

## ITEM 1

<b>Application Reference</b>	<b>DC/075882</b>
<b>Location:</b>	Former Offerton Methodist Church, 159 Marple Road, Offerton SK2 5EP
<b>PROPOSAL:</b>	Erection of a two-storey rear extension following the demolition of the existing rear building and Change of Use from a place of worship (Use Class D1) to 8 x one-bedroom residential flats (Use Class C3(a)), with associated access, infrastructure and landscaping.
<b>Type Of Application:</b>	Full Application
<b>Registration Date:</b>	03.02.2020
<b>Target Date:</b>	Extension of time
<b>Case Officer:</b>	Helen Hodgett
<b>Applicant:</b>	Mr. Webb, Marple Road Developments Limited, Wilmslow
<b>Agent:</b>	Mrs. C. Clarke, Bramhall Town Planning Ltd.

### **DELEGATION/COMMITTEE STATUS**

This application is before Stepping Hill Area Committee, 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**

Planning permission is sought for the erection of a two-storey extension to the rear of the historic section of the former Offerton Methodist Church, following the demolition of the existing circa 1960's extensions to the rear, in conjunction with the change of use of the premises from a place of worship (Use Class D1) into 8 x one-bedroom residential duplex apartments (Use Class C3(a)), with associated access, infrastructure and landscaping.

It is proposed to restore the existing, vacant, locally listed church to accommodate four apartments, and to create four apartments within a proposed extension to the rear. The rear extension would be finished in modern aluminium cladding, following the architectural form of the existing historic church, with a gable end and pitched roof. The footprint of the rear extension would be far narrower than the footprint of the existing extension. The sides of the rear extension would be set in from the sides of the existing historic church building, and the ridge of the extension would be set down from the ridge height of the existing church.

The two floors within each of the 8 apartments would include living space at ground floor, with a staircase up to a first floor bedroom and bathroom within the roof space. The 4 apartments within the retained section of the church building would be served by the existing elongated historic window openings and the church doorway, together with Conservation style rooflights. It is proposed to replace the existing uPVC windows within the historic building with double glazed off-white painted timber framed windows. The 4 apartments in the extension would be served by integral windows, doors and rooflights. No openings are proposed within the rear elevation of the building.

The Marple Road frontage would retain the historic walling with railings and central pedestrian access. The area between the Marple Road highway and the front of the building would provide communal amenity space, including landscaped areas and space for storage of segregated waste and recycling. Each of the 8 apartments would have a designated covered and secure cycle parking facility for 2 cycles within the curtilage of each flat.

Each apartment would also have designated amenity space. The area of designated amenity space for each of the apartments ranges from flat 3 with a proposed 17.445 square metres of amenity space, to flat 8 with a proposed 57.211 square metres of amenity space. Boundary treatments are proposed to the boundaries of the site, including resident controlled gates to secure the accesses along both of the sides of the site.

A number of documents have been submitted to support the application, including layout, elevational and sectional plans, an Ecological Survey, Energy Statement, Transport Statement, Surface water drainage scheme, Design and Access Statement, Structural Survey, Heritage Statement and Planning Statement.

## **SITE AND SURROUNDINGS**

This application relates to the circa 670 square metre site of the vacant, locally listed Offerton Methodist Church, which is located off Marple Road within Offerton. The red brick and slate roofed historic building and boundary treatments comprise a late 19<sup>th</sup> Century Methodist church of local architectural and historic interest dating from 1887.

The existing church building comprises a proportion of the historic church building to the frontage of the site, with rear extensions dating from circa 1960 occupying the width of the rear of the site. The footprint of the existing built form is 338.84 square metres and covers over 50% of the site. The built form is single-storey, with a basement area, however, the historic church building has an expansive and tall pitched roof.

The church has been closed since 2016 and is stated to currently be structurally sound, however, as a result of being unused and vacant, the building is deteriorating, with dampness and cracks evident, and the site is attracting antisocial behaviour.

This previously developed site is located within a Predominantly Residential Area, as regards the Council's development plan. As can be seen in the attached layout plans, the site is surrounded by residential properties, including semi-detached house 159 Marple Road to the western side elevation; semi-detached houses 161 and 163 Marple Road to the rear of 159 Marple Road, detached houses 9 and 7 Owen's Farm Drive to the north/rear of the application site; and detached 6 Cherry Close at an angle to the eastern side elevation.

The gap between the eastern side elevation of the historic church and the boundary with the curtilage of 6 Cherry Tree Close is approximately 5.7 metres. The rear elevation of 9 Owen's Farm Drive is approximately 10 metres from the boundary with the application site.

The distance between the side gable of 159 Marple Road and the western side elevation of the church varies from approximately 8.8 metres towards the frontage of the sites, to 8.5 metres towards the rear of the sites. Between the side elevation of 159 Marple Road and the western side elevation of the application site is located a private gated vehicle and pedestrian access route for 159, 161 and 163 Marple Road, boundary treatment, and the side curtilage of the church.

The side elevation of 159 Marple Road includes within the historic gable opposite the side of the church, two habitable room side windows at ground floor, with two further habitable room side windows directly above at first floor. 159 Marple Road has been altered and extended by way of a two-storey rear extension. Within the side of the two-storey extension to 159 Marple Road facing the application site are window openings at ground floor, with high level windows at first floor, and an associated additional window within the original building at first floor.

On the opposite side of Marple Road, to the south of the site, is residential property 176 Marple Road and also St. Philip's R.C. Primary School, which has a pedestrian access off Marple Road, with vehicular access via Half Moon Lane.

The site is located within an accessible urban location, and is, for example, within walking distance of shops, services, and recreational open spaces. The site is within the vicinity of cycle routes, including to Woodsmoor and Hazel Grove railway stations. The nearest bus stops are located on Marple Road, approximately 50 metres from the site, with services to Stockport town centre, Marple, New Mills, Hayfield and Offerton circular.

The application site is located within an area affected by noise from transport sources, including aircraft, and by aircraft safeguarding. In terms of the Environment Agency's (EA's) mapping system, the site is located within flood zone 1 (low risk).

## **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

EP1.10 – Aircraft Noise

L1.1 – Land for Active Recreation

L1.2 – Children's Play

MW1.5 – Control of waste from development

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

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

CS2: HOUSING PROVISION

CS3: MIX OF HOUSING

CS4: DISTRIBUTION OF HOUSING

H-1: Design of Residential Development

H-2: Housing Phasing

H-3: Affordable Housing

CS8: SAFEGUARDING AND IMPROVING THE ENVIRONMENT

SIE-1: Quality Places

SIE-2: Provision of Recreation and Amenity Open Space in New Developments

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
- Open Space Provision and Commuted Sum Payments 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.

#### 5. Delivering a sufficient supply of homes

Para 59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 63. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

Para 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should

- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

#### 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.

Para 123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

## 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.

## 16. Conserving and enhancing the historic environment

184. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

192. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

### Considering potential impacts

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional<sup>63</sup>.

195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

197. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

198. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

199. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible<sup>64</sup>. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

202. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

#### Annex 1: Implementation

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/73277; Type: XHS; Address: Offerton Methodist Church Marple Road; Proposal: DISABLED ACCESS RAMP; Decision Date: 20-AUG-99; Decision: GTD

Reference: DC/068984; Type: FUL; Address: Offerton Methodist Church , Marple Road, Offerton, Stockport, SK2 5EP; Proposal: Proposed change of use from D1 to C3 use class comprising of conversion of existing church hall and demolition of existing rear buildings to form new 2 storey block; Decision Date: 03-MAY-18; Decision: REFUSED

Reference: DC/054220; Type: HSE; Address: 6 Cherry Close, Offerton, Stockport, SK2 5EB; Proposal: Erection of a wooden structure in the form of a tree house and an increase in the height of the boundary fence to the garden to 2.75 metres. (AMENDED DESCRIPTION); Decision Date: 27-JAN-14; Decision: GTD

## **CONSULTATION RESPONSES**

### **NEIGHBOURING PROPERTIES**

The occupiers of neighbouring properties were notified of this planning application by letter and were also subsequently notified of amendments to the plans as originally submitted, in relation to amendments including, landscape, boundary treatments, cycling provision and segregated waste and recycling provision. A site notice has additionally been publically displayed to the Marple Road frontage of the site from 6/3/20 for public consultation.

Representations have been received from contributors at 16 addresses in response to consultation upon the application.

The matters raised in the individual representations received can be reported as follows:

#### Highways/parking

- Object to the conclusion that there are parking spaces in surrounding streets, which could be used by the occupiers of the apartments to park their cars.
- If all 8 flats were to be occupied by a couple, there would potentially be an additional 16 vehicles parked on the surrounding streets, with the addition of any visitor parking and servicing vehicles.
- Chadwell Road does not have capacity for additional car parking and is a cul de sac, without a turning head to turn a car around in.
- When the Methodist church was operational there was horrendous parking on Chadwell Road from users of the church, which would be permanent if the flats are permitted.
- The parking situation already causes heated situations between residents and vehicle drivers.
- Access for emergency vehicles is and would be compromised.
- There is a risk with the additional parking to families and their children living in Chadwell Road.
- Need to survey the parking situation at other times of the day and night, including after 17:30 to see the actual flow and narrowness of the road.
- An option would be for the residents on Chadwell Road to apply for residents only parking to ensure continued access to parking along their street.
- Visibility splays to the junction of Chadwell Road with Marple Road are already compromised by parked cars on Chadwell Road. More parked cars would make an existing situation worse, with the possibility of causing a serious road traffic accident.
- 14 properties out of 20 on Chadwell Road do not have off road parking.
- Danger will be caused if parking occurs on Marple Road. Would affect visibility splays for existing driveways onto Marple Road.
- When the building was being used as a church, visibility splays onto Marple Road were impaired due to inconsiderate parking when there was a service. This was for only a couple of hours per week. This could become a permanent situation if permission for the flats is granted.

- The construction works would result in the road being blocked/impeded by the associated lorries/vans/vehicles, as there is no off-street space.
- Do not object to the use of the building as flats, but object to the proposed vehicle parking on nearby streets.
- Would suggest on-site parking behind the church and a smaller number of flats.
- Suggested that The Meadows are approached regarding parking provision, as there is a car park at the back of Chadwell Road, which could be made available for permit holders.

### Amenity

- 4 of the flats would directly overlook the adjacent house and garden. The proposed side elevations of the development contain windows and doors on both storeys that would result in an unreasonable loss of privacy to the occupiers of the house, materially detracting from comfort and enjoyment of home and garden.
- The presence of a two-storey structure extending out from the existing church would have a detrimental impact upon the amount of light received at the adjacent property and would create an oppressive feeling. Every set of blinds would need to be closed to the side of the house, resulting in no/little natural light entering the house.
- The two-storey extension and change of use will severely reduce our existing privacy through over looking, reduce sunlight, and will increase noise levels.
- The rear elevation would be close to my boundary. Would detrimentally affect light and our residential amenities.
- The level of noise and disturbance from 16 people occupying the flats would escalate from that of the single-storey church, which was used 1 to 3 times per week.
- The bins would be sited close to the boundary. The smell from bins for 8 flats, potentially 16 people, would become intolerable. There is no space for collection of bins on street.

## **CONSULTEE RESPONSES**

**SMBC Highways – Final comments** – I write with reference to the revised plans, including drawings 230 Rev B ‘Proposed Landscaping Plan’ and 201 Rev B ‘Proposed Floor Plans’ submitted on the 12<sup>th</sup> June 2020 in response to my Consultation Response of the 10<sup>th</sup> March 2020. I note that the revised plans show:

- 1) Proposals to provide a cycle locker for each apartment (located in each garden area)
- 2) A revised bin store (which can accommodate 3 no. 1100l Eurobins and 3 no. 360l bins and does not encroach on the existing highway)

These address the issues I previously raised and, as such, I raise no objection to the application subject to conditions and the applicant entering into a Section 106 Agreement in respect to the payment of £8000 (subject to RPI) to fund a Traffic Regulation Order / parking restrictions on Marple Road, Chadwell Road, Old Hall Drive and Hall Pool Drive.



**Recommendation: No objection subject to conditions and the applicant entering into a Section 106 Agreement in respect to the payment of £8000 (subject to RPI) to fund a Traffic Regulation Order / parking restrictions on Marple Road, Chadwell Road, Old Hall Drive and Hall Pool Drive.**

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

### **CONDITIONS**

No development shall take place until a pre-construction condition survey of Marple Road (between its junctions with Chadwell Road and Old Hall Drive) has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until a post-construction condition survey, together with details of a scheme to reconstruct / resurface / repair any parts of the highway that the survey has identified has been affected through the construction of the development, has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until any areas that have been affected through the construction of the development have been reconstructed / resurfaced / repaired in accordance with the approved details.

*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. The details are required prior to the commencement of any development as the first survey needs to be carried out prior to the commencement of construction activities.*

Each dwelling within the development shall not be occupied until a cycle locker has been provided for occupiers of the dwelling in accordance with the details indicated on drawing 230 Rev B 'Proposed Landscaping Plan' (dated 10.06.20). The cycle lockers 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 paragraph 5.6, 'Cycle Parking', of the SMBC Transport and Highways in Residential Areas SPD.*

A drawing illustrating a scheme to provide an uncontrolled pedestrian crossing (dropped kerbs with tactile paving) at the junction of Chadwell Road with Marple Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the pedestrian crossing has been provided in accordance with the approved drawing and are available for use.

*Reason: To ensure that the development has safe and good quality pedestrian access arrangements 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 development shall not be occupied until a bin store has been provided within the site in accordance with details indicated on drawing 230 Rev B 'Proposed Landscaping Plan' (dated 10.06.20). The bin store shall then be retained and shall remain available for use at all times thereafter.

*Reason: To ensure that the development will have adequate bin storage facilities, 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 detailed scheme outlining proposals to provide within the vicinity of the site two charging points for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Details shall include where the charging points will be located, details of the charging points and associated parking spaces (including details of the equipment, signage and carriageway markings), how they will be provided (including details of any required traffic regulation order) and a timescale for their provision. The charging points shall then be provided in accordance with the approved scheme and timescale. Once provided, they shall then be retained and shall remain available for use at all times thereafter (unless they are replaced with an alternative charging points in which case they should be retained).

*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.*

## INFORMATIVES

The electric vehicle charging points that are required to be provided as a condition of this approval could be provided within the public highway subject to the agreement of the Highway Authority (Stockport Council). Once provided, these would be maintained by or on behalf of the Highway Authority / Council and would be available to the general public, as well as occupiers of the approved development and their visitors. The cost of providing the electric vehicle charging points, including the cost of any Traffic Regulation Orders that may be required, would need to be met by the applicant / developer. For further information, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

In addition to planning permission, the applicant / developer will need to enter into an agreement, under the Highways Act 1980, with respect to the required highways works / delivery of the required highway infrastructure. 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.

**Initial comments on original scheme** - This application seeks permission for the conversion and extension of Offerton Methodist Church to form 8 apartments. As

with the existing church, no car parking is proposed to be provided for the proposed apartments. Cycle parking, however, is proposed to be provided within the site.

Consideration of the proposal concludes that the scheme should not result in a material increase in vehicle movements on the local highway network and the site is accessible, being on a bus route and is within reasonable walking of Offerton Local Shopping Centre, primary schools and a food store. I do note, however, that whilst nearby bus stops have boarding platforms and shelters and there are uncontrolled pedestrian crossing points at many of the junctions in the vicinity of the site, there isn't an uncontrolled pedestrian crossing point to assist pedestrians crossing Chadwell Road, which could prevent or deter pedestrians accessing the site. As such, I would recommend that any approval granted is subject to a condition requiring the provision of an uncontrolled pedestrian crossing points at this junction.

With respect to parking, no car parking is proposed to be provided within the site and therefore the occupiers of the apartments, as well as their visitors, would need to park on street. If there are no suitable places for occupiers to park or this parking takes place in unsuitable locations this could have highway safety implications and/or affect the free-flow of traffic. As such, the applicant has reviewed this issue and details of this review are contained within the Transport Note submitted in support of the planning application. This has included carrying out a parking survey to review the availability of parking on the streets in the vicinity of the development site, including Marple Road, Old Hall Drive and Chadwell Road. This outlines that there are approx. 30 parking spaces on streets in the vicinity of the site, and during the time of the survey between 15 and 26 of these spaces were free, with generally around 20 spaces available. Whilst Chadwell Road is well used, the survey shows that Old Hall Drive is not well used for parking other than at school start and finish times when some parking does occur. The Transport Note therefore concludes that the streets in the vicinity of the site would be able to accommodate the parking demand of the development.

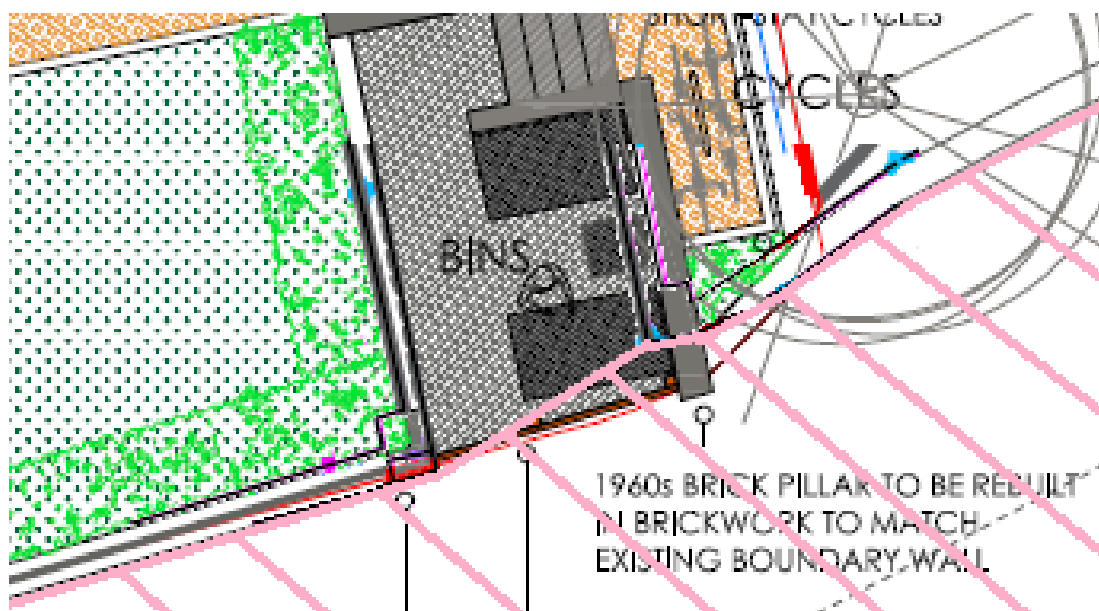
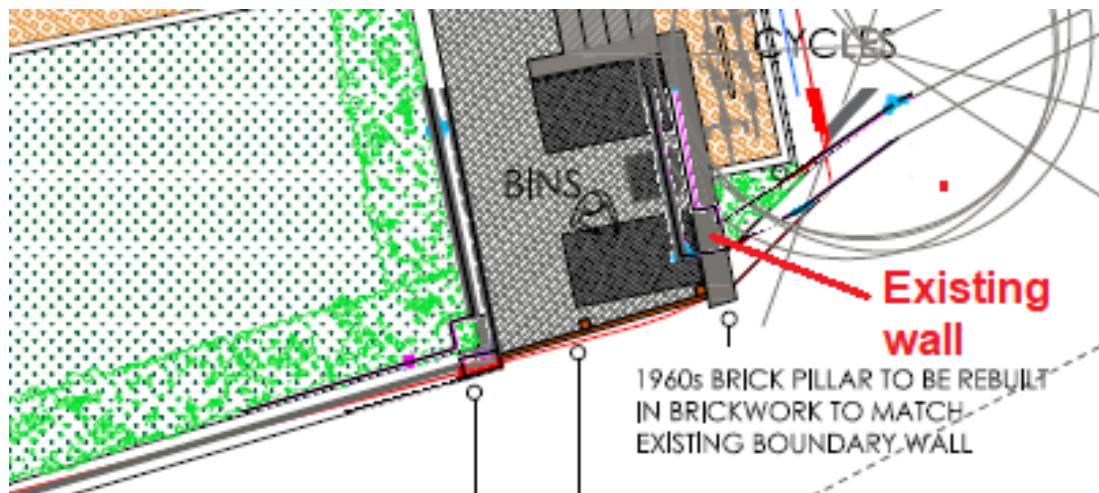
Based on the results of this parking survey, as well as surveys carried out by this department, I would agree with the conclusions of the Transport Note and would conclude that adequate on-street parking capacity is available to enable occupiers and their visitors to park. Although Old Hall Drive is used for parking associated with the school drop-off /pick up, when this occurs, most occupiers of the apartments would likely to not be at home. There are, however, no parking restrictions on Marple Road (other than at bus stops) to restrict parking on Marple Road and, as such, if occupiers or their visitors were to park on Marple Road, this could have highway safety implications and affect the free-flow of traffic. This would include impairing visibility at accesses and junctions, preventing vehicles forming two lanes on the approach to Lisburne Lane junction, parking on footways, blocking cycle lanes or parking in locations that prevent two-way vehicle movements. I therefore consider there is a need to manage on-street parking through the introduction of parking restrictions in the vicinity of the site. As such, I recommend that any approval granted is subject to a condition requiring the provision of parking restrictions on streets in the vicinity of the site. The provision of parking restrictions will require a Traffic Regulation Order, which will need to be implemented by the Highway Authority (Stockport Council) at the applicant's / developer's expense.

Paragraph 110 of the National Planning Policy Framework outlines that development should be designed to enable charging of plug-in and other ultra-low emission vehicles. As no parking is proposed to be provided within the development, it is not possible to provide EV charging points within the site. Some occupiers of the apartments, however, may own an electric vehicle and park it on street. As such, I would conclude that there may nevertheless be a demand for occupiers to charge electric vehicles. There are not, however, any public EV charging units in the vicinity of the site and, as such, I would recommend that any approval granted is subject to a condition which requires the provision of 2 public EV charging units (the minimum number that is recommended) in the vicinity of the site. The EV charging units would need to be provided by the Council at the applicant's expense.

Regarding cycle parking, a 6-cycle cycle store for long-stay cycle parking, together with a Sheffield stand for short-stay cycle parking, is proposed to be provided within the site. Long-stay cycle parking, however, is required for a minimum of 8 cycles (1 per unit) and therefore a larger store (or an additional store/s) is required. One option would be to provide individual timber cycle stores within the gardens of the rear apartments. With respect to the design of the store, full details of the store have not been provided and therefore it is not clear whether it will be fit for purpose. As such, and noting that its design will need to be taken into account the historic nature of the former church, I would recommend that the applicant is asked to submit full details of the store at this stage, rather than leave it for future consideration as part of a discharge of conditions application. With respect to the visitor cycle parking, the area provided for the stand (1.5m by 0.75m) would not be sufficient. An area of approx. 2m by 1.4m is required, with the stand 0.65m from the adjacent wall / landscaping. As such, the scheme needs to be amended to address this issue.

With respect to bin storage, a bin storage area is proposed to be provided adjacent to the site's front boundary. The site layout plan shows this accommodating 2 large bins and 1 small bin. 8 apartments, however, would require 3 no. 1100l Eurobins and 3 no. 360l bins and, as such, the bin storage area will not be sufficient to accommodate the required number of bins. If a suitable bin storage area is not provided, bins would be left out on the highway, which would not be acceptable and, as such, I consider that the scheme needs to be revised to show a bin store which can accommodate 3 no. 1100l Eurobins and 3 no. 360l bins. In addition, it is not clear how the gate to the bin storage area would open. A gate which opened out into the highway would not be acceptable and, as such, the plan should show a form of gate which opens into the site. The most suitable option may be a sliding gate.

I also note that the proposed bin store will encroach on the public highway as indicated on the drawings below (the first drawing shows the topographical survey overlaid on the proposed plan and the second drawing shows the extent of adopted highway hatched pink). This is not acceptable.



The scheme therefore also needs to be amended so show the bin store and adjacent boundary treatment set back to the existing boundary line.

To conclude, whilst I have no objection to this application, in principle, there are a number of issues relating to the site's boundary, cycle parking and bin storage that I consider need to be addressed. I therefore recommend that the application is deferred and the applicant is advised to review the scheme with the aim of addressing the issues I've raised in respect to these matters.

**Recommendation: Defer**

**SMBC Environmental Health – Land Contamination** – Given the scale of the proposed development and the individual garden areas, the developer will need to undertake a site investigation. Request conditions to be applied to any grant of planning permission.

**SMBC Environmental Health – Noise** – Do not object to the development in principle. However, looking at the site and its position in relation to the road, noise levels from environmental sources could cause issues for prospective occupants.

#### Condition

Prior to the commencement of the development a noise report shall be undertaken. The report shall be prepared by a suitably qualified person and shall be submitted to and approved by the Local Planning Authority. The noise assessment shall consider noise generated from air and road traffic and any nearby fixed plant. The report shall be undertaken in line with 'BS8233-2014 Guidance on sound insulation and noise reduction for buildings' and should demonstrate how the development will achieve the following 'Good' internal noise levels at the following times;

- living rooms 35dB between 07.00 hours and 23.00 hours
- Dining rooms 40dB between 07.00 hours and 23.00 hours
- Bedrooms 30 dB between 23.00 hours and 07.00 hours and 35dB between 07.00 hours and 23.00 hours

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 Nature Development Officer** – Having visited the site and considered the available information, I have the following comments to make:

#### **Site Context**

The site is located on Marple Road in Offerton. The application involves erection of a two-storey rear extension following the demolition of the existing rear building and Change of Use from a place of worship (Use Class D1) to 8 x one-bedroom residential flats (Use Class C3(a)), with associated access, infrastructure and landscaping.

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

The site has no nature conservation designations, legal or otherwise

#### **Legally Protected Species**

An extended Phase 1 habitat survey has been carried out and submitted with the application. The survey was carried out in November 2019 by a suitably experienced ecologist and in accordance with best practice survey guidance. The survey mapped the habitats present on site and identified the potential for protected species to be present.

Many buildings have the potential to support roosting bats. All species of bat are protected under Section 9 of 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, or to hibernate or migrate.
  - b) the local distribution of that species.
- 3) Damage or destroy a breeding place or resting site of such an animal.

A daytime bat roost assessment survey has been carried out as part of the ecological assessment.. The survey involved an internal and external inspection of the property to search for evidence of roosting bats and assess the potential for bats to be present.

No evidence of roosting bats was recorded during the survey. Some potential roost access points were recorded however these features were considered unsuitable as bat roost sites as they were found to be draughty and densely cobwebbed (the latter indicating no recent use by bats). The building was therefore assessed as offering negligible roosting potential. No potential bat roosting features were recorded within trees on site.

Buildings and vegetation on site offer some potential habitat for nesting birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

Ponds and their surrounding terrestrial habitat have the potential to support amphibians such as great crested newts (GCN). GCN receive the same level of legal protection as bats (outlined above). A pond is located approx. 170m to the north the application site. Surveys carried out in 2013 did not record any evidence of GCN presence within the pond. Furthermore the pond is relatively isolated from the current application site by residential development and suitable GCN terrestrial habitat is limited within the application site. The risk of GCN being present within the application site and affected by the proposals is therefore considered to be low and I do not require any further survey in respect of GCN as part of the current application.

No evidence of or significant potential for any other protected species was recorded.

### **Invasive Species**

Wall cotoneaster and Montbretia were recorded within the application area. These species are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant or otherwise cause to grow these invasive species in the wild.

### **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, 3.361, 3.366, 3.367 and 3.369

#### **Recommendations:**

No evidence of roosting bats was recorded during the survey and the proposals are considered to be of low risk to roosting bats. As a precautionary measure I would advise that an informative is used with any planning consent so that the applicant is aware of the potential (albeit low) for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should evidence of bats, or any other protected species be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

If the proposed demolition works have not commenced by November 2021 (i.e. within two years of the 2019 surveys) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

In relation to breeding birds it is recommended that works are timed to avoid the bird nesting season where possible and that the following condition should be used: [BS42020: D.3.2.1] No vegetation clearance/demolition works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation/buildings for active birds' nests immediately before vegetation clearance/demolition works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA.

Developments are expected to provide net gains for biodiversity (in accordance with national and local planning policy). This could include the provision of bat and/or bird roosting/nesting facilities within/on the building. Details regarding the proposed number, type and location of bat and bird boxes should be submitted to the LPA for review.

Landscape planting should comprise locally native species and/or species beneficial to wildlife. The original landscaping plans included provision of hawthorn hedgerow and it was recommended that this be enhanced by additional native species. The revised landscape plan (230B) now indicates a hedge comprising hawthorn, guelder rose and field rose (80% hawthorn, 10% field rose and 10% guelder rose). The proposed landscaping also refers to yew and holly planting (50% holly and 50% yew). These amendments to the proposed landscaping scheme are preferred to the previously proposed laurel which has limited wildlife value.



Plan 220B shows provision of occasional gaps (13cmx13cm) at the base of boundary fences/walls to maintain habitat connectivity for species such as hedgehog, and this a welcome inclusion within the proposals.

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)).

A condition should be attached to any planning consent granted stating that the spread of Montbretia and wall Cotoneaster will be avoided. It is advised that these species are removed from site and disposed of appropriately following best practice standard guidance (e.g. at a licensed tip).

**SMBC Arborist** – There are no legally protected trees within this site or affected by this development. In principle the main works and design will not have a negative impact on the trees on site, in neighbouring properties on all the boundaries.

In its current format it could be considered favourably but would require the submission of a detailed landscape plan to show the species of the pleached trees and include some planting at the front of the site as well as protective fencing detail to show the protection of the root zones of the retained trees. Special attention is required to the material storage area and deliveries in and around the protected trees and the Highway trees located along Marple Road. Conditions are requested regarding tree protection measures and the submission of a final landscape scheme.

**SMBC – Conservation and Heritage** – The application site is a Locally Listed building, designated as such in 2009, in recognition of its local historic and architectural significance. For the purposes of the NPPF the building is recognised as an undesignated heritage asset. The historic asset description is provided below:

#### SUMMARY OF IMPORTANCE/CRITERIA DECISION

*“Late C19 Methodist church of local architectural and historical interest.”*

#### HISTORIC ASSET DESCRIPTION

*“Methodist church, dated 1887, of brick with hard red brick dressings and banding, sparing stone dressings, slate roof. The brick in the front elevation is laid in Flemish bond and flared headers are used to create a chequered appearance. Symmetrical gabled elevation to the road. Central door with a round arched head and hood mould is flanked by narrow lancets with similar details. A stone plaque set beneath an arch with similar detailing has a partially legible inscription and the date. The sides have paired round-headed lancets. Low ventilators on the ridge.”*

No objection raised to the principle of conversion to residential use and demolition of the existing extensions to the rear of the 19th century chapel building, which do not contribute to its special significance. The extension would be sited wholly at the rear of the building, and would be set in from the margins of the former church building. The extension would be of contemporary design and materials, to which I raise no objection in principle, subject to conditional control relating to the provision of a detailed schedule of materials and samples to be provided on site.

With regard to the conversion of the former church building, the most significant intervention relates to the insertion of a first floor internally, and the impact that this would have on external views as a result of floor plates cutting across the windows.

The windows are proposed for replacement, to which there is no objection in principle, further consideration is given to the detailed design of the windows in the context of the potential visibility of the internal floor plate, and the opportunity for an enhancement over the existing and to better reveal relate to the significance of the heritage asset. Windows should be flush closing casements with mouldings and timber sections of a traditional design and profile, based on available evidence of the original form of window openings in the building (historic images / photographs etc.).

Confirmed that a proposed scheme could include the replacement of the existing unsympathetic uPVC windows within the historic building, with timber off-white double glazed traditional units, set at least 100mm in from the reveals, with black glass provided within the inner pane of the unit where the first floor floorplate abuts the windows, to obscure views of the proposed first floor floorplate. Full elevational and sectional details of the proposed windows to be installed within the historic building to be first agreed via condition.

Raise no objection in principle to the insertion of rooflights. The rooflights to the existing building should be conservation type rooflights, fitted flush with the plane of the roof, top hung, coloured black with a central glazing bar. The rooflights should not exceed the size of the Rooflight Company's CR09-2 Conservation Rooflight,

In respect of the rooflights to the new build extension, given the contemporary design there is not the stipulation for a conservation rooflight of the same style as the above, however, the rooflight design should still be complementary to the conservation style window. There are products available designed to appear like a sheet of glass in the roof with clean lines.

Supportive of the proposed retention and repair of the existing original boundary wall and gates to the front of the site, which make an important contribution to the special significance of the heritage asset. Welcome the proposal to rebuild the 1960's pillars to match the original 19th century wall.

Supportive of the amended landscape layout, introduction of screen planting and the removal of storage facilities from the front of the site. Limited information is provided in respect of the hard landscaping and gates to the front boundary, as such the conditions are required if the application is to be favourably determined in its current form.

Conditions are requested with regard to details, including the following, in the interests of visual amenity and to preserve or enhance the special architectural, artistic, historic or archaeological significance of the heritage asset, in accordance with policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD: Windows and doors; rooflights; materials; externally mounted equipment; satellite dishes and

TV aerials; soil and vent pipes; boundary and screen walls, fences, railings and gates; and hard and soft landscaping.

**Lead Local Flood Authority (LLFA)** – Recommend 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;
- (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

## **ANALYSIS**

### **Housing**

Stockport is not currently able to demonstrate a 5 year housing supply. Policy CS2 of the core strategy, which relates to housing provision, states that a wide choice of quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective and efficient use of land within accessible urban areas, and making the best use of existing housing.

Policy CS3 of the core strategy advises that a mix of housing, in terms of tenure, price, type and size will be provided to meet the requirements of new forming households, first time buyers, families with children, disabled people and older people. It states that new development should contribute to the creation of more mixed, balanced communities by providing affordable housing in areas with high property prices and by increasing owner occupation in areas of predominantly social rented housing.

Policy CS4 of the core strategy, which relates to the distribution of housing, sets out how new housing development should be distributed across the Borough, advising that the distribution of housing across the Borough should be broadly in line with the following spatial proprieties – firstly within the Central Housing Area (50%), secondly within the Neighbourhood Renewal Priority Areas and the pedestrian catchment areas of district and large local centres (35%) and thirdly within other accessible locations (15%).

Policy CS4 also advocates the use of brownfield land within urban areas as a priority, with development on urban greenfield sites being undertaken in line with the following sequential approach;

firstly on accessible urban sites that are not designated as open space, or considered to be areas of open space with amenity value;

secondly in private residential gardens in accessible urban locations where proposals respond to the character of the local area and maintain good standards of amenity and privacy for the occupants of existing housing, in accordance with Development Management Policy H-1 'Design of Residential Development';

thirdly on accessible urban open space where it can be demonstrated that there is adequate provision of open space in the local area or the loss would be adequately replaced, in accordance with Core Policy CS8 'safeguarding and improving the environment';

fourthly, and only if it is essential to release additional land to accommodate the borough's local needs, particularly the need for affordable housing or to support regeneration strategies in Neighbourhood Renewal Priority Areas, a limited number of the most suitable Green Belt sites will be used for housing provided such sites are accessible, attached to the urban area, maintain openness between built-up areas, and there are no exceptional substantial strategic change to the Green Belt or its boundaries.

Policy H2 of the Core Strategy seeks to phase the supply of housing across the Borough over the plan period by prioritising and focusing development in the most sustainable locations and those in greatest need of regeneration, including sites with an accessibility score of 50+. Paragraph 3.117 of the policy states that in the absence of a five year housing supply, housing development in less accessible and sustainable locations will be supported, with the minimum accessibility score for new houses in the context of the current undersupply being 34/100 and the minimum accessibility score for new flats in the context of the current under supply being 45/100. Policy H2 also requires 80% of new housing development to be located on previously developed land.

Until the Council can demonstrate a 5 year housing supply, the National Planning Policy Framework (NPPF) confirms that relevant policies for the supply of housing should not be considered up-to-date.

The National Planning Policy Framework (NPPF) states in paragraph 59 that “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Paragraph 68 of the NPPF establishes that “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.”

Paragraph 123 of the NPPF states that “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”

The application site constitutes a previously developed brownfield site, which is located within an accessible urban location, within a Predominantly Residential Area. Introducing the proposed residential accommodation at the application site is deemed to be, in principle, acceptable and appropriate, in accordance with the NPPF and policies CS2, CS3, CS4 and H2 of the Core Strategy. The proposal would provide additional windfall residential accommodation, and contribute towards meeting the housing needs of the Borough.

### **Extant consent**

The application site has an extant consent as a place of worship within Use Class D1 (as applied for). On 1/9/20 the Town and Country Planning (Use Classes) Order 1987 (as amended) was further amended. The use of the application site as a place of worship would now fall within Class F1 of the Use Classes Order. It is confirmed that for any applications submitted before 1/9/20, the use classes in effect when the application was submitted will be used to determine the application.

In terms of alternative uses, the application site could be used as a place of worship by any religious/worship group without an application for planning permission. The site could also be used for other learning and non-residential institutional uses.

It is confirmed that planning permission was refused in 2018 for the proposed change of use of the site from D1 to residential C3 use class; comprising the conversion of the existing church and demolition of existing rear buildings to form new 2 storey block (ref. DC/068984).

This refused application included a rear two-storey block of accommodation, with windows to sides and rear, and included off-street parking. Reasons for refusal included the unacceptable impact upon highway safety of being unable to leave the site in a forward gear, and as regards the proposed deficient vehicle access and visibility splays; unacceptable impacts upon the heritage asset; and undue impacts upon the privacy of the occupiers of neighbouring properties.

### **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 requirement, with this policy setting out minimum cycle parking and disabled parking standards.

Policy T2 of the core strategy states that developments shall provide car parking in accordance with maximum car 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 assessed by one of council’s senior engineers with regards to Highways matters. It is advised that consideration of the proposal concludes that the scheme should not result in a material increase in vehicle movements on the local highway network and that the site is accessible, being on a bus route and within reasonable walking of Offerton Local Shopping Centre, primary schools and a food store.

It is assessed, however, that whilst nearby bus stops have boarding platforms and shelters and there are uncontrolled pedestrian crossing points at many of the junctions in the vicinity of the site, there is not an uncontrolled pedestrian crossing point to assist pedestrians crossing Chadwell Road, which could prevent or deter pedestrians accessing the site. As such, it is recommend that any approval granted is subject to a condition requiring the provision of an uncontrolled pedestrian crossing points at this junction. The Agent has advised that they agree to improvements to pedestrian connectivity in the vicinity, with the provision of an uncontrolled pedestrian crossing point to assist pedestrians crossing Chadwell Road.

With respect to parking, no car parking is proposed to be provided within the site and therefore, the occupiers of the apartments, as well as their visitors, would need to park on street. If there are no suitable places for occupiers to park, or this parking takes place in unsuitable locations, this could have highway safety implications and/or affect the free-flow of traffic. As such, the applicant has reviewed this issue and details of this review are contained within the Transport statement submitted in support of the planning application.

The submitted Transport statement includes the results of the parking survey to review the availability of parking on the streets in the vicinity of the development site, including Marple Road, Old Hall Drive and Chadwell Road. This outlines that there are approx. 30 parking spaces on streets in the vicinity of the site, and during the time of the survey, between 15 and 26 of these spaces were free, with generally around 20 spaces available. Whilst Chadwell Road is well used, the survey shows that Old Hall Drive is not well used for parking other than at school start and finish times when some parking does occur. The Transport Note therefore, concludes that the streets in the vicinity of the site would be able to accommodate the parking demand of the development.

Based on the results of this parking survey, as well as surveys carried out by this department, the conclusions of the Transport Note are agreed, and it is concluded that adequate on-street parking capacity is available to enable occupiers and their visitors to park. Although Old Hall Drive is used for parking associated with the school drop-off /pick up, when this occurs, most occupiers of the apartments would likely to not be at home. There are, however, no parking restrictions on Marple Road (other than at bus stops) to restrict parking on Marple Road and, as such, if occupiers or their visitors were to park on Marple Road, this could have highway safety implications and affect the free-flow of traffic. This would include impairing visibility at accesses and junctions, preventing vehicles forming two lanes on the approach to Lisburne Lane junction, parking on footways, blocking cycle lanes or parking in locations that prevent two-way vehicle movements. It is therefore, considered that there is a need to manage on-street parking through the introduction of parking restrictions in the vicinity of the site. The Agent has advised that they agree to a Section 106 Legal Agreement requiring the provision of parking restrictions on streets in the vicinity of the site.

Paragraph 110 of the National Planning Policy Framework outlines that development should be designed to enable charging of plug-in and other ultra-low emission vehicles. As no parking is proposed to be provided within the development, it is not possible to provide EV charging points within the site. Some occupiers of the apartments, however, may own an electric vehicle and park it on street. As such, it is concluded that there may nevertheless be a demand for occupiers to charge electric vehicles. There are not, however, any public EV charging units in the vicinity of the site and, as such, it is recommended that any approval granted is subject to a condition which requires the provision of 2 public EV charging units (the minimum number that is recommended) in the vicinity of the site. The EV charging units would need to be provided by the Council at the applicant's expense.

The scheme acceptably includes proposals to provide covered and secure storage for two bikes for each apartment (located in each garden area), which would be required to be a condition of approval. The scheme also acceptably includes a revised bin store, which can accommodate 3 no. 1100l Eurobins and 3 no. 360l bins, and does not encroach on the existing highway; which would be required to be a condition of approval. A pre-construction condition survey of the highway would be required by condition to ensure that in the event any damage is caused to the highway it would be repaired in accordance with previously approved details.

Having regard to the comments of the highway engineer, it is considered that the proposed development promotes sustainable travel options, and it is not considered that the proposal would have an unacceptable impact on highway safety, or severe impact on the road network, subject to securing the recommended conditions and legal agreement. The proposal is therefore, considered to be in accordance with policies including, CS9, T1, T2 and T3 of the Stockport Core Strategy, and the National Planning Policy Framework (NPPF), including paragraph 109.

### **Design and Heritage**

The NPPF establishes the following within section 12 "Achieving well-designed places." Para 127. of the NPPF states:

“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.”

Policy MW1.5 of the UDP relates to the control of waste from development. It states that new development should make appropriate provision for the storage, handling and removal from the site of waste arising from the development.

Policy H1 of the Core Strategy states that the design and build standards of new residential development should be high quality, inclusive, sustainable and contribute to the creation of successful communities. It goes on to advise that proposals should respond to the townscape and landscape character of the local area, reinforcing or creating local identity and distinctiveness in terms of layout, scale and appearance.

Policy SIE-1 of the core strategy states development that is designed and landscaped to the highest contemporary standard, paying high regard to the built and/or natural environment, within which it is sited, will be given positive consideration.

These policy requirements are reiterated in the Design of Residential Development SPD, which provides advice and guidance on the design of new development with the aim of (a) promoting high quality inclusive design; (b) ensuring efficient use of resources; and (c) endorsing developments that make a positive contribution to the townscape and landscape character of the local area.

Section 192 of the NPPF states that “In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.”



The Methodist church building and curtilage structures, including boundary walling and railings, are locally listed. The premises therefore, comprise a non-designated heritage asset. It is assessed that the proposed scheme would not serve to harm the significance of the asset, due to the nature of the overall scheme, which is designed to preserve and enhance the historic asset of value.

The proposed development would serve to restore and to provide a long-term use for the historic sections of the Methodist Church, the existence of which are compromised by a lack of a use. The historic sections of the church are of local architectural and historic interest, and serve to enhance the character, appearance and interest of the area and street scene. The proposal would remove the existing unsympathetic extensions to the property, to be replaced with a subservient extension, which would appear as a modern and contemporary addition, in keeping with the architectural form of the existing historic building, due to the design and detail.

The existing unsympathetic uPVC windows within the historic section of the church would be replaced with double glazed off-white timber windows, set at least 100mm in from the reveals, of traditional construction. In order to reduce the visual impact of the proposed first-floor floor plate, which would otherwise be visible through the tall windows, it is proposed to install a pane of black glass to the inside section of each timber double glazed unit where the floorplate abuts the window.

Whilst exact replica versions of the original windows would be the optimum, it is considered, on balance, that the proposed scheme would not serve to harm the significance of the historic asset. This is on the basis that the proposed scheme would reintroduce appropriate timber windows where there are currently unsympathetic uPVC windows, and would incorporate the disguise of the floor plate through appropriate means, to allow the building to be converted and re-used to secure the future of the building.

The Marple Road frontage would retain the historic walling with railings and central pedestrian access. The area between the Marple Road highway and the front of the building would provide communal amenity space, including landscaped areas and space for storage of segregated waste and recycling. Each of the 8 apartments would have a designated covered and secure cycle parking facility for 2 cycles within the curtilage of each flat.

Each apartment would also have designated amenity space. The area of designated amenity space for each of the apartments ranges from flat 3 with a proposed 17.445 square metres of amenity space, to flat 8 with a proposed 57.211 square metres of amenity space. Boundary treatments are proposed to the boundaries of the site, including resident controlled gates to secure the accesses along both of the sides of the site.

Conditions regarding materials and building Conservation would be imposed, in the interests of visual amenity and to preserve or enhance the special architectural, artistic, historic or archaeological significance of the heritage asset, in accordance with policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

## **Residential Amenity**

As discussed above, 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.”

Policy H1 of the Core Strategy states that new development should provide good standards of amenity, privacy, safety / security and open space should be provided for the occupants of new housing. It also advises that good standards of amenity and privacy should be maintained for the occupants of existing housing.

Policy SIE-1 of the core strategy states that new development should provide, maintain and enhance (where suitable) satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents.

These policy requirements are reiterated in the Design of Residential Development SPD, stating that new development should provide satisfactory levels of privacy and amenity for future, existing and neighbouring users.

As can be seen in the attached layout plans, the site, which is located within a predominantly residential area, is surrounded by residential properties, including semi-detached house 159 Marple Road to the western side elevation; semi-detached houses 161 and 163 Marple Road to the rear of 159 Marple Road, detached houses 9 and 7 Owen’s Farm Drive to the north/rear of the application site; and detached 6 Cherry Close at an angle to the eastern side elevation.

The Council’s Supplementary Planning Document (SPD) “The Design of Residential Development,” regarding ‘Space about dwellings,’ advises that development is encouraged that promotes variety and interest, and which seeks to create an appropriate balance between built form and plot size. The SPD further advises that “A feeling of privacy, both within the dwelling and the associated garden is a widely held desire that the Council has a duty to secure for the occupants of new and

existing housing. In general terms, the design and layout of the development should minimise the degree of overlooking between new houses and should not impose any unacceptable loss of privacy on the residents of existing dwellings.” Minimum space standards normally applied by the Council are then listed, with the proviso that imaginative design solutions can be appropriate and will be assessed on a case by case basis. Between habitable room windows and the site boundary, the standard distance normally expected is 6 metres. Between habitable room windows and a blank elevation, the standard distance normally expected is 12 metres.

As can be seen from the submitted attached layout plans and the sectional drawings, the proposed scheme aims to design out amenity, privacy and outlook impacts of the change of use upon the occupiers of neighbouring properties and the future occupiers of the units, whilst including a rear extension, retaining and utilising the window openings within the historic section of the building, introducing rooflights, and providing openings within the side elevations of the proposed rear extension.

The side elevation of 159 Marple Road includes within the historic gable opposite the western side elevation of the church, two habitable room side windows at ground floor, with two further habitable room side windows directly above at first floor. 159 Marple Road has been altered and extended by way of a two-storey rear extension. Within the side of the two-storey extension to 159 Marple Road facing the application site are window openings at ground floor, with high level windows at first floor, and an associated additional window within the original building at first floor.

The attached layout drawing ref. 220E shows the location of windows within the ground floors of 159 Marple Road and the proposed converted and extended church. The drawing also demonstrates that there would be approximately 5 metres between the proposed habitable room windows within the side elevation of the church and the boundary of the application site with the access road serving 159 to 163 Marple Road, and that the distance between the side gable of 159 Marple Road and the western side elevation of the church varies from approximately 8.8 metres towards the frontage of the sites, to 8.5 metres towards the rear of the sites.

Sectional drawings within attached drawing ref. 213D show examples of the proposed ground and first floor levels within the converted church and 159 Marple Road, external ground levels, the position of windows within each of the buildings, the distances between the two buildings, and the proposed boundary treatment between the two sites. The sections show that due to the levels, the proposed boundary treatment, the position of rooflights and windows, and the separation distances between the properties, the occupiers of the converted church would not have direct views into the original habitable side room windows of 159 Marple Road. The occupiers of 159 Marple Road would have the potential for some views into the converted church from their first floor windows.

The submitted layout drawings, elevations and sections additionally show in general that the converted church and the proposed extension would not have undue impacts upon the amenities, including privacy, outlook and overshadowing, of the occupiers of the surrounding properties. This being due to the levels, the positions of the windows and rooflights, the proposed boundary treatments, the scale, design and siting of the scheme, and the separation distances between the properties.

The gap, for example, between the eastern side elevation of the historic church and the boundary with the curtilage of 6 Cherry Tree Close is approximately 5.7 metres. The rear building line of detached house 9 Owen's Farm Drive to the north/rear of the application site would be located approximately 12 metres away from the blank rear gable of the proposed extension, which would measure 10 metres in width, with a ridge height of approximately 7.5 metres in height.

It is accordingly assessed that the design and layout of the development should minimise the degree of overlooking between residential units and should not impose any unacceptable loss of amenity, privacy or outlook upon the residents of existing dwellings, pursuant to the above policies and the SPD.

With regard to the proposed residential use, and the potential for the activity of people at the properties to cause associated noise and disturbance within the apartments or gardens, it is not considered that the introduction of the users of 8 one-bedroom apartments to the site, within a predominantly residential area, would generate activity that would result in neighbouring land users being exposed to an unacceptable increase in noise and disturbance, pursuant to local and national policies. This is due to the compatible nature of the scale of the residential use within a residential area, and the commensurate level and nature of residential activity. It is considered that the unrestricted use of the application site for a place of worship, has the potential for far greater impacts upon neighbour's residential amenities, in terms of noise and disturbance associated with a worship use.

Conditions of planning approval would be required with regards to the submission and agreement of a demolition method statement and a construction management plan, in the interests of amenity and the safe flow of the highways, pursuant to policies including Core Strategy policy SIE-3 and T-3.

#### Occupiers' amenity

Pursuant to the above policies, with regard to the level of residential amenity future occupants of the proposed apartments would enjoy, future occupants would be provided with adequate space, together with light and outlook from their habitable room windows. As advised above, there may be overlooking from the side windows of 159 Marple Road, however, there is approximately 8.8 to 8.5 metres separation between the building lines of these properties, with boundary treatments and landscaping between. It is also characteristic of the urban environment for there to be a degree of residential overlooking.

The area between the Marple Road highway and the front of the building would provide communal amenity space, including landscaped areas and space for storage of segregated waste and recycling. Boundary treatments are proposed to the boundaries of the site, including resident controlled gates to secure the accesses along both of the sides of the site.

Each apartment would also have designated amenity space. The area of designated amenity space for each of the apartments ranges from flat 3 with a proposed 17.445 square metres of amenity space, to flat 8 with a proposed 57.211 square metres of amenity space. The Council's Supplementary Planning Document (SPD) "The

Design of Residential Development,” advises that a one-bedroom flat be provided as standard with a balcony area of 5 square metres and/or communal amenity space of 18 square metres per unit. Each of the 8 apartments would have a designated covered and secure cycle parking facility for 2 cycles within the curtilage of each flat.

Policies, including Core Strategy policy SIE-2 and saved UDP policies L1.1 and L1.2, advise that adequate formal recreation and children’s play space and facilities should be provided to meet the needs of the residents of the development, therefore, in accordance with the policies and the Council’s SPD Open Space Provision and Commuted Sum Payments, a Section 106 legal agreement would be required to secure the relevant monies to provide and maintain such recreational facilities. Using the formula set out in the SPD, based upon a population capacity of 16, it is calculated that a sum of £23,936.00 in connection with the enhancement and maintenance of formal recreation and children’s play will be required.

The application site is located within an area affected by noise from road traffic and from air traffic using Manchester Airport during both the day and night. An acoustic report would be required as a condition of planning approval in order that the residential units are appropriately acoustically insulated, pursuant to policies including Core Strategy policies SIE-1, SIE-3 and H-1: Design of Residential Development, together with the NPPF.

### **Ecology and Trees**

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.

No evidence of roosting bats was recorded during the ecological survey of the site and the proposals are considered to be of low risk to roosting bats. As a precautionary measure an informative should be applied to any planning consent, so that the applicant is aware of the potential (albeit low) for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should evidence of bats, or any other protected species be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

If the proposed demolition works have not commenced by November 2021 (i.e. within two years of the 2019 surveys) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

In relation to breeding birds it is recommended that works are timed to avoid the bird nesting season where possible and that the following condition should be used: [BS42020: D.3.2.1] No vegetation clearance/demolition works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation/buildings for active birds’ nests

immediately before vegetation clearance/demolition works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA.

Developments are expected to provide net gains for biodiversity (in accordance with national and local planning policy). This could include the provision of bat and/or bird roosting/nesting facilities within/on the building. Details regarding the proposed number, type and location of bat and bird boxes should be submitted to the LPA for review via condition.

Landscape planting should comprise locally native species and/or species beneficial to wildlife. The original landscaping plans included provision of hawthorn hedgerow and it was recommended that this be enhanced by additional native species. The revised landscape plan (230B) now indicates a hedge comprising hawthorn, guelder rose and field rose (80% hawthorn, 10% field rose and 10% guelder rose). The proposed landscaping also refers to yew and holly planting (50% holly and 50% yew). These amendments to the proposed landscaping scheme are preferred to the previously proposed laurel which has limited wildlife value.

Plan 220 shows provision of occasional gaps (13cmx13cm) at the base of boundary fences/walls to maintain habitat connectivity for species such as hedgehog, and this a welcome inclusion within the proposals.

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)).

A condition should be attached to any planning consent granted stating that the spread of Montbretia and wall Cotoneaster will be avoided. It is advised that these species are removed from site and disposed of appropriately following best practice standard guidance (e.g. at a licensed tip).

There are no legally protected trees within this site or affected by this development. In principle the main works and design will not have a negative impact on the trees on site, in neighbouring properties on all the boundaries.

A condition to require the submission of a final detailed landscape plan is required, as well as a condition to require the submission of protective fencing detail for the protection of the root zones of the retained trees, pursuant to policies including policy SIE-3: Protecting, Safeguarding and enhancing the Environment and policies of the NPPF.

### **Airport Safeguarding**

The development accords with airport safeguarding considerations, pursuant to policies including EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities and SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure.

## **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 and stability**

Pursuant to Core Strategy policy SIE-3 and the NPPF, conditions to require site investigations regarding contaminated land to be carried out prior to the commencement of development are required, together with conditions regarding any required remediation and verification.

The site is located within a coalfield area of low risk. An informative is accordingly required to be attached to any grant of planning permission.

## **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 the policy, a condition is required to be imposed, requiring the submission, approval and subsequent implementation of a scheme to manage sustainable surface water run-off from the site.

## **Conclusion**

The development of eight apartments would make a small, but nonetheless valuable windfall contribution to addressing the shortage of new housing in Stockport. The scheme would also deliver a development that would secure the restoration, sympathetic adaption and extension, and long-term use of a locally listed building. The development does not specifically provide vehicle parking provision for occupiers or their visitors, however, the site is located in an area where amenity space, shops and services are accessible on foot or by nearby bus service, and usable covered and secure cycle storage is to be provided to encourage sustainable travel options, including cycling and train travel. Vehicle parking surveys have indicated that there is space on-street for some vehicle parking, with mitigation to be introduced in the form of parking restrictions. The extant use of the site as a place of worship would be likely to generate demand for vehicle parking and the site does not incorporate off-street parking provision. The proposed design of the residential units would appear acceptably within the street scene, and would ensure a good standard of amenity for the occupiers of the accommodation, whilst not unduly impacting upon the amenities of the occupiers of neighbouring properties.

Overall, the proposal is considered to comply with the development plan and the NPPF for the reasons set out within the report and therefore, the NPPF requires the development to be approved without delay.

### **RECOMMENDATION**

Grant; subject to conditions and Section 106 Legal Agreement in respect of payments to fund Traffic Regulation Order (TRO) for parking restrictions, and to provide and maintain formal recreation and children's play space and facilities.