that will be presently generated by the existing hardware store that will be demolished. As such, and noting that no material changes are proposed to the site's access arrangements, would concur with the conclusion of the TS that the proposal should not have a material impact on the local highway network.

### Parking

Parking is presently provided within the site for 10 cars, with one space being for disabled badge holders. The existing retail stores do not presently have their own cycle parking, although 2 Sheffield cycle stands are available in front of the building store, which customers could use, as well as customers of other businesses in the area.

As part of the development, a 13-space car park is proposed to be provided, which will include one space for disabled badge holders, as well as a parent and child space. The Transport Statement also outlines that three Sheffield cycle stands are proposed to be provided within the site.

The overall number of parking spaces proposed is within the maximum number permitted (a maximum of 17 spaces could be provided) and providing cycle parking for 3 cycles would also be in accordance with the adopted parking standards. The adopted parking standards, however, require a minimum of 2 spaces to be provided for disabled badge holders and therefore a second disabled space is required. This could be provided by converting the parent and child space to a disabled space. In addition, whilst the TS outlines that three Sheffield cycle stands will be provided, wheel-brace stands are shown on the layout plan, which are not acceptable and their location would mean cycles would block the footway adjacent to the building. In addition, secure / covered cycle parking (e.g. a cycle locker) should be provided for staff (for at least one cycle). Therefore, recommend that a revised plan is requested which shows 2 disabled parking spaces and amended proposals for cycle parking (see plan below).

With respect to whether the car park will meet parking demand, based on surveys carried out at a number of other stores (which have recorded the time customers are



at a store) and TRICS data, the TS outlines that the proposed car park would comfortably accommodate the proposed parking demand. If, however, parking demand is reviewed using a standard TRICS-based parking accumulation exercise, this suggests that occasionally, demand may slightly exceed supply. Noting that more parking is proposed to be provided within the site than at present (3 additional spaces) and no parking is presently provided for the existing hardware store, overall, would conclude that the proposal should result in less demand for on-street parking. As such, and noting that there are parking restrictions within the vicinity of the site to manage on-street parking in the area parking, would conclude that the proposed level of parking will not have an adverse impact on the local highway network.

Finally, having regard to Paragraph 110 of the NPPF and policies SD-6, SIE-3 and CS10 of the Core Strategy DPD, electric vehicle charging points need to be provided within the site. Having regard to the scale of development and likely demand a minimum of two should be provided, with one suitable for use by disabled badge holders. In addition, all other spaces must have infrastructure (ducting, cabling etc.) provided to them so as to allow charging points to be provided for each space in the future. This matter, as well as other matters of detail in respect to the design of the car park, however, can be dealt with by condition.

### Servicing

The TS outlines that the site will be serviced from the site's car park and a vehicle swept-path tracking diagram is included in the TS that demonstrates that a large rigid HGV would be able to enter, turn within and exit the site. This, however, will only be possible when not all the parking spaces are occupied and therefore servicing will need to be carried out at times that the store is quiet. In addition, larger vehicles, such as articulated HGVs, will be unable to service the site. Subject to the size of vehicles servicing the store being restricted to those which can access and turn within the site, servicing taking place at times when parking demand is low and servicing being managed (all of which can be controlled by conditions restricting vehicle size and requiring the production and implementation of a servicing method statement), would conclude that the site should be able to be serviced in safe and practical manner.

Notwithstanding the general acceptability of the proposed servicing arrangements, it is not clear from the submitted drawings or information where refuse / recycling will be stored. Would therefore, recommend that the applicant is requested to confirm what the waste requirements will be for the store and outline on the layout plan where bins will be stored.

### Accessibility

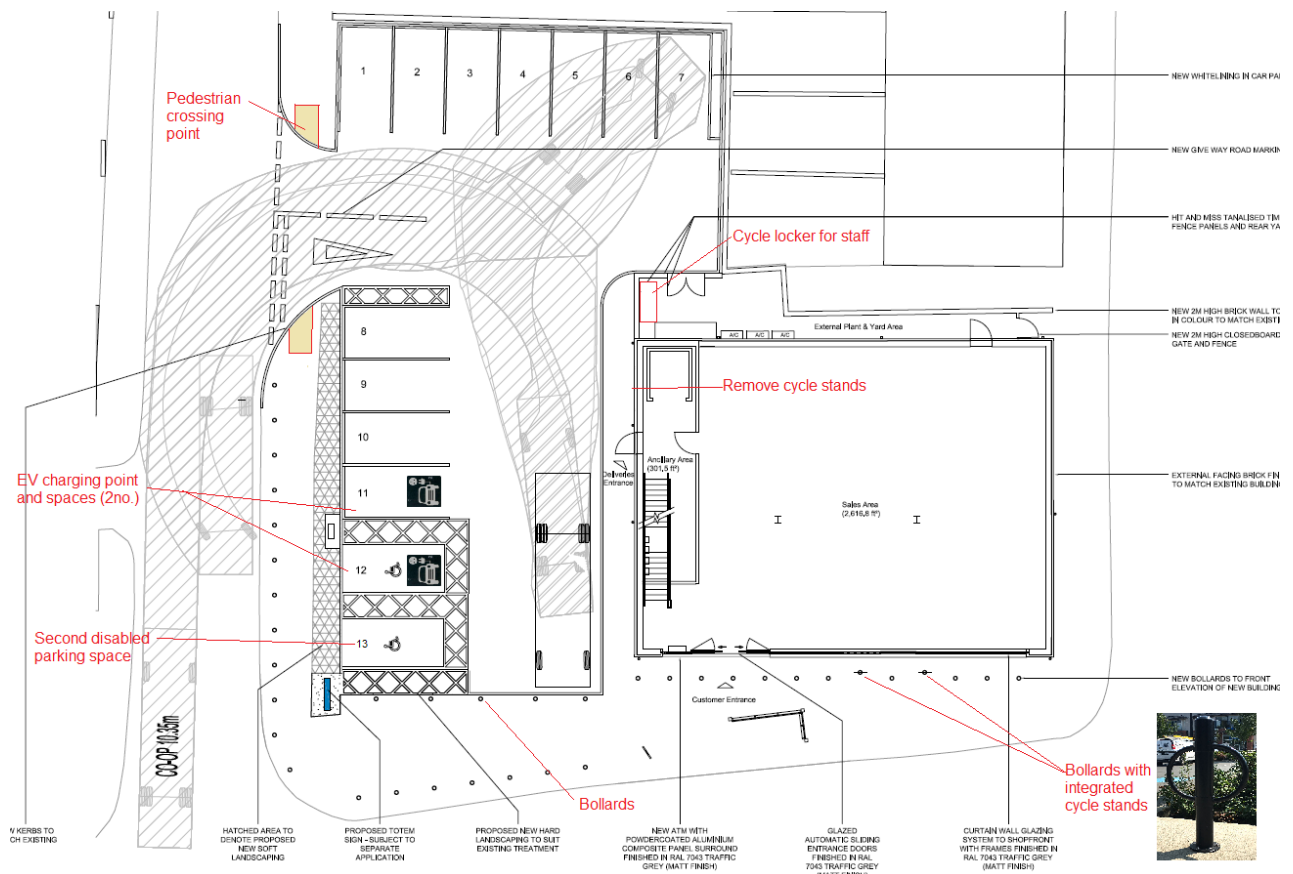
The site is located within Great Moor Local Shopping Area and is within reasonable walking distance of a reasonably large residential area. It is also on a bus route served by a number of buses and is within reasonable walking distance of Woodsmoor Train Station. There are also bus stops (with boarding platforms and shelters) and a controlled pedestrian crossing (to assist pedestrians to cross Buxton Road) close to the site and there are dropped kerbs with tactile paving at junctions on key access routes in the area. As such, subject to the provision of cycle parking,

the provision of an uncontrolled pedestrian crossing at the site access, the reconstruction / resurfacing of the footways abutting the site (and tying them into the hardstanding areas within the site) and the implementation of a Travel Plan, would consider the proposal acceptable from an accessibility perspective.

With respect to a Travel Plan for the site, a Framework Travel Plan has been submitted in support of the application. This, however, has not been produced using the Transport for Greater Manchester Travel Plan Toolkit in accordance with the Council's requirements and only relates to staff travel, despite the fact that customer travel will form a much higher proportion of journeys than staff travel. In addition, it is considered that additional measures should be implemented (e.g. the provision of travel information notice boards, a taxi phone, providing staff with access to the Cycle to Work scheme and cycle training), other measures should be reviewed (e.g. staff travel information packs should be provided to all staff, not just new staff), an aim should also be to minimise parking demand and parking demand and modal split for both staff and visitors should be monitored. These issues, however, can all be dealt with by means of a condition requiring the production, approval of, and implementation of a Travel Plan prior to occupation.

#### Design / site layout

Consider the design of the amended site access, as well as the layout of the proposed car park and access routes within the site, generally acceptable. As outlined above, it is considered that 2 disabled parking spaces should be provided within the site (which can be achieved by converting space 13 to a disabled space), an uncontrolled pedestrian crossing needs to be provided at the access, the form and location of the cycle parking needs to be reviewed and staff cycle parking needs to be provided. In addition, consider that bollards need to be provided between the car park and the footway on Buxton Road to ensure that manoeuvring vehicles do not encroach / overhang on the footway. The site layout plan therefore needs to be amended to deal with these issues. Therefore, recommend that the site layout is amended as per the plan below.



## Construction

Construction of the development will have some impact on the local highway network, as well as nearby dwellings and businesses, noting the size of the site, its location on the A6 and proximity to residential dwellings, commercial premises and a bus stop. Providing the method of construction is agreed and suitable arrangements are put in place to minimise the impact of construction, would conclude that construction of the development should not have a significant adverse impact on the local highway network or local area.

## Conclusion

Have no objection, in principle, to this application which seeks permission for the demolition of two existing retail units (a Co-op convenience store and hardware store) and the erection of a replacement Co-op convenience store in their place, noting that the scheme will result in a reduction in retail floor space at the site, the proposal should not have a material impact on the local highway network, the site is fairly accessible, the store should be able to be serviced in a safe and practical manner and the site's car parking arrangements will be an improvement over the existing situation. The number of parking spaces for disabled badge holders, however, does not accord with the adopted parking standards, the proposed cycle parking will not be practical to use or encourage cycling and there are a number of matters of detailed design which are not considered acceptable. These issues, however, could be addressed via the receipt of a revised plan. Therefore, raise no objection, subject to conditions and the receipt of a revised plan.

**Recommendation: No objection, subject to conditions and the receipt of a revised plan.**

**SMBC Environmental Health – Land Contamination** – Have reviewed the Phase 1 report, which was submitted with the application. The consultant has recommended that no intrusive works are required, which is agreed.

Request the con2 informative for the decision notice should unforeseen ground contamination be discovered.

**SMBC Environmental Health – Noise** – Do not object to the development. The hours of use are reasonable. We will need to know that any fixed plant will not cause noise issues to nearby neighbours.

Condition

Prior to the commencement of the development a noise assessment shall be undertaken. The report shall be prepared by a suitably qualified person, has been submitted to and approved in writing by the Local Planning Authority. The noise assessment shall consider noise generated from the proposed development and its impact upon nearby residential. The report, should be undertaken in line with BS4142:2014 and demonstrate how the development will achieve the following noise levels;

Noise from the operation of any fixed plant/machinery shall be attenuated such that the rating level of noise emitted by all fixed plant on the site shall be 10dB below the background noise levels. However if 10dB below background is too onerous to meet then 5 dB below the existing background would be acceptable, providing justification. This is to prevent a creeping background noise level.

Should mitigation measures be required no development shall be brought into use until the approved noise mitigation measures for the development have been fully incorporated.

**SMBC Environmental Health – Air** – The site is within an Air Quality Management Area (AQMA). It will need an Air Quality Assessment to demonstrate the effect of the development on the AQMA, if :

If it is likely to Cause a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors (LDV = cars and small vans <3.5t gross vehicle weight).

A change of LDV flows of: - more than 100 AADT within or adjacent to an AQMA is seen as significant.

An Air Quality Assessment is not required in this case, as the above thresholds are not triggered.

A dust management plan is required to demonstrate how the developer will mitigate the effects of dust for nearby residents during the construction and demolition phases.

This plan shall follow the Institute of Air Quality Management guidance.

**Most recent comments - SMBC Nature Development Officer** - Happy to see the integrated bat and bird boxes shown on the amended plans.

With regards to the update bat survey work, advise that this is carried out prior to determination. Since my previous email in April, CIEEM (chartered institute for ecology and environmental management) have issued guidance on undertaking survey work during the current Covid-19 pandemic (<https://cieem.net/i-am/covid-19/>).

In summary, ecological survey work can continue provided that appropriate precautions are taken (e.g. adhere to social distancing).

It may therefore, not be possible to carry out an update internal inspection of the building (since this is a confined area), however, update bat activity surveys should be possible even with the current restrictions. The most recent internal inspection survey was undertaken in 2019 and so is still valid (best practice survey guidance states that surveys should be from the current or previous survey season). The activity surveys date from 2018 and although these surveys do have some value in informing the impact assessment, they should be updated to ensure determination of application is based on current baseline data.

Any limitations with the update surveys (e.g. due to coronavirus restrictions) should be clearly identified within any survey report along with details of why alternative survey methods were deployed (if applicable).

The building was originally assessed as offering moderate roosting potential. Relatively high levels of light disturbance were however recorded during the 2018 surveys and this may reduce the suitability of the site as a bat roost. As a result the ecological consultant may choose to downgrade the building as offering low roosting potential (providing that light disturbance is still an issue on site). If so, in accordance with best practice survey guidelines, only one update activity survey would be required (not two). In this instance clear rationale regarding any change in roost assessment should be provided.

**Interim comments - SMBC Nature Development Officer** – Further to receipt of the below requested 2018 bat activity survey report - This doesn't affect below comments on the application - needed to see the report for completeness, to confirm the survey followed best practice guidelines etc... so there is sufficient Ecology information to allow determination, but as per the below comments, update activity surveys will be required should works not commence / the application not be determined before May 2020.

**Initial comments - SMBC Nature Development Officer** – Regarding the biodiversity implications, I have the following comments to make:

#### **Site Context**

The site is located on Buxton Road in Great Moor (in-between Cherry Tree Lane and Store Street). The application involves demolition of existing buildings and erection of a retail convenience store (Use Class A1) together with ATM, plant, satellite dishes, car parking, landscaping, including new bollards and associated

infrastructure.

### **Legislative and Policy Framework** **Nature Conservation Designations**

The site has no nature conservation designations, legal or otherwise.

### **Legally Protected Species**

A Preliminary Ecological Appraisal has been submitted with the application. The survey was carried out in November 2019 by a suitably experienced ecologist and following best practice guidance (Middlemarch Environmental Ltd, 2019 – report reference RT-MME-150874-02). Habitats on site comprise hard standing and buildings.

Many buildings have the potential to support roosting bats. All species of bats, and their roosts, are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS).

Under the Regulations it is an offence to:

- 1) Deliberately capture or kill a wild EPS
- 2) Deliberately disturb a wild EPS in such a way that significantly affects:
  - a) the ability of a significant group to survive, breed, rear or nurture young.
  - b) the local distribution of that species.
- 3) Damage or destroy a breeding place or resting site of such an animal.

Buildings also have the potential to support nesting birds. The nests of all wild birds are protected by the Wildlife and Countryside Act, 1981 (as amended).

A bat internal and external inspection survey has been submitted with the application. The survey was carried out in October 2019 (Middlemarch Environmental Ltd, 2019 – report reference RT-MME-150874-01). The 2019 survey updates survey work carried out in 2018. The building is assessed as offering moderate potential to support roosting bats. No evidence indicative of bat presence was observed but potential roosting features are offered through the presence of slipped tiles, raised ridge tiles and gaps around window lintels. The bat survey report concludes that the condition of the building has not changed significantly since the 2018 surveys.

Two bat activity surveys were carried out in May 2018 (one dusk emergence and one dawn re-entry). A summary of the results of the 2018 surveys is provided in the 2019 report, but would ask that the 2018 is also issued to the LPA for completeness. No bats were recorded to be roosting within the building during the 2018 survey and low levels of bat activity were recorded across the site (one common pipistrelle bat pass). The site is considered to be subject to relatively high levels of light disturbance which may reduce the suitability of the site for use by bats.

Ecological conditions can change over time and best practice survey guidelines (Bat Conservation Trust - Bat Surveys for Professional Ecologists: Good Practice Guidelines) and the British Standard for Biodiversity (BS42020) state that surveys should be from the current or previous survey season – i.e. no more than two years old. The activity surveys carried out in 2018 along with the 2019 update inspection survey are therefore considered currently valid to inform determination. Should determination be delayed beyond May 2020, it is recommended that update bat activity survey work is carried out to ensure the determination process is informed by up-to-date ecological information.

### **LDF Core Strategy**

#### **Core Policy CS8 Safeguarding and Improving the Environment**

##### **Green Infrastructure**

3.286

### **Biodiversity and Nature Conservation**

3.296

### **DEVELOPMENT MANAGEMENT POLICY SIE-3**

#### **A) Protecting the Natural Environment**

##### **Protecting, Safeguarding and Enhancing the Environment**

3.345, 3.364, 3.366, 3.367 and 3.369

#### **Recommendations:**

No evidence of roosting bats was recorded during the 2018 and 2019 surveys and so there is currently considered to be limited risk of impacting a bat roost as a result of the proposed works. Bats can regularly switch roosting sites however and so as a precautionary measure I would recommend that an informative is attached to any planning permission granted so that the applicant is aware of the potential for bats to be present on site. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works evidence of bats (or any other protected species) is discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

Ecological conditions can change over time. In the event that works have not commenced (or the application has not been determined) by May 2020 (i.e. within two years of the May 2018 activity surveys) then update activity surveys will be required prior to commencement of works. All survey work should be in accordance with best practice survey guidance. A suitably worded condition can be used to ensure update surveys are carried out as appropriate.

No roof works or vegetation clearance should take place during the bird nesting season (which is generally between 1st March and 31st August inclusive), unless it can be demonstrated that nesting birds are not present (following recommendations in section 7.3 of the preliminary ecological appraisal report: Middlemarch Environmental Ltd, 2019). This can be secured by condition.

Developments are expected to achieve net gains for biodiversity. Biodiversity enhancements should therefore be incorporated into the scheme design in

accordance with national and local planning policy. For example, any landscape planting should comprise a mix of species known to be beneficial to biodiversity (preferably locally native) so as to maximise benefits. Suitable measures also include the provision of bat and/or bird roosting/nesting facilities within/on the proposed building. Details of the proposed number, type and location of bat and bird boxes should be submitted to the LPA for approval.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat

Conservation Trust guidance: [http://www.bats.org.uk/pages/bats\\_and\\_lighting.html](http://www.bats.org.uk/pages/bats_and_lighting.html) ).

**SMBC Arborist** – The proposed development is not within a Conservation Area. There are no legally protected trees within this site or affected by this development.

Enhancements can easily be achieved through landscaping planting within the edge of the car park areas or on the adjacent footways in hard landscaped tree pits or planting bed within the site along the A6 and entrance to the car park with appropriate species.

The main concern for the development is the lack of detailed information in relation to the landscaping plan to enhance the site and adjacent footways, therefore further detail will be required to show the species size (extra heavy standards as minimum), tree planting details and aftercare details, which will enhance the tree cover in the site. Further consideration is required on planting along the A6 in hard landscaped tree pits to offer natural shade and improved environment of the site.

In principle the scheme as a whole will not have a negative impact on the trees in the area, therefore, should be considered for approval from an arboriculture aspect, as long as a detailed landscaping plan is incorporated/conditioned if tree planting in principle is agreed.

Conditions recommended regarding a detailed landscaping scheme to be submitted and agreed, including full details of tree pits, species and size of trees to be planted, methods and timetable for planting, and details of proposed maintenance, together with requirement for replacement planting if trees fail.

**Lead Local Flood Authority (LLFA)** – The application is acceptable in principle. We would, however, advise that further investigatory works would be required at the Discharge of Condition stages to connection to a watercourse or infiltrate.

We suggest the following condition:

Notwithstanding the approved plans and prior to the commencement of any development, a detailed surface water drainage scheme shall be submitted to and approved by the local planning authority. The scheme shall:

(a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;



(b) include an assessment and calculation for 1in 1yr, 30yr and 100yr + 40% climate change figure critical storm events showing the existing peak flow rates from the existing system pipes which control discharge from the site (note these may not be the last pipes if upstream features control).

(c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards; and

(d) shall include details of ongoing maintenance and management. The development shall be completed and maintained in full accordance with the approved details.

**United Utilities (UU)** – In accordance with the NPPF and NPPG, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Request a condition regarding submission and agreement of a surface water drainage scheme, based on the hierarchy of drainage options in the NPPG, with evidence of an assessment of the site conditions.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 6 l/s.

Request a condition that foul and surface water shall be drained on separate systems.

Provide related guidance, advice and information, which can be attached as an Informative to a grant of consent. A copy of the response has been provided to the Agent.

## **ANALYSIS**

### **Principle of development**

The existing Yu & Me and Co-op buildings, and part of the car park within the application site, are located within the Great Moor Large Local Shopping Centre, within a Primary Shopping Frontage, as regards allocation within Stockport MBC's development plan. The remainder of the car park towards the rear of the site is located within a Predominantly Residential Area.

The application proposes the demolition of the buildings currently on the site and the erection of 1 part two-storey and part single-storey retail convenience store (Use Class A1), together with ATM, plant, satellite dishes, 13 car parking spaces (including 2 accessible spaces and electric charging points), with vehicular access via Cherry Tree Lane, cycle parking, landscaping, including new bollards and associated infrastructure.

There exists a total of 931 square metres of floor space within the existing Co-op and Yu & Me buildings. The proposed Co-op retail convenience unit would be smaller, to

be located primarily upon the footprint of the Yu & Me store, to the Store Street side of the site, providing a total of 409 square metres of floor space over two floors, with 243 square metres of retail sales floor space. The proposed Co-op would have approximately 50 square metres more gross internal area than the existing Co-op unit.

Section 7 of the National Planning Policy Framework (NPPF), regarding Ensuring the vitality of town centres, together with saved UDP policies PSD2.1 – Retail Development in District and Local Centres and PSD2.2 – Services Uses in the Town Centre, District and Large Local Centres, together with Core Policies CS5: Access to Services, CS6: Safeguarding and Strengthening the Service Centre Hierarchy, AS-1: The Vitality and Viability of Stockport's Service Centres, and AS-3: Main Town Centre Uses... Outside Existing Centres, seek to safeguard and strengthen centres, such as Great Moor Large Local Shopping Centre, in order to provide a network of accessible main town centre uses, particularly A1 retail use and including A2 service use.

Development Management Policy AS-1 states that a high proportion of A1 uses will be safeguarded within the Primary Frontages. The policy confirms that individual A1 units of up to 1,500 sq.m net are generally considered appropriate within Large Local Centres.

It is not considered that the proposed continued use of part of the existing car park, located within a Predominantly Residential Area within the Council's development plan, as a Co-op car park, triggers the requirement for an impact assessment, as regards NPPF policy ensuring the vitality of town centres, or as regards Development Management Policy AS-3, which states that planning applications for A1 use exceeding 200 sq.m net floorspace at out-of-centre locations and edge-of-centre locations in relation to the District and Local Centres are required to be accompanied by an impact assessment. This is as the proposed Co-op retail building would be within the boundary of the defined in-centre location of the Great Moor Large Local Shopping Centre and the associated car park area is existing.

As the proposed Co-op convenience retail unit would be a replacement A1 use of 409 square metres of floor space over two floors, with 243 square metres of retail sales floor space, to be located within Primary Shopping Frontage of Great Moor Large Local Centre, it is assessed that the proposed scheme would accord in principle with the NPPF and Core Policies CS5, CS6, AS-1 and AS-3.

### **Parking and highway safety**

Policy CS9 of the core strategy states that the Council will require that development is located in locations that are accessible by walking, cycling and public transport. Policy T1 reiterates this accessibility requirement, with this policy setting out that development will be focused in existing centres, with minimum cycle parking and disabled parking standards.

Policy T2 of the core strategy states that developments shall provide car parking in accordance with maximum parking standards for each type of development, as set out in the existing adopted parking standards, stating that developers will need to

demonstrate that developments will avoid resulting in inappropriate on street parking that has a detrimental impact upon highway safety or a negative impact upon the availability of public car parking.

Policy T3 of the core strategy states that development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. It also advises that new developments should be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

Para 109. of the National Planning Policy Framework (NPPF) states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The application has been reviewed by a council highway engineer, who has advised that this application seeks permission for the demolition of two existing retail units (a Co-op convenience store and an independent hardware store) at Buxton Road, Great Moor, and the erection of a replacement Co-op convenience store in their place. The convenience store will front Buxton Road and a 13-space car park is proposed to be provided within the site, which will be accessed from Cherry Tree Lane, with the access located in approx. the same position as the site’s existing access. After examining the submitted drawings and information, including a Transport Statement (TS) and Framework Travel Plan, would make the following comments:

#### Impact on the highway network

A Transport Statement has been submitted in support of the planning application. This outlines that the proposed convenience store will have a floor space of 409sqm, which, whilst slightly larger than the floorspace of the existing Co-op store on the site (approx. 50sqm larger), it will be less than half the floorspace of the two existing retail units on the site (which have a total floorspace of 931sqm). It also outlines that experience from other Co-op stores has found that an increase in retail floor area does not result in a pro-rate increase in customer numbers, with surveys indicating an average increase of 49 customers following a store expansion. Spread throughout the day and assuming 38% of these travel by car, this equates to 38 additional two-way vehicle movements per day or a maximum of 4 per hour. This, it concludes, should not have a material impact on the local highway network.

This, however, is based on a number of assumptions, which may not be correct. A traditional TRICS-based assessment of traffic generation has therefore, been carried out. This assessment suggests that 50sqm of additional floor space could generate an additional 8 vehicle movements during the AM peak and 9 during the PM peak, which is slightly more than the Transport Statement estimates. This increase, however, is likely to be less than the vehicle movements that will be presently generated by the existing hardware store that will be demolished. As such, and noting that no material changes are proposed to the site’s access arrangements, would concur with the conclusion of the Transport Statement that the proposal should not have a material impact on the local highway network.

## Parking

Parking is presently provided within the site for 10 cars, with one space being for disabled badge holders. The existing retail stores do not presently have their own cycle parking, although 2 Sheffield cycle stands are available in front of the building store which customers could use, as well as customers of other businesses in the area.

As part of the development, a 13-space car park is proposed to be provided, which will now include two spaces for disabled badge holders. The overall number of parking spaces proposed is within the maximum number permitted (a maximum of 17 spaces could be provided). The adopted parking standards require a minimum of 2 spaces to be provided for disabled badge holders, as per the proposed scheme.

Short stay cycle parking for 4 cycles will be provided to the front of the store (bollards with integrated cycle hoops), and a cycle locker for long stay staff cycle parking will be provided within the rear yard. Providing cycle parking for 3 cycles would be in accordance with the adopted parking standards.

With respect to whether the car park will meet parking demand, based on surveys carried out at a number of other stores (which have recorded the time customers are at a store) and TRICS data, the Transport Statement outlines that the proposed car park would comfortably accommodate the proposed parking demand. If, however, parking demand is reviewed using a standard TRICS-based parking accumulation exercise, this suggests that occasionally, demand may slightly exceed supply. Noting that more parking is proposed to be provided within the site than at present (3 additional spaces) and no parking is presently provided for the existing hardware store, overall, would conclude that the proposal should result in less demand for on-street parking. As such, and noting that there are parking restrictions within the vicinity of the site to manage on-street parking in the area parking, would conclude that the proposed level of parking would not have an adverse impact on the local highway network.

Finally, having regard to Paragraph 110 of the NPPF and policies SD-6, SIE-3 and CS10 of the Core Strategy DPD, electric vehicle charging points need to be provided within the site. A single EV rapid charger will be provided, which can be used by users of either a standard parking space (space 11) or users of a disabled parking space (space 12) (noting the likely duration that most customers would park in the car park, it has been agreed that this would be a more appropriate solution for this development than the provision of 2 fast chargers).

In addition, all other spaces must have infrastructure (ducting) provided to them, so as to allow charging points to be provided for each space in the future. This matter, as well as other matters of detail in respect to the design of the car park, however, can be dealt with by condition.

## Servicing

The TS outlines that the site will be serviced from the site's car park and a vehicle swept-path tracking diagram is included in the TS that demonstrates that a large rigid HGV would be able to enter, turn within and exit the site. This, however, will only be possible when not all the parking spaces are occupied and therefore servicing will need to be carried out at times that the store is quiet. In addition, larger vehicles, such as articulated HGVs, will be unable to service the site. Subject to the size of vehicles servicing the store being restricted to those which can access and turn within the site, servicing taking place at times when parking demand is low and servicing being managed (all of which can be controlled by conditions restricting vehicle size and requiring the production and implementation of a servicing method statement), would conclude that the site should be able to be serviced in safe and practical manner.

Whilst a bin store is not proposed to be provided, the applicant has provided information to outline that waste/recycling will be stored on cage rollers within the building and will be removed by the operator and returned back to their distribution centre as part of their servicing strategy (which can be controlled by means of a servicing method statement).

### Accessibility

The site is located within Great Moor Local Shopping Area and is within reasonable walking distance of a reasonably large residential area. It is also on a bus route served by a number of buses and is within reasonable walking distance of Woodsmoor Train Station. There are also bus stops (with boarding platforms and shelters) and a controlled pedestrian crossing (to assist pedestrians to cross Buxton Road) close to the site and there are dropped kerbs with tactile paving at junctions on key access routes in the area. As such, subject to the provision of cycle parking, the provision of an uncontrolled pedestrian crossing at the site access, the reconstruction / resurfacing of the footways abutting the site (and tying them into the hardstanding areas within the site) and the implementation of a Travel Plan, would consider the proposal acceptable from an accessibility perspective.

With respect to a Travel Plan for the site, a Framework Travel Plan has been submitted in support of the application. This, however, has not been produced using the Transport for Greater Manchester Travel Plan Toolkit in accordance with the Council's requirements and only relates to staff travel, despite the fact that customer travel will form a much higher proportion of journeys than staff travel. In addition, it is considered that additional measures should be implemented (e.g. the provision of travel information notice boards, a taxi phone, providing staff with access to the Cycle to Work scheme and cycle training), other measures should be reviewed (e.g. staff travel information packs should be provided to all staff, not just new staff), an aim should also be to minimise parking demand and parking demand and modal split for both staff and visitors should be monitored. These issues, however, can all be dealt with by means of a condition requiring the production, approval of, and implementation of a Travel Plan prior to occupation.

### Design / site layout

It is considered that the design of the amended site access, as well as the layout of the proposed car park and access routes within the site now acceptable. 13 parking spaces, including 2 disabled parking spaces, are to be provided within the site, an uncontrolled pedestrian crossing is to be provided at the car park access, and general cycle parking and staff cycle parking is to be provided. To be controlled by condition.

A boundary wall (with railings above) would be provided between the car park and the footway on Buxton Road to ensure that manoeuvring vehicles do not encroach / overhang on the footway. To be controlled by condition.

The hardstanding area in front of the store is proposed to be surfaced in the same paving materials as the adjacent footway. To be controlled by condition.

### Construction

Construction of the development will have some impact on the local highway network, as well as nearby dwellings and businesses, noting the size of the site, its location on the A6 and proximity to residential dwellings, commercial premises and a bus stop. Providing the method of construction is agreed and suitable arrangements are put in place to minimise the impact of construction, would conclude that construction of the development should not have a significant adverse impact on the local highway network or local area.

### Conclusion

There are no Highways objections, in principle, to this application, which seeks permission for the demolition of two existing retail units (a Co-op convenience store and hardware store) and the erection of a replacement Co-op convenience store in their place, noting that the scheme will result in a reduction in retail floor space at the site. The proposal should not have a material impact on the local highway network, the site is fairly accessible, the store should be able to be serviced in a safe and practical manner, and the site's car parking arrangements will be an improvement over the existing situation.

Any permission granted will require conditions that cover construction management, provision and retention of cycle parking and provision and retention of refuse and recycling facilities.

Having regard to the comments of the highways engineer, it is not considered that the proposal would have an unacceptable impact on highway safety, or severe impact on the road network, subject to the attachment of the recommended conditions. The proposal is therefore considered to be in accordance with policies SD-6, SIE-3, CS9, CS10, T1, T2 and T3 of the Stockport Core Strategy, and the National Planning Policy Framework (NPPF), including paragraphs 109 and 110.

### Ecology and landscaping

Policies regarding the achievement of a sustainable form of development, as regards biodiversity and landscaping, include NPPF policies within section 15 Conserving

and enhancing the natural environment, together with Core Strategy policies CS8: Safeguarding and Improving the Environment, SD-6: Adapting to the Impacts of Climate Change, SIE-1: Quality Places, and SIE-3: Protecting, Safeguarding and Enhancing the Environment.

Policy SIE-3, which relates to protecting, safeguarding and enhancing the environment, states that the Borough's biodiversity shall be maintained and enhanced, with planning applications being required to keep disturbance to a minimum and where required identify mitigation measures and provide alternative habitats to sustain at least the current level of population.

The Council's Ecologist has assessed the scheme and confirms that no evidence of roosting bats was recorded during the 2018 and 2019 surveys, and so there is currently considered to be limited risk of impacting a bat roost as a result of the proposed works.

The survey work is, however, now out of date, therefore, updated bat survey work is required, pursuant to legislation and policies, and this should be carried out prior to determination of the application to allow for the appropriate assessment and consideration of the findings.

If it is the case that no bat roosts are discovered, bats can regularly switch roosting sites, therefore, as a precautionary measure, an informative is required to be attached to any planning permission granted, so that the applicant is aware of the potential for bats to be present on site. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works evidence of bats (or any other protected species) is discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

Ecological conditions can change over time. In the event that works have not commenced within two years of the activity surveys, then update activity surveys will be required prior to commencement of works. All survey work should be in accordance with best practice survey guidance. A suitably worded condition can be used to ensure update surveys are carried out as appropriate.

No roof works or vegetation clearance should take place during the bird nesting season (which is generally between 1st March and 31st August inclusive), unless it can be demonstrated that nesting birds are not present (following recommendations in section 7.3 of the preliminary ecological appraisal report: Middlemarch Environmental Ltd, 2019). This can be secured by condition.

Developments are expected to achieve net gains for biodiversity. Biodiversity enhancements are therefore, incorporated into the scheme design in accordance with national and local planning policy, including native landscaping, in the form of two specimen native heavy-standard street style trees, to be planted in tree pits within the site adjacent to Cherry Tree Lane, and 3 bat and bird boxes/nests upon the building, to be secured via condition.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: [http://www.bats.org.uk/pages/bats\\_and\\_lighting.html](http://www.bats.org.uk/pages/bats_and_lighting.html)).

### **Amenity**

The NPPF advises Councils to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 127).

The NPPF also states that “para. 180. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Saved UDP and Core Strategy policies, including CDH1.2 – Non Residential Development in Predominantly Residential Areas, PSD2.1 – Retail Development in District and Local Centres, SE1.2 – Shopfronts, SE1.4 – Security Measures for Shop Fronts, MW1.5 – Control of waste from development, SIE-3: Protecting, Safeguarding and Enhancing the Environment, and Policy SIE-1 Quality Places, include requirements to ensure high quality design and development which would not have unduly detrimental impacts upon the occupiers of residential properties.

Policy SIE-1 seeks to achieve quality places, and states that new development should have specific account of: the site's context in relation to surrounding buildings and spaces (particularly with regard to the height, density and massing of buildings); Ensuring the safety and security of users whilst not causing harm to the wider environment, the character of the building or accessibility; Provision, maintenance and enhancement (where suitable) of satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents; the potential for enhancement of the public realm; the potential to incorporate appropriate landscaping and nature conservation features.

It is considered that the proposed development has been designed to respond to the site specific context, to appear acceptably within the street scenes and to respect the amenities of the occupiers of neighbouring properties, pursuant to policies.



The proposed modern Co-op building, with red brick walls, grey framed glazed shop frontage, with grey perforated integral security shutters, and a pitched slate main roof, would appear acceptably within the street scene contexts. This due to the proposed comparable height and design of the built form, the siting to the back of the footway, the use of materials in keeping within the street scene, and the inclusion of boundary treatments and landscaping to enhance the appearance and function of the site. Conditions would be required in order to ensure the implementation of the approved scheme and the agreement of final materials.

The existing Co-op and Yu & Me buildings are historic and contemporary to adjacent buildings, however, it is not assessed that the retention of these buildings is a material planning consideration. The buildings are not within an area of special control, such as a Conservation Area, and the buildings, whilst historic, are also not, for example, listed buildings, have been much altered over time and have been found to be in need of replacement to provide the enhanced retail offer that the Co-op propose to provide within the Great Moor Large Local Centre.

It is assessed that the proposed siting, design, height and massing of the proposed building, together with the layout of the site, would not unduly impact upon the amenities of the occupiers of neighbouring properties, in terms of, for example, privacy, noise and disturbance from associated operational activity and comings and goings, or overshadowing, pursuant to policies.

The proposed built form of the Co-op unit would be sited primarily upon the footprint of the current Yu & Me building, to the Store Street side of the site. The nearest residential property to the development is end of terrace property, 1 Store Street, of which the rear building line of the Yu & Me building is currently also the side boundary wall to the curtilage of 1 Store Street.

To the main Buxton Road frontage, the proposed Co-op retail convenience store would be two-storeys in height, (approximately 8 metres to ridge). The building would also be two-storeys in height, with brick walls and pitched slate roof along the Cherry Tree Lane car park elevation. This is comparable to the existing two-storey elements of the building, which are also approximately 8-8.5 metres in height.

Along the Store Street elevation, the building would be two-storeys from the corner of Buxton Road with Store Street, as now, for a distance of approximately 7 metres, before dropping down to single-storey, with a flat roof (approximately 4 metres in height), for a distance of approximately 8 metres along Store Street.

The majority of the rear elevation of the building would be single-storey, with a flat roof. The building would be single-storey to the rear elevation from the corner of the rear elevation with Store Street for a distance of 16 metres, where it would then step up to two-storeys for approximately 4 metres to meet the Cherry Tree Lane car park elevation.

Windows/glazing are proposed within the front Buxton Road elevation only. A service door is proposed to the side elevation of the building adjacent to the car park, with another service door proposed within the rear elevation to access the yard and plant area, including proposed air conditioning and refrigeration plant. Deliveries

would be carried out from within the car park and via the side service door. Low intensity dusk to dawn wall mounted lighting is proposed to the car park side and rear elevations of the building.

The proposed 13 space car parking and servicing area is proposed to be bounded by new 600mm high brick walling with 600mm flat topped black railing, along Buxton Road and Cherry Tree Lane. The existing boundary treatment around the internal perimeter of the car park to the rear of 1 to 5 Store Street and to the side of 10 Cherry Tree Lane is proposed to be retained.

It is assessed that the proposed Co-op store would not have undue impacts upon the occupiers of neighbouring residential properties, as regards noise and disturbance, from associated plant, activities and comings and goings. This is due to the comparable situation as existing to the proposed, together with mitigation measures. The car park would, for example, be of a similar size, with the same access location, with a three space uplift for additional capacity. Servicing would continue within the car parking area. The proposed opening hours are classified as daytime, from 06:00 to 22:00 daily.

A Noise Study has been submitted to support the application. The Environmental Health Officer (EHO) has assessed the proposal and is satisfied that the development should not cause residential disamenity, provided control be imposed via conditions. A noise report regarding the specific plant, together with validation is required, along with a condition to restrict the hours of operation to those as applied for within daytime hours.

#### 1 Store Street:

Regarding the relationship of the development to 1 Store Street, a new 2.5 metre high masonry wall is proposed to be constructed along the side boundary in place of the existing 4.5 metre high building line of the Yu & Me building, between 1 Store Street and the proposed rear single-storey building line of the development.

The current 4.5 metre high Yu & Me building line hugs the curtilage of 1 Store Street, including windows that directly overlook the garden/access area. The construction of a 2.5 metre high masonry boundary wall in place of the existing 4.5 metre high wall, the location of the 4 metre high section of Co-op building approximately 1 metre away, increasing to 3.5 metres away, from the boundary wall, and the inclusion of no windows, would serve to improve the residential living environment, as the adjacent built form would be lower and would not include window openings.

The building would be single-storey to the rear elevation from the corner of the rear elevation with Store Street for a distance of 16 metres, where it would then step up to two-storeys for approximately 4 metres to meet the Cherry Tree Lane car park elevation.

This proposed section of 8 metre high two-storey building would be located closer to the rear of 1 Store Street than current two-storey sections of the existing Co-op and Yu & Me building, however, it is not assessed that this would have undue impacts upon the residential amenities of the occupiers of 1 Store Street, acknowledging the

Guide to Residential Development SPD advises a distance of 12m between a habitable room window and a blank elevation.

The two-storey element would not abut the site of 1 Store Street, or be located parallel to 1 Store Street. The two-storey element would be sited adjacent to the car park, approximately 3.5 metres off the boundary, and there would be a distance of approximately 10.5 metres between the nearest habitable room window within 1 Store Street and the 8 metre high two-storey element.

Existing and proposed solar study exercise drawings have been submitted to consider the impacts of existing and proposed built form. The drawings capture various times of day for both the spring equinox and the summer solstice times of year. Looking at the overshadowing results of the solar studies in plan format, it is considered that there is very little effect on No 1 Store Street, in terms of overshadowing, between the existing building and the proposed new building.

The lack of construction management information has been addressed with the submission of the attached Preliminary Pre-Construction Information. This would be required to be supplemented via condition requiring a full Construction Management Plan, following appointment of Contractor. The agreement of a Construction Management Plan permits the impacts of construction to be mitigated through, for example, the agreement of working practices, boundary treatments, security, parking and servicing, in the interests of the amenities of the occupiers of neighbouring residential properties and the safe flow of traffic on the highway.

It should also be noted that areas of legislation, other than Planning Law would be applicable to the development, for example, the provisions of the Party Wall Act.

A Crime Impact Statement has been submitted with the application, compiled by GMP Design for Security, regarding the designing out of crime. A condition would be imposed, pursuant to policies, to ensure the provision of appropriate measures recommended within the submitted Crime Impact Statement.

### **Air Quality**

The site is within an Air Quality Management Area (AQMA). An Air Quality Assessment is not required in this case, as the thresholds are not triggered.

A dust management plan is required to demonstrate, pursuant to policies including SIE-1 and SIE-3, how the developer will mitigate the effects of dust for nearby residents during the construction and demolition phases. This plan shall follow the Institute of Air Quality Management guidance.

### **Energy Efficiency**

Policy SD-3 of the Core Strategy, which relates to delivering the energy opportunities plan, states that minor developments should give consideration to incorporating low

carbon and renewable technologies in order to make a positive contribution towards reducing CO2 emissions. An energy statement has been submitted that gives consideration to the use of various energy saving technologies.

### **Land contamination**

Pursuant to Core Strategy policy SIE-3, an informative would be attached in case of the unexpected discovery of contaminated land.

### **Drainage**

Policy SD-6 of the Core Strategy states that all development will be required to incorporate Sustainable Drainage Systems (SuDS), so as to manage the run off of water from the site. The policy requires development on Brownfield sites to reduce the rate of un-attenuated run off by a minimum of 50%, with any development on Greenfield sites being required to ensure that the rate of run off is not increased.

In order to ensure compliance with policies regarding drainage, conditions would be imposed requiring the submission, approval and subsequent implementation of a scheme to manage surface water run-off from the site, and as regards foul drainage.

### **Conclusion**

The development would provide a sustainable form of development; an accessible, modern and purpose built A1 convenience retail unit, with environmental enhancements, parking and landscaping, to appear in keeping with the character and appearance of the street scenes, and contribute positively to the vitality and environment of the Great Moor Large Local Centre, without undue detriment to the amenities of the occupiers of residential properties.

Overall, the proposal is considered to comply with the development plan and the NPPF, subject to the agreement of Ecological matters, for the reasons set out within the report and therefore, the NPPF requires the development to be approved without delay, once Ecological matters have been resolved.

### **RECOMMENDATION**

The recommendation is to Grant Planning Permission, subject to conditions.

However, as advised above, the Council's Ecologist has assessed the scheme and confirms that although no evidence of roosting bats was recorded during the 2018 and 2019 surveys, (and so there is currently considered to be limited risk of impacting a bat roost as a result of the proposed works), the survey work is now out of date.

Therefore, updated bat survey work is required, pursuant to legislation and policies. The advice is that this should be carried out prior to determination of the application to allow for the appropriate assessment and consideration of the findings.

It is accordingly respectfully requested that if Members are minded to grant planning permission, subject to conditions, authority be delegated to Officers to grant following confirmation that Ecological matters can be satisfactorily concluded.