ITEM

Application Reference	**DC/076341**
Location:	St Anns Hospice 20 St Anns Road North Heald Green Cheadle Stockport SK8 3SZ
PROPOSAL:	A hybrid planning application seeking: Full planning permission for the demolition of all existing buildings and the development of a new hospice facility including access and landscaping; and Outline planning permission with all matters reserved except for access for a residential development of up to 40 residential dwellings, landscaping and other associated infrastructure.
Type Of Application:	Hybrid Application
Registration Date:	02.07.2020
Expiry Date:	01.10.2020
Case Officer:	Suzanne Broomhead
Applicant:	St Ann's Hospice And Cheadle Royal Hospital Charitable Tr...
Agent:	Avison Young

DELEGATION/COMMITTEE STATUS

This application is a departure from the Statutory Development Plan. Should Cheadle Area Committee be minded to grant permission, under the Delegation Agreement the application should be referred to the Planning & Highways Regulations Committee.

DESCRIPTION OF DEVELOPMENT

The applications contains both detailed and outline elements and is submitted as a hybrid application. Each component part is described in detail below:

Detailed element
Full planning permission is sought for the demolition of all existing buildings and the development of a new hospice facility including access and landscaping.

The proposed hospice development (Use Class C2) incorporates two buildings, a 27 bed In-Patients unit and a secondary building comprising day therapy and out-patient services; bereavement/ patient and family support; ancillary space; office accommodation; training facilities together with front of house facilities. Externally there is significant landscaping proposed in addition to 129 car parking spaces.

The gross internal floor area is 5,065 sqm and the gross external area of the buildings is 5,638sqm.

The proposed buildings would have flat roofs, be constructed in brick to respond to the character and appearance of surrounding architecture with cedar shingles, timber and metal detailing where appropriate.

Outline element

Outline planning permission with all matters reserved except for access is sought for residential development (Use Class C3) for upto 40 dwellings. Whilst an indicative scheme has been provided showing 1 and 2 bed apartments and semi-detached family homes, the proposed housing mix would be determined at Reserved Matter stage.

Layout, scale, appearance and landscaping are reserved for approval at Reserved Matters stage.

Access for the residential is submitted in full detail and is taken from the proposed spine road through Site A, which connects to St Ann's Road North.

Given the site's Conservation Area designation, the application is accompanied by a Design Code to inform future reserved matters applications which would be conditioned as part of any approval.

The application is accompanied by the following supporting documents :-

Planning Statement
Design & Access Statement
Design and Access Statement Addendum Rev C
Air Quality Assessment
Crime Impact Statement
Ecological Assessment
Bat Survey Report
Heritage Significance and Impact Assessment
Noise Impact Assessment
Funding and Viability Report (Executive Summary)

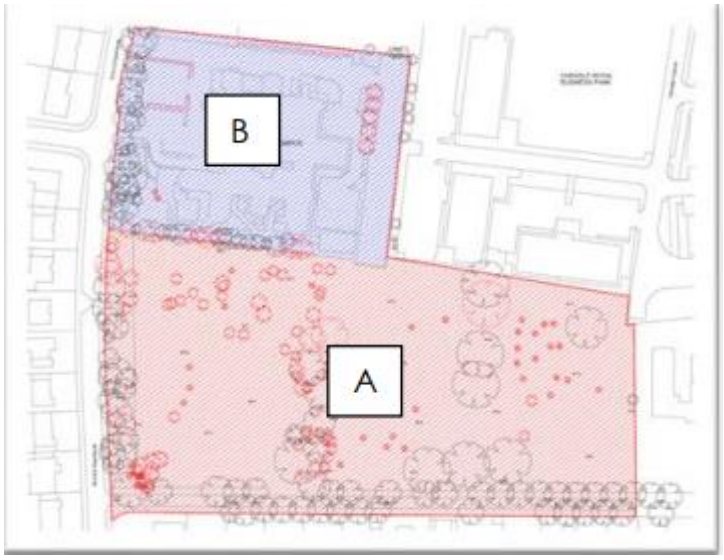
Details of the design and siting of the proposed development are best appreciated through the plans appended to this report.

The application has been submitted with two component parts due to the need of the applicant to release funds from the sale of their current site to enable the development of a new state of the art hospice. This matter is discussed throughout the report, but without the sale of the existing site for residential development, and based on the submitted viability assessment the new hospice could not proceed without the enabling residential element of the scheme.

SITE AND SURROUNDINGS

The site extends to approximately 2.89ha and is located to the east of St Ann's Road North in Heald Green, Cheadle.

The nature of the hybrid application, as set out previously, means that the application site can be effectively split into two distinct parcels, as shown on the plan below:



The area coloured in red is land to the south of the existing hospice site, where full consent is sought for a purpose-built hospice (Site A) and the area coloured in blue is the land associated with the existing hospice, where outline consent is sought for a residential development (Site B). Whilst the site can be viewed as two development sites, they are intrinsically linked through an enabling and cross-funding argument where the residential development is required for the development of the new hospice.

Site A extends to 2.01ha and Site B is 0.88ha.

Site A is shown as Local Open Space on the UDP Policies Map, and is a vacant site comprising unmaintained private grassland. There is formal tree cover on the site and Tree Preservation Orders are in place for the trees along the western and southern boundaries of Site A, in addition to the row of trees across the centre of the site and trees within the eastern half of the site. There is no existing formal access to the site, however there is a disused tree-lined avenue to the south of the site which leads to Cheadle Royal Hospital.

Site B comprises the existing hospice premises formed around the main building, and whilst not forming part of any listing, the site is regarded as a non-designated heritage asset. The remainder of the site comprises small scale ancillary buildings, hard landscaping and car parking. There are two access points to St Ann's Road North; a one-way operation is in force with the entrance point to the north and exit point to the south.

Beyond St Ann's Road North to the west, and to the north-west of the site is a well-established residential area. Residential dwellings are also located beyond the tree-lined avenue which runs along the southern boundary of the application site. Cheadle Royal Business Park, a substantial employment site, is located to the north-east of the site. Cheadle Royal Hospital (listed Grade II in 1994) is located to the east of Site A, and within its former grounds, a derelict nurses' home (curtilage listed) to the immediate east.

The entirety of Site B and the western half of Site A are within the Cheadle Royal Conservation Area, first designated in 1995 and extended to include the hospice in 2006. The Cheadle Royal Hospital grounds which lie to the east of the site and tree-lined avenue at the south of Site A are registered historic landscape.

POLICY BACKGROUND

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

The Statutory Development Plan for Stockport comprises :-

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

- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (Core Strategy DPD) adopted on the 17th March 2011.

Saved policies of the SUDP Review

HC1.1 – Demolition and Tree Felling in Conservation Areas
HC1.3 – Special Control of Development in Conservation Areas
HC4.1 – Development and Parks and Gardens of Historic Interest
EP1.7 - Development and Flood Risk
EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities
EP1.10 – Aircraft Noise
UOS1.3 – Protection of Local Open Space
L1.2 - Children's Play
MW1.5 – Control of waste from development

LDF Core Strategy/Development Management policies

Core Policy CS1: OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT – ADDRESSING INEQUALITIES AND CLIMATE CHANGE
SD-1: Creating Sustainable Communities
SD-3 : Delivering the Energy Opportunities Plan – 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 and Documents

Supplementary Planning Guidance and Documents (SPG's and SPD's) do not form part of the Statutory Development Plan. Nevertheless, they do provide non-statutory Council approved guidance that is a material consideration when determining planning applications. Relevant SPG's and SPD's include :-

- DESIGN OF RESIDENTIAL DEVELOPMENT SPD
- OPEN SPACE PROVISION AND COMMUTED PAYMENTS SPD
- PROVISION OF AFFORDABLE HOUSING SPG
- SUSTAINABLE DESIGN AND CONSTRUCTION SPG
- 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

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).

<u>The presumption in favour of sustainable development</u>
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. <u>Decision-making</u>

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.

Para 57. Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

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 60. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs

that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

Para 61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

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 64. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

a) provides solely for Build to Rent homes;
b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
c) is proposed to be developed by people who wish to build or commission their own homes; or
d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.

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. <u>Promoting healthy and safe communities</u>

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.

Para 96. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Para 97. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

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.

14. Meeting the Challenge of climate Change, flooding and coastal change

Para 165. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should: a) take account of advice from the lead local flood authority; b) have appropriate proposed minimum operational standards; c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and d) where possible, provide multifunctional benefits.

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 reasons58 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.

Ground conditions and pollution:
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.

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 exceptional63.

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. 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).

National Planning Practice Guidance (NPPG)

NPPG is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

RELEVANT PLANNING HISTORY

No recent planning applications on the site.

The site was included within the application boundary for the wider Cheadle Royal Business Park outline application (J/53249), however there is no plan showing development being proposed on the site.

J/53249 Demolition of Oakenfield House and development of office park, hotel, grade separated junction, access roads, car parking, landscaping and ancillary uses and services (outline) Land to North of Cheadle Royal Hospital Wilmslow Road, Cheadle Approved – 02/03/1994

NEIGHBOUR'S VIEWS

The owners/occupiers of 76 surrounding properties were notified in writing of the application. In addition the application has been advertised by virtue of a site and press notice.

No letters of objection have been received.

One letter of support has been received, in which concern was raised about the location of the highway access.

CONSULTEE RESPONSES

SMBC Highways – No Objections subject to conditions and S106

This hybrid application seeks full permission for a new hospice facility including access and landscaping and outline permission with all matters reserved except for access for a residential development, landscaping and other associated infrastructure on land adjacent to the new hospice. The application has been the subject of extensive discussion and some amendment and is supported by a package of drawings, a transport statement, road safety audit and other planning documents.

The existing hospice site currently has a separate access and egress points on St Ann's Road North. The site has 97 car parking spaces however there is evidence of overspill parking associated with the hospice occurring on the adjoining highway network. The existing hospice accommodates 27 beds with associated consulting rooms, has staff training / conference facilities and employs 229 people including 93 part time staff. Staff work a variety of shifts and the maximum number on site at any one time is approximately 112 occurring at shift cross-overs.

The proposed hospice comprises approximately 5,065sqm of gross floor area and 124 car parking spaces. A new combined access is proposed to serve the new hospice site and the existing hospice site to the north that will be redeveloped as housing and is the subject of outline permission being sought. Whilst the proposed hospice built space is larger than the existing built space, the number of staff and

beds are to remain the same and the additional space is to provide improved facilities and amenity. In theory there should be no material increase in traffic or car parking demand as a result of the relocation of the existing hospice, the additional parking spaces being suggested to meet the site's realistic demands and to address existing overspill parking difficulties.

A new entrance and shared access road to serve the replacement hospice and residential development of the existing hospice site is proposed. This would minimise the number of junctions and provide a new entrance with acceptable spacing to other highway junctions. The entrance comprises a 5.5m wide carriageway with 6m entry radii and 2m footways to either side. Visibility splays to acceptable standard are achievable at this entrance and footways will extend from the site to run short distances along St Ann's Road North with dropped crossings aligned at suitable locations.

The entrance location is immediately to the north of an existing traffic calming feature on St Ann's Road North and this will need removal and relocation to facilitate the entrance. This has been a matter of discussion and given the need to review and amend an associated traffic order along with civil works, the approach agreed is for the applicant to make a commuted sum payment under the terms of a S106 Agreement and to cover the cost of these works as part of a wider review of the traffic calming along St Ann's Road North.

The shared access road that would be constructed is of suitable design at 5.5m width with a 2m footway the full length on the south side and margin space to the north. The residential site entrance would tie into the access road with footway and crossings points provided to enable pedestrian travel along the access road.

This road space is capable of extension up to the nurses home site and its design has sufficient capacity for carrying traffic associated with the hospice, the residential development and any potential small/modest scale redevelopment of the nurses home site. Clearly this is a matter for future consideration albeit at this stage the road space proposed for hospice and residential purposes will not fetter the site to the rear and it provides potential for use for access purposes, in effect unlocking the nurses home site.

A secondary access route is proposed to the south of the new hospice along the existing access route to the nurses home site. It is understood and accepted that this link will have very limited vehicular usage with primarily ambulance traffic. I have no concern with this element, the detail of formation and use are capable of conditional control.

Within the grounds of the hospice it is proposed that 124 car parking spaces will be laid out, including 15 disabled bays. Two ambulance bays are proposed within the main site in addition to the area off the secondary access road.

As commented earlier, whilst the proposed hospice is a larger building the number of staff and beds are to remains the same and the additional space is to provide improved facilities and amenity. In order to gain an understanding of the existing situation with regard to travel demand staff and visitor travel surveys were undertaken. The surveys show that 90% of staff travel by car which when applied to the peak occupancy by staff equates to a typically maximum car parking demand of 100 vehicles. The surveys also show that the maximum number of visitors recorded arriving during the peak lunchtime peak period was 43 and of these 43% had travelled by car. This equates to a typical maximum demand of approximately 20

vehicles. The total maximum car parking demand based on the surveys is for about 120 spaces.

The submission proposes 124 spaces which should prove sufficient to meet the realistic demand of the site and allow for staff to be able to find electric vehicle and disabled car parking spaces. The increased provision ono site will also alleviate the existing off-site parking that occurs and provide relief and a better environment for nearby residents. I feel this is reasonable justification for the increased provision on site as this will assist considerably in removing existing off site difficulties and concerns and should benefit the safety and operation of the nearby highway network.

The layout of the car parking areas is acceptable and raises no issues. Matters such as construction, drainage, surfacing, marking, allocation, any lighting, operational management and electric vehicle charge facilities are all matters capable of conditional control.

The proposed layout also indicates acceptable areas and facilities for delivery and service vehicles, suitable to meet the realistic needs of the hospice. I have no concern in this respect and am satisfied that matters of construction, drainage, surfacing, marking, any lighting and operational management are all matters capable of conditional control.

Finally, a travel plan will be necessary for the hospice development, to be implemented upon opening and incorporate measures to promote sustainable means of travel to and from the site, reduce car dependence and provide environmental benefits such as reducing potential air quality emissions.

The outline element of the application seeks permission for the principle of housing to be built on the site of the existing hospice, with an indicative drawing showing 25 houses and 15 apartments. The new spine road will facilitate shared access for housing and hospice purposes and there is potential for the access road to be extended to the eastern site boundary to facilitate any future redevelopment of the adjacent former nurses home site.

The determinant factors for a housing development are site accessibility and traffic generation/highway impact. Whilst this site is not highly accessible given the out of centre location, it does benefit from bus services that are available approximately 500m from the site, a primary school approximately 700m from the site and other amenities and services generally within 1000m of the site. This demonstrates a level of accessibility that is necessary for development purposes although perhaps not to the level that will discourage car usage for residents. In summary I am accepting that the site is accessible and appropriate for a residential development.

In terms of traffic generation a development of up to 40 residential units will not generate a significant volume of additional traffic movement during both the peak periods and on a daily basis. Typically in the region of 20 movements will occur during each period which is only one vehicle every three minutes on average and this will not give rise to operational or safety concerns on the surrounding highway network.

The site entrance will be taken from the new shared access road. I am satisfied a suitable design is achievable and that appropriate visibility and vehicle and pedestrian access arrangements are deliverable and will be matters for detailed consideration under any subsequent reserved matters application. There is adequate

space within the development plot for a suitable access road and turning area to be provided and provision of parking for each residential unit and again the details are matters for future consideration.

In conclusion I have no concerns with the principle of up to 40 residential units being brought forward on the site of the existing hospice with access to be taken from the new shared access road.

In conclusion I see no reason to raise concern with either aspect of this application. I am satisfied that consequent traffic impact will not give rise to unacceptable operational and safety issues for the highway and the site is sufficiently accessible. Conditional control can cover the main entrance and road formation, housing site entrance, parking areas, servicing areas, cycle parking, electric vehicle charge facilities, pedestrian facilities, travel planning and demolition/construction management. I shall provide conditions in the event that a resolution to grant permission is made. A S106 Agreement for the applicant to cover the costs of reviewing and amending the traffic calming scheme along St Ann's Road North.

S106 is sought for £21500. This will cover Council costs to review the traffic calming along the corridor of St Ann's Road North, prepare a suitable scheme of work required, engage and consult, report to Committee, any legal notifications, remove existing traffic calming feature(s), install new alternative features (likely to be road hump or cushions) and lining and signage.

Drainage Engineer/Lead Local Flood Authority (LLFA) – No Objection subject to condition:

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

Transport for Greater Manchester (TfGM) – Comments provided:

TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM

Site Accessibility

I. Public Transport

TfGM would suggest that a GMAL score is required to understand the Public Transport accessibility.

The TS states that the nearest bus stops to the site are located approximately 500m from the site access along Finney Lane.
There is no detail on the level of infrastructure at said bus stops.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.
To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability.

Section 4.0 – in terms of proving walking and cycling accessibility a list of distances to various destinations does not provide sufficient evidence regarding the sustainability of the sites – this gives no indication of how difficult or easy it is to cycle and walk to the sites – a proper audit of the cycling and walking facilities from the site should be provided.

There is no reference to the Bee Network or any other proposed cycling facilities.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage residents to travel by sustainable modes. It is not clear from the TS how many cycle space will be provided. TfGM would suggest that as many spaces as possible are provided at the site. Cycle parking should be easily accessible from within the development and secure.

IV. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a robust Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, incentives should be offered through the Travel Plan to encourage residents to use public transport and adopt active travel modes. These could include measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Stockport Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent.

SMBC Environment Team (Noise) – No objection in principle, with concern raised about aircraft noise.

- No objection to the development in principle.

- The applicant has submitted a noise report to assess the impact of noise from demolition of existing hospice erection of a new hospice and outline permission for new residential.

- Happy with the details for new hospice.

- The report advises that recommended internal noise levels can be met and gives specification details for windows and external fixed plant limits.

- The area where the residential is proposed is close to Manchester airport and the report advises that external noise levels within gardens cannot be met and will be above those recommended. There is very little that can be done to reduce noise of this nature any further. However, there is existing housing in the area where gardens are exposed to the same external noise levels.

- Given the application is for major works a demolition/construction management plan in line with BS5228:2009 to control noise and vibration during the development of the site is required.

Further response:

LOCAL POLICY: STOCKPORTS UDP – EP1.10 AIRCRAFT NOISE
EP1.10 AIRCRAFT NOISE is one of many material planning considerations to inform the LPA's determination of an application. HOWEVER, EP1.10 AIRCRAFT NOISE (a 2011 saved policy from Stockport's 2006 UDP), pre-dates: Aviation Policy Framework 2013, National Planning Policy Framework 2014. In addition PPG24, that EP1.10 AIRCRAFT NOISE refers to, at paragraph 5.58, was withdrawn on the publication of the NPPF in 2012 (revised 2018, updated 2019). The NPPF being the Governments vision for the planning system and is a material

consideration in planning decisions. The paragraphs where noise is mentioned, in the NPPF:

NPPF 2019, Paragraph	Summary
170 (e)	*…. decisions should contribute to and enhance the natural and local environment by:* *(e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels …. noise pollution*
180 (a)	*…. 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, ….. 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;* *Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).*

The purpose of Stockport's, EP1.10 AIRCRAFT NOISE, is to assist the LPA to determine/ complete a planning balance assessment of proposed noise sensitive development impacted by aircraft noise within its area. It notes that constraints will be placed upon development in some parts of the borough, so as to avoid unacceptable levels of noise from aircraft using Manchester Airport. By detailing a set of criteria to inform the LPA to determine if planning approval for new dwellings will be granted within the different aircraft noise contour areas.

Stockport UDP does not function to detail the internal/ external acoustic design criteria that a development must achieve.

New noise sensitive development, is required to comply with current standards and not to the standards that were applicable when the original hospice or existing dwellings were built. The acoustic design criteria that a development is required to comply is that of BS4142:2014 and WHO guidelines.

LOCATION OF DEVELOPMENT WITHIN AIRCRAFT NOISE CONTOURS & STOCKPORTS UDP

The development site has been assessed within Manchester Airport 2019 contours:

	Daytime dB LAeq 16 hr	Night-time dB LAeq 8r
Northern site (current St Ann's Hospice site) - Site B - 40 residential units	66-69	63 - 66
Southern site (new St Ann's Hospice facility) – Site A	63-66	60 - 63

Stockport's UDP, Save Policies, Stockport Unitary Development Plan Review (May 2006), POLICIES WHICH STILL APPLY FROM 1ST APRIL 2011 ONWARDS (POST CORE STRATEGY ADOPTION) - EP1.10 AIRCRAFT NOISE details a set of noise criteria (i, ii, iii), to help the LPA in their consideration of new dwellings located with aircraft noise contour areas.

Detailed in categories i, ii, iii:

i. planning permission will be refused
ii. planning permission will not be granted
iii. planning permission for new dwellings will be granted subject to other planning policies and to conditions (where appropriate) to ensure an adequate level of protection against noise in dwellings.

5.48 Explanation: By controlling the type of land uses and the level of noise insulation in development within these areas the Council intends to limit the impact of aircraft noise on residents, workers and other building occupants in accordance with the guidance given by the Government in PPG24 "Planning and Noise", 1994. The noise levels in the policy are adapted from the Noise Exposure Categories in Annex 1 to PPG24 and reflect the Council's concern to protect the amenity of occupiers of new dwellings affected by aircraft noise. Explanations of the terms "Leq", "dBLA" and "S time weighting" are given in the Glossary.

5.49 An example of a situation where planning permission for residential development within areas subject to noise levels stipulated in sub-paragraph (ii) might be acceptable is where no alternative quieter sites are available. In such cases planning permission would be subject to conditions requiring commensurate levels of protection against aircraft noise.

5.50 The World Health Organisation advises that for night-time: "based on limited data available a level of less than 35 dB(A) is recommended to preserve the restorative process of sleep". Where appropriate therefore the Council will require sound insulation of dwellings, including conversions, sufficient to achieve this level. The Council will advise on sound insulation measures but the onus will be on the applicant to demonstrate that the requisite noise attenuation will be achieved.

UDP ASSESSMENT
It would appear that the site is subject to section (ii) of the UDP where:
Planning permission will not be granted for new dwellings within areas subject to day-time noise levels between 66 and 72 Leq or night-time levels between 60 and 66 Leq.

In addition, planning permission for new dwellings will not be granted where individual noise events of aircraft regularly exceed 82dBLAMax (S time weighting) several times in any one hour between 2300 and 0700 hours.

Where material considerations indicate that planning permission should be granted as an exception to this policy, conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling.

THEREFORE if the LPA decision after application of planning balance assessment: is that planning permission should be granted – conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling, also taking into accounting current noise policy as detailed in the NPSE and NPPF February 2019, Para 180 (a):

180. Planning …. 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 …. 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;

THIS SERVICES RECOMMENDATION
If the development at this location is assessed to be appropriate after consideration of its

location within the UDP Aircraft Noise EP1.10 and application of the NPPF and NPSE planning balance assessment – a noise impact assessment shall be submitted prior to full determination of the application. As per section 5.50 of the EP1.10 AIRCRAFT NOISE (a 2011 saved policy from Stockport's 2006 UDP): *The Council will advise on sound insulation measures but the onus will be on the applicant to demonstrate that the requisite noise attenuation will be achieved. And Where material considerations indicate that planning permission should be granted as an exception to this policy, conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling.*

With regards maximum noise levels: PPG-N (updated July 2019) refers to documents published by other organisations may be of assistance: ProPG: Planning & Noise – Professional Practice Guidance on Planning & Noise- New Residential Development (Association of Noise Consultants, Institute of Acoustics and Chartered Institute of Environmental Health, May 2017). In ProPG, a detailed assessment of the potential impact on occupants should be undertaken where individual noise events are expected to exceed 45 dB LAmax,F more than 10 times a night inside bedrooms from work used to inform WHO community noise guidelines on peak noise in bedrooms should not exceed 45 dB LAmax more than 10 to 15 times per night concluded that "It will be noted in particular that the tolerance to noise in regard to sleep passes through a maximum value for an optimum number of 10 to 15 flights per night and that beyond 20 to 25 occurrences of noise per night the aircraft need to be very quiet or the dwellings provided with excellent sound proofing".

In light of the above it is clear, as recognised by BS8233, that the effects of noise on sleep from individual noise events are an important consideration; and that the initial site noise risk assessment should include the consideration of the individual noise events when the external LAmax,F exceeds 60dB. THE applicants NIA: *the typical night time LAmax is 81dB. Referencing ProPG as recommended by PPG-N, this further strengthens the this services request that the peak/ maximum noise levels are assessed.*

In the context of providing new residential accommodation good acoustic design can normally be used to avoid the potential significant adverse effects of individual noise events on sleep i.e. behavioural awakenings, and to appropriately mitigate and minimise the adverse effects of noise from individual noise events on sleep i.e. physiological impacts.

Therefore, it is considered that if, in bedrooms at night, the LAmax,F from individual noise events would not normally exceed 45dB more than 10 times a night, then this represents a reasonable threshold below which the effects of individual noise events on sleep can be regarded as negligible.

In most circumstances in noise-sensitive rooms at night (e.g. bedrooms) good acoustic design can be used so that individual noise events do not normally exceed 45dB LAmax,F more than 10 times a night.

NOISE IMPACT ASSESSMENT

In order to ensure that future occupants of the development do not suffer a significant negative impact upon amenity, as a result of aviation noise; the applicant is required to submit a noise impact assessment report to include the following:

- Details of how aircraft noise impact may be partially off-set as per PPG-N, paragraph 11.

Any noise mitigation shown as part of the report must achieve:

- BS8233:2014:

1. Internal ambient noise levels for dwellings and
2. Design criteria for external noise

- the WHO 1999 Guidelines for Community Noise 45 dB LAmax for inside bedrooms.

The scheme must also include provisions for ventilation that will not compromise the acoustic performance of any proposals whilst meeting building regulation requirements.

The agreed scheme shall be implemented, and maintained throughout the use of the development.

Reason: In accordance with paragraph 180 (a) of the National Planning Policy Framework, February 2019, to avoid noise giving rise to significant adverse impacts on health and the quality of life.

Informative – Noise Insulation Scheme
Noise Measurement and calculation

BS 8223 and the World Health Guidelines provide values and design ranges for the measurement of noise. A list of noise consultants can be obtained from the Institute of Acoustics www.ioa.org.uk or the Association of Noise Consultants http://www.association-of-noise-consultants.co.uk

It is essential that representative external noise level data is collated.

A desk-based computer modelled aircraft noise impact assessment and acoustic mitigation strategy will be considered. The most up-to-date, aircraft noise contours, available from Manchester Airport shall be used for this purpose.

Alternatively, representative noise monitoring over an adequate duration, which includes night-time noise levels covering the noisiest period (peak season air travel during summer months) will also be considered. Specific information individual to each site must be recorded, in particular where there are isolated events that would not be represented in an equivalent [Leq] taken over a longer period. e.g. a freight train which passed at 05.00 each morning, or unpredictable impact noise.

Accurate external aircraft noise level data will inform the noise insulation scheme required to deliver an acceptable and compliant internal sound environment to BS8233 and WHO guidelines to protect the amenity and quality of life of future inhabitants.

Information required:

- Daytime LAeq [07.00 to 23.00] at representative points around the site or at various facades
- Night time LAeq [23.00 to 07.00] at representative points around the site or at various facades
- LAMAX values for the night time period.

Upon obtaining the appropriate external noise level data for a particular site and taking into account the internal noise design criteria a suitable noise insulation scheme shall be stated.

- Glazing in residential property: In some cases standard thermal double glazing units will provide sufficient attenuation, other cases will need a thicker unit with specialist glass. If low frequency noise is an issue secondary units in conjunction with single or double glazed units may be required.

- Ventilation: Both trickle and rapid ventilation will need to be considered, this may vary from standard trickle vents to fully mechanical powered ventilation. The ventilation must not compromise the attenuation provided by the glazing.

Informative
The latest noise contours for Manchester Airport are available to download: https://www.manchesterairport.co.uk/community/environmental-management/
The Community Relations Team provide information and are able to respond to enquiries or complaints you might have. The noise levels and track-keeping of all departing aircraft are continually monitored and so the Team are able to investigate your particular concern. The Team provide information about flight paths and aircraft operations; for example to prospective home-buyers.

community.relations@manairport.co.uk
08000 967 967

REASON: In accordance with paragraph 180 of the National Planning Policy Framework 2019: avoid noise giving rise to significant adverse impacts on health and the quality of life

SMBC Environment Team (Land Contamination) – No Objection subject to conditions

I have reviewed the Sub Surface Phase 2 report on the portal, this report only seems to cover the proposed hospice site and not the proposed residential site. As such with regard to the hospice site, the developer has undertaken a site investigation and proposed remedial works for a hotspot of contamination found, they will need to submit a validation report in due course to evidence the hotspot remediation. In addition to this the ground gas monitoring is still ongoing so for the hospice part of the site they will need the following conditions;

- CTM3
- LFG1
- LFG3

For the residential part of the site, they don't appear to have undertaken any intrusive works, as such could I recommend the following conditions for this part of the site;

- CTM1-3
- LFG1
- LFG3

SMBC Environment Team (Air Quality) – No Objection subject to conditions

The dust mitigation measures suggested within the report should be implemented.

Historic England – No Comments

Thank you for your letter of 16 December 2020 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant. It is not necessary

for us to be consulted on this application again, unless there are material changes to the proposals

Healthy Planning (including Director of Public Health) – Comments

Stockport Sustainability Checklist – the submission of Stockport's Sustainability Checklist is welcome and the Silver Score reflects a good level of intention to ensure a sustainable development that delivers social, environmental and economic benefits to the area. The proposed cycle parking, showers and clothes storage for staff at the Hospice alongside site wide native planting and sustainable drainage will be vital to ensuring the delivery moves towards being a sustainable development that benefits the health of the people of Stockport.

Social Infrastructure: At the moment there are no known issues with GP practice levels in the area being impacted by this proposed development, however Public Health or the Stockport Clinical Commissioning Group will contact the Planning Officer if there are any issues identified prior to the decision date. The provision of upgraded hospice care is welcomed addressing the need for quality care units in the Borough delivering the specialist care where needed by residents.

Active Travel: the promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, social interaction and engagement, managing healthy weight, reducing emissions from vehicles and enabling social interaction. Accessible paths through the site are welcomed as this can help to ensure pedestrians can navigate the site fully encouraging natural surveillance from pedestrian and cycling through traffic. The proposed cycle parking at the Hospice of 10 spaces plus showers and clothes storage are welcomed as this will enable staff to make healthier travel choices. Clothes drying capacity could be included for wet weather days to facilitate a greater choice of travel options in all weathers. The proposed cycle parking for each dwelling is also welcomed as this would enable more active residents to remain so and facilitate sustainable transport choices by visitors as well. All of these measures are critical in enabling active travel choices and increasing physical activity. Achieving healthy weight reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases also reduces pressures on current and future public sector health budgets (Stockport's JSNA). The proposed electric vehicle charging is welcomed in air quality terms, but is one level in a hierarchy of sustainable transport choices where prioritising sustainable transport options of walking, cycling and public transport are vital to increasing activity and considerably reducing car use, traffic congestion and emissions. A shift in travel choice will free up road space for essential vehicle users including emergency services. The reduced need for roads will protect the natural environment and human health.

Core Policy CS9 TRANSPORT AND DEVELOPMENT (see Page 129)

Core Policy CS10 AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK (p130)

Development Management Policy T-1Transport and Development (P 134)

Ageing Well: Stockport Council has adopted an Ageing Well Strategy which takes account of the World Health Organisation guidance on appropriate place making for older people. The WHO design considerations are critical to ensuring that the needs of the growing ageing population of Stockport are addressed where practicable

through new development. On a site such as this appropriate volume and styles of seating should be considered to enable older and other vulnerable pedestrians to take rest stops when walking through the site and accessing the wider area for their needs, including leisure.

Green Infrastructure (GI): the scheme is in an urbanised location and it should be noted that the proposed GI offers multifaceted health benefits ranging from addressing flood risk to tackling stress and its exacerbating effect on health through provision of views of greenery and wildlife. Appropriate delivery of green infrastructure is welcome in public health terms and could help to manage urban temperatures and extreme rainfall events in the area, reducing stress and thereby maintaining immunity. The loss of green space to the private housing provision would need to be offset to achieve biodiversity net gain so that overall levels of biodiversity are enhanced, protecting human health through a healthy natural environment. Native planting would also contribute to managing air quality and enabling new natural capital to provide improved ecological corridors to the nearby green chain and open space areas, further enhancing access for and to nature in and around the development. Enabling people to get next to nature is important in terms of lifting the human spirit, which also assists with reducing the health impacts of stress and increasing recovery times, including on people with long term physical and/or mental health conditions. The summertime comfort and well-being of the urban population has become increasingly compromised. The urban environment stores and traps heat even in suburban locations. The majority of heat-related fatalities during the summer of 2003 were in urban areas and were predominantly older more vulnerable members of society (Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world).

Development Management Policy SD-6 Adapting to the Impacts of Climate Change (Page 54)

Core Policy CS8 SAFEGUARDING AND IMPROVING THE ENVIRONMENT (Page 102)

SMBC Planning Policy Officer (Energy) – No Objection

The energy statement is compliant with the requirements of Stockport Core Strategy Policy SD3. Some of the figures cited are confusing but I believe that the energy solutions they propose will achieve the policy target equivalent to a minimum 40% reduction in carbon emissions over 2006 Part L.

They propose the following to achieve a reduction in carbon emissions:

- Improved building fabric above 2013 Part L plus glazing, lighting and air permeability improvements
- High efficiency plant controls
- LED lighting
- High efficiency boilers and water heaters
- Heat recovery ventilation systems
- Solar photovoltaics 250m^2 array that improves building emission rate by 14%

SMBC Planning Policy

Principle – Loss of Local Open Space

The proposed location for the relocated hospice building would involve the loss of Local Open Space as designated on the UDP Proposals Map, and this relates to land that is part of the Cheadle Royal Hospital estate and is partially covered by a Conservation Area. The area to be lost is calculated to be 1.75 hectares. Saved Unitary Development Plan Policy UOS1.3 protects Local Open Space and does not permit its loss unless it meets one of three exceptions relating to (i) the development representing outdoor recreational use, (ii) there being adequate provision of local space in the local area with no detriment to wellbeing or amenities of area, or (iii) replacement open space or equivalent or better standard.
Whilst Policy UOS1.3 is consistent with national policy, Paragraph 97 of the NPPF is more up-to-date and notes that existing open space including playing fields should not be built on unless it can satisfy one of three exceptions, relating to a) an assessment proving the land to be surplus to requirements, b) loss would be replaced by equivalent or better provision in a suitable location or c) development for alternative sports and recreational provision whose needs outweigh the loss of the existing.

Policy CS8 of the Core Strategy on 'Safeguarding and Improving the Environment' supports Saved Policy UOS1.3 in noting that development which does not safeguard the permanence or integrity of Local Open Space will not be allowed. However this is then coupled with the recognition that there may be factors whereby the protection of assets is outweighed by the interests of achieving sustainable communities, meaning that development of limited areas of open space may be justified.

Consideration

The starting point is Saved Policy UOS1.3 and whether the proposal meets one of the criterion listed. Part (i) of the policy can clearly not be met as the proposed use is not for outdoor recreation. It has been successfully demonstrated by the agent that part (iii) on replacement provision cannot be fulfilled as the applicant as a charitable body is not in a position to provide this on third party land and it has also been proved through a viability statement that such a requirement would not be possible given the applicant's financial position. It is accepted that these reasons provide sufficient grounds for alternative provision not being sought and I would ask that Members be alerted to this in the Committee Report given the continued pressure on the borough's open spaces.
The agent has submitted a case that part (ii) is met. Part (ii) of Saved Policy UOS1.3 reads as follows:

It can be demonstrated that there is an adequate provision of open space in the local area and that the loss of the site would not be detrimental to the wellbeing of the local community or the amenities of the area

The agent finds that the first element of part (ii) is satisfied as the Open Space Study finds there to be a surplus of amenity greenspace in the area.
The Council adopts the Fields in Trust/ NPFA 6 acre minimum standard of 2.4 hectares of open space per 1000 population (0.7 ha. per 1000 population for play, 1.7 ha. per 1000 population for formal recreation). Against that standard, Stockport has some 1.3 ha. per 1000 population, giving a borough-wide shortfall of some 105 hectares.

The site does not form part of the audit for the Open Space Study although it has been agreed that the site would be classed as amenity greenspace. The 'Standards Paper' recommends a quantity standard of 0.86 ha. per 1,000 population for amenity

greenspace and records in Table 3.9 that the Cheadle analysis area, where the site is situated, meets this standard by a small margin of + 0.45 ha.
It is highlighted in the Standards Paper at Paragraph 84 that areas identified as being sufficient in meeting the recommended quantity standard should not be viewed as a tool for identifying surpluses of provision as the intention of Table 3.9 is to note areas of the Borough with shortfalls of provision. As such, whilst it is agreed that the Cheadle area does meet the quantity standard, I do not think that the evidence in the Open Space Study is sufficient by itself to find the site as surplus to requirements for the purposes of Saved Policy UOS1.3 and NPPF Paragraph 97. It is also noted that the site was not part of the audit and therefore is incapable of affecting provision standards should it be lost.

Moving on to the second part of Saved Policy UOS1.3, the agent concludes that the quality of the site will be retained as mature trees will be kept and significant landscaping will be included in the final scheme. Furthermore it is argued that the loss would not be detrimental to the wellbeing of the community as the site is privately owned, is not maintained and is not accessible to the public. This is accepted as it is recognised that a significant element of the proposed hospice development is laid out as a woodland and sensory garden which, though of use to users and visitors to the hospice only, will retain many elements of the original Local Open Space despite its overall loss.

In terms of detriment to amenities, the Council's Conservation Officer has confirmed that whilst the site was an integral part of the original design aimed at promoting the recovery of patients at the Cheadle Royal Hospital, the field is of medium significance for historic interest. It was found that the loss of the open space in heritage terms, together with the demolition of the existing hospice building and impact of new buildings upon the setting of heritage assets would result in a high level of harm to their significance and is 'less than substantial' for the purposes of NPPF Paragraph 196, but nonetheless would need to be weighed against the benefits of the proposal.

With regard to these benefits, I think that Policy CS8 also lends weight to the planning balance in respect of open space, in that the need to protect the site is outweighed by the interests of achieving sustainable communities. The agent has outlined at Section 10 of the Planning Statement that the factors of relevance include:

- The provision of a high-quality hospice facility that meets requirements and is vital in ensuring the hospice can continue to operate from Heald Green, leading to an improvement in overall healthcare provision for the immediate area and the borough as a whole;
- The delivery of much needed housing to contribute to the borough's 5 year supply on the current hospice site to the north;
- Significant job creation; and
- The delivery of biodiversity net gain.

The above benefits offer a clear case to outweigh the need to protect this site as Local Open Space and, in addition, are supported by NPPF Paragraph 92 which requires that decisions allow for established facilities to develop and modernise and be retained for the benefit of the community to promote healthy and safe communities.

In respect of the reference in Policy CS8 to 'limited areas of open space', I judge that the site at 1.75 hectares, whilst of small to moderate size, represents a small

proportion of the wider Cheadle Royal Hospital estate and has been proved to be peripheral in its function in this regard and is not currently enjoyed by the public. I therefore consider that Saved Policy UOS1.3 and Policy CS8 in the Core Strategy are met. As part (ii) of Saved Policy UOS1.3 is engaged it is judged that part b of NPPF Paragraph 97 also applies in this case.

New open space provision

Policy SIE-2 of the Stockport Core Strategy requires development to take a positive role in providing recreation and amenity open space to meet the needs of its users/occupants. The policy states that large new residential developments are required to include provision for recreation and amenity open space on or readily accessible to the site and gives guidelines based on the expected number of occupants. Furthermore, it is then recognised that whilst as much as possible of the open space should be within or adjacent to the new development, the Council will permit some or all of the provision to be off-site or through contributions where there is no practical alternative or where it would be better to do so.

The Council's Supplementary Planning Document (SPD) on 'Open Space Provision and Commuted Payments' (adopted September 2019) provides greater clarity on the off-site requirements and states that open space contributions will be secured in the form of a Planning Obligation under a Section 106 agreement to be completed before planning permission is granted.

The commuted sum is split according to Annex 1 of the SPD and the costs per person calculated. The housing development, currently seeking outline permission, is expected to consist of 40 units that have been indicatively shown as 12 units that are 1 bed, 3 units that are 2 bed, 12 units that are 3 bed and 13 units that are 4 bed. As such, this gives a population capacity of 146 and a total contribution of £218,416.00, where £86,870.00 is secured for children's play and £131,546.00 is for formal sport.

In terms of taking commuted sums for children's play facilities, there are thresholds in place in order to ensure the direct relationship test is passed. It is proposed that the £86,870.00 for children's play be directed towards the Local Equipped Area for Play (LEAP) at Rose Vale, which is within the 400 metre catchment area for the development site and is accessible on foot. The NEAP at East Avenue is also accessible from the proposed site (1000m threshold) although it is judged that this is less appropriate as it would require prospective users to cross Finney Lane to reach it.

The formal sport element of the commuted sum, at £131,546.00, is not subject to thresholds and will be allocated to the Council's Formal Sport Priority List. This will be allocated to priority projects listed in the Formal Sports Priority List within the Cheadle area. The list is compiled from evidence in the Playing Pitch Strategy and Local Football Facilities Plan, and any such project will be approved by Cabinet Member.

Conservation Officer

This proposal would have a harmful impact upon the significance of three designated heritage assets: the Cheadle Royal Conservation Area, the Cheadle Royal Registered Historic Park and Garden and the Grade II listed Cheadle Royal Hospital. The proposals would result in an irreversible change to the special interest of the conservation area, including the demolition of a key historic building and loss of open space that contributes positively to its special character and appearance. The

proposed new development would have a harmful impact upon the setting of each of these designated heritage assets, weakening the historic landscape values associated with their significance. Taken overall the level of harm is very high but would not result in total loss of their significance; for decision making purposes the proposed development would not trigger the threshold tests for considering substantial harm as set out in paragraph 195 of the National Planning Policy Framework.
In relation to the proposed demolition of the existing Hospice building and the outline redevelopment of the site for a residential development of up to 40 residential dwellings, the application does not meet the requirements of saved Stockport UDP policy HC1.1 which states :

The Council will not permit the demolition of buildings……where retention is necessary to preserve the character or appearance of the Conservation Area. The Council will permit the demolition of an unlisted building only where the proposed development which requires such demolition will itself preserve or enhance the character or appearance of the Conservation Area. Further, such demolition will not be allowed until the new development is about to commence.

Other than demolition and access, no detailed proposals are contained within the current application. The design and access statement concludes that 40 units could only be achieved through comprehensive development; alternative indicative schemes are presented that would involve a reduced level of demolition and would result in the preservation and enhancement of the character and appearance of the conservation area.

The applicant acknowledges that the proposals will result in moderate/large harm to the significance of the Conservation Area with moderate harm to the setting of the listed Hospital and historic park/garden. The applicant considers that the installation of vehicular access, including via new gates/boundaries within the registered park/garden would result in slight harm, but this would be offset by landscape enhancements.

Whilst acknowledging the public benefits that may be secured by improving facilities for St Anns Hospice, total demolition of the existing hospice building and redevelopment of the site for up to 40 dwellings cannot be supported from a conservation and heritage perspective. Justifying the harm to designated heritage assets resulting from demolition and redevelopment of the existing hospice as a means to facilitate a separate development which is itself harmful to those designated heritage assets is inconsistent with local and national planning policies, does not represent sustainable development and would not contribute to achieving good design or reinforcing local distinctiveness. It is recommended that the applicant is requested to amend the application by removing the reference to demolition and to significantly reduce the numbers of residential units (eg up to 14 units), retaining the proposed site access as indicated on the submitted drawings. This will enable the balance between conversion and new build to be more carefully considered in light of a detailed application at a future date.

SMBC Arboricultural Officer – No Objection subject to conditions

Site Context
The proposed development site is located within the existing grounds of the commercial property site predominantly on the old hard standing and informal

gardens. The plot is comprised largely of former hard standing and informal grounds.

Legislative and Policy Framework

Conservation Area Designations
The proposed development is within or affected by a conservation Area (Cheadle Royal Hospital).

Legally Protected Trees
There are legally protected trees within this site or affected by this development (Highgrove Farm No.3 St Anns Road North 1990 & Gleneagles Road, Heald Green 2007).

Invasive Species
Please refer to Nature development officer comments.

Stockport's Core Strategy DPD
CS – 8 Biodiversity and Nature Conservation
SIE-1 Development Management
SIE-3 Protecting, Safeguarding and enhancing the Environment
3.345/3.346/3.347
Stockport's Unitary Development Plan (Retained Policy)
NE1.1 SITES OF SPECIAL NATURE CONSERVATION IMPORTANCE
NE1.2 SITES OF NATURE CONSERVATION IMPORTANCE
NE3.1 PROTECTION AND ENHANCEMENT OF GREEN CHAINS

Recommendations:

The construction site footprint predominantly sits within the hard standing and informal grounds of the site and the proposed new construction works will potentially impact on several small or low merit trees on site. A full tree survey has been supplied to show the condition and amenity levels of the existing trees and where applicable which trees could be retained to increase the amenity levels of the site, this is acknowledged as a true representation of the trees on site and I agree with all the findings/recommendations.

The following comments are based on the shown layout plan, which doesn't clearly show the tree locations in relation to compound areas and working areas to ascertain any impact on the trees as the information is limited and so all comments are based on expertise and information supplied.

Further details should be supplied to show site compounds and storage areas to confirm these are well away from any protected or retained trees on site.

The proposed landscaping/site layout plan is clearly in line with discussions at the pre-application stages and so I am happy with the proposal making only one change which is the species in the overflow car parking area as Hornbeam has limited biodiversity merit and so would like to see either Sorbus or Crataegus species used in this area and further enhance the site in line with current policy.

In principle the design will potentially have the opportunity to have a negative impact on trees/hedges on site if the layout plan is correct and therefore, it could be accepted in its current format with further information as requested and compliance with the root protection condition as well as delivering the high standard improved landscaping scheme to enhance the developments site.

An improved/amended landscaping design would also enhance the site to increase the number of trees and diversify the species of the trees to offer some improved species and improved biodiversity the trees offer increasing wildlife benefits to an ever increasing urban area.

The following conditions would be relevant to any planning application relating to the site;

Condition Tree 1
No existing tree within the site shall be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.

Condition Tree 2
No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2012 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.

Condition Tree 3
No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

Following amendments 30.03.2021 – confirmation received that the arboricultural officer is happy with the amendments having regard to previous comments.

SMBC Nature Development Officer – No objection subject to conditions

Site Context
The site is located off St Annes Road in Cheadle. The application is a hybrid planning application seeking: Full planning permission for the demolition of all existing buildings and the development of a new hospice facility including access and landscaping; and Outline planning permission with all matters reserved except for access for a residential development, landscaping and other associated infrastructure.

Legislative and Policy Framework
Nature Conservation Designations
The site has no nature conservation designations, legal or otherwise.

Legally Protected Species

Ecological surveys have been carried out and submitted as part of the application. All survey work has been undertaken by a suitably experienced ecologist. An Ecological Impact Assessment forms part of this survey work (Tyler Grange EcIA report March 2020). This involved an Extended Phase 1 Habitat Survey undertaken in November 2018 which mapped the habitats present on site and identified their potential to support protected species. The application area was split into two parts –

- Site A which comprises grassland, trees and bramble scrub and is subject to a full planning application for a new hospice.
- Site B which comprises buildings and hardstanding and scattered trees, species poor (hawthorn dominated) hedge and introduced shrub and is subject to an outline application for residential development.

Many buildings and trees have the potential to support roosting bats. In addition, the application site (particularly Site A) offers suitable bat foraging habitat, which increases the likelihood of bats being impacted by any proposed works. All species of bats, and their roosts, are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS).

Under the Regulations it is an offence to:

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

A preliminary roost assessment survey was carried out of trees in Site A and Site B and buildings in Site B in November 2018. An internal inspection survey of buildings was undertaken in December 2018. No evidence of roosting bats was identified but potential roosting features were recorded.

Site A: six trees with moderate bat roost potential were identified (TA2, TA3, TA4, TA5, TA7 and TA9). Three of these trees (TA2, TA4 and TA9) were subject to further survey work as they will be impacted by the proposals as a result of either tree work or removal. Two activity surveys were carried out in August 2019 and early October 2019. It is acknowledged that the October survey is slightly outside the recommended survey period of May-September, but the survey was delayed due to a period of bad weather in September and the October survey was carried out under suitable weather conditions. It is therefore considered that this does not present a significant constraint in the assessment.

A single common pipistrelle bat was recorded to emerge from tree TA4 during the August survey. No evidence of roosting bats was recorded during the October survey. The report assessed the roost to be a non-breeding day roost. Given that the activity surveys were undertaken relatively late in the survey season there is a risk that a maternity roost is missed, however since common pipistrelle maternity roosts are almost invariably found within buildings (Altringham, British Bats 2003) this risk is considered to be low and it is considered that a sufficient level of survey effort has been carried out to inform

the current application. A mitigation strategy has been outlined to mitigate for the proposed loss of this roost.

Common and soprano pipistrelle foraging and commuting activity was recorded within Site A during the activity surveys. In particular the tree lined track to the south of Site A is assessed as being an important ecological corridor but this feature will be retained under the proposals

Site B: Three of the buildings (BB1, BB2 and BB3) were assessed as offering high roosting potential. Numerous potential roosting features were recorded including gaps under ridge tiles, raised or missing tiles, gaps behind soffits, gaps under lead flashing and missing mortar at roof verges. The other buildings on site (BB4 and BB5) were assessed as offering negligible roosting potential.

Four dawn back tracking surveys were carried out at the buildings offering high roost potential in September 2019. Back tracking is a recognised survey technique often used when surveying complex structures. Given that these surveys were carried out late in the survey season (meaning a maternity roost may be missed), three further surveys were carried out in June and July 2020. No bats were recorded to be roosting within the buildings during the surveys.

One tree was identified as offering bat roosting potential (TB3) but this tree will not be impacted by the proposals.

Less commuting and foraging bat habitat is available within Site B compared to Site A. Common and soprano pipistrelle bats were heard but not seen during the 2018 activity surveys. Activity from common and soprano pipistrelles, noctule and an unconfirmed brown long-eared bat were recorded during the June and July 2020 surveys. The boundary between Site A and Site B was identified as a key foraging area

Buildings (Site B), trees and vegetation Sites A&B) may offer the potential to support nesting birds. The nests of all wild birds are protected by 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 have the same level of legal protection as bats (outlined above). A single pond is present within 250m of the site (approx. 100m to the northeast). A Habitat Suitability Index (HSI) survey was carried out in April 2019 and the pond was scored as being of Poor suitability to support GCN. Suitable terrestrial habitat for GCN is present within Site A (scrub and grassland). Potential GCN terrestrial habitat within Site B is limited. Given the condition of the pond there is considered to be a low risk of GCN being present within the application area.

Badgers and their setts are legally protected under the Protection of Badgers Act 1992. Site A offers suitable habitat for badger due to the presence of grassland and scrub offering suitable foraging and setting habitat. No evidence of badger presence was recorded on either Site A or Site B.

Some potentially suitable reptile habitat was identified within Site A (e.g. the interface between scrub and grassland). Given the relatively isolated nature of the site however it considered that there is a low risk of reptiles to be present within the application area. Reptiles are protected under Schedule 5 of the Wildlife and Countryside and Act against killing and injury.

LDF Core Strategy

Core Policy CS8 Safeguarding and Improving the Environment

Green Infrastructure

Refer to 3.286

Biodiversity and Nature Conservation

Refer to 3.296

DEVELOPMENT MANAGMENT POLICY SIE-3

A) Protecting the Natural Environment

Protecting, Safeguarding and Enhancing the Environment

Refer to 3.345, 3.346, 3.347, 3.361, 3.362, 3.363, 3.364, 3.365, 3.366, 3.367 and 3.369

Recommendations:

One of the trees within Site A (TA4) to be removed under the proposals was found to support a common pipistrelle bat roost. Survey results indicate that the roost is a day roost: used by low numbers of non-breeding bats.

The proposed development would result in the destruction of a bat roost with the potential to kill or injure bats/ and damage their habitat without appropriate mitigation and compensation measures. As a result a European Protected Species License (EPSL) or a Bat Mitigation Class Licence (formally called a Low Impact Class Licence (LICL)) will be required from Natural England. The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats.

When determining the application, it is advised that the Council has regard to the 3 Habitats Regulation derogation tests: -

- Imperative reasons of Over-riding Public Importance (IROPI)
- No satisfactory alternative solution
- Maintenance of the favourable conservation status (FCS) of the species

The need for consideration of the three tests has been demonstrated by a number of judicial reviews, including R (on the application of Simon Woolley) v Cheshire East Borough Council, June 2009) and Morge (FC) (Appellant) v Hampshire County Council (2011).

The first two tests are outside my area for comment. In terms of the favourable conservation status test, the proposed mitigation measures outlined in section 4.16 of the EcIA report (Tyler Grange EcIA, March 2020) are considered appropriate to satisfy this test. The measures include: sensitive working measures during felling works, supervision by a licenced bat ecologist, and provision of three bat boxes on nearby retained trees. These measures should be implemented in full and can be secured by condition.

In relation to the bat licence, the following condition can be used: the works hereby approved shall not commence until the local planning authority has been provided with either: -

a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats & Species Regulations 2017 authorizing the specified activity/development to go ahead; or

b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/developments will require a

licence.

Other features offering bat roost potential were identified within the site. It is recommended that sensitive working measures are adopted during felling of trees /demolition of buildings identified as offering roosting potential (see Construction and Ecological Management Plan below) and an informative is attached to any planning consent granted to state that should evidence of roosting bats (or any other protected species) be identified during works, all works must stop and a suitably experienced ecologist be contacted for advice.

Ecological conditions can change overtime. Bats are notoriously cryptic in their roosting behaviour and can regularly switch roost sites. It is therefore recommended that update ecological survey work is carried out in advance of works commencing. In relation to bats survey data should be updated after 12 months and for other ecological receptors survey data should be updated after two years (so update surveys carried out during the 2021 survey season should works have not commenced by this time). This can be conditioned.

In relation to breeding birds if any vegetation clearance/tree works or building demolition works are proposed during the bird nesting season (which is March-August inclusive) a nesting bird survey should be carried out prior to commencement of works. This is required to confirm presence/absence of breeding birds and ensure that adequate buffers are in place to prevent disturbance to nesting birds. This is detailed in sections 4.22-4.24 of the EcIA report (Tyler Grange, March 2020) and these measures should be secured via condition.

It is considered unlikely that GCN and reptiles are present on site. The recommendations detailed in sections 4.9-4.12 of the EcIA report (Tyler Grange, March 2020) should be followed to prevent potential adverse impacts to amphibians and reptiles. This should be secured by condition and if preferred can be included within a Construction Ecological Management Plan (CEMP) – see below.

It is important that retained habitats (including the tree lined track south of Site A) are adequately protected during the construction phase. The following condition should therefore be used: [BS42020: D.4.1] No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the LPA. The CEMP shall include:

a) risk assessment of potentially damaging construction activities

b) identification of ‘biodiversity protection zones’

c) measures and sensitive working practices to avoid or reduce impacts during construction

d) location and timing of sensitive works to avoid harm to biodiversity

e) times during construction when specialist ecologists need to be present on site to oversee works

f) responsible persons and lines of communication

g) roles and responsibilities on site of an ecological clerk or works (EcOW) where one is required

h) use of protective fences, exclusion barriers and warning signs

and shall include details of measures to:

- Avoid the impact on nesting birds
- Sensitive working measures relating to felling /demolition of trees/buildings with bat roost potential.
- Avoid negative impact on sensitive ecological features during construction (such as retained trees etc) and protect all retained features of biodiversity interest.
- Reasonable Avoidance Measures (RAMS) to be adopted during works to minimise potential impacts to wildlife

Lighting should be sensitively designed so as to minimise impacts on wildlife (e.g. foraging/commuting bats) associated with light disturbance and ensuring retained boundary features/ecological corridors are protected from light spill/remain an unlit zone is of particular importance. Careful landscape planting should also be used to ensure light is directed away from ecologically sensitive habitats (following the principles outlined in Bat Conservation Trust guidance: http://www.bats.org.uk/pages/bats_and_lighting.html).

As part of the final scheme for Site A and Site B (future reserved matters application) it is advised the following condition is used [BS42020: D3.2]: Prior to occupation, a "lighting design strategy for biodiversity" for areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Proposed landscaping submitted for Site A includes planting of trees, planting native species-rich hedgerows and creation of wildflower areas along with planting of nectar rich shrubs to benefit pollinator species. Details regarding the future management of these habitat areas (including the proposed wild flower

areas) will also need to be provided. This can be outlined within a Landscape and Ecological Management Plan (LEMP) to detail proposed sensitive management and roles and responsibilities. Details of landscaping for Site B will form part of a future reserved matters application but it is advised that locally native and wildlife-friendly species are used and where possible, hedgerows should be planted at plot boundaries instead of installing fencing. Where fencing must be used, occasional gaps (13cm x 13cm) should be provided at the base of close boarded fencing (minimum of one gap per elevation) to maintain habitat connectivity through the site for species such as hedgehog (see https://www.hedgehogstreet.org/help-hedgehogs/link-your-garden/). These measures are required as biodiversity enhancements are expected as part the development in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). A further biodiversity enhancement measure could include the creation of a new wildlife pond within the sensory garden area (sound/touch water).

In addition, the EcIA refers to the provision of bat and bird boxes on site. In relation to Site A it is proposed to place bat and bird boxes on retained mature trees. The use of integrated bat and bird boxes within the new hospice building is also encouraged. The proposed number, location and type of bat and bird boxes should be submitted to the LPA for review. In relation to Site B, as part of a future reserved matters application it is advised that a bat box/tile or bird box is provided at a minimum rate of one per residential dwelling. This can be easily achieved by providing integrated bat and bird roosting/nesting facilities into the new buildings (every dwelling does not necessarily need to have a bat/bird box, it may be more appropriate to have some dwellings without and some dwellings with more than one roost/nest feature and other boxes sited on retained mature trees for example).The proposed number, locations and specifications of bat and bird boxes should be submitted to the LPA for review and this can be secured via condition.

Greater Manchester Archaeological Advisory Service (GMAAS) –

The application is supported by a Heritage Significance and Impact Assessment prepared by Marion Barter Associates Ltd in March 2020. This is a comprehensive study of the historic development of the site and its architectural merits. The report also examines archaeological interests and concludes that there is low below-ground archaeological interest. GMAAS concur with this view. GMAAS consider that in this instance the archaeological interest is in recording the historic fabric of the original hospital buildings. Should permission be granted for demolition of the current St Anne's Hospice buildings then a historic building survey should be undertaken to first of all make a record of the buildings for archive and research purposes. The survey should focus particularly on understanding and recording the original hospital fabric. Under section 5.4.1 (pages 37-8) the report states:

In the event of demolition, it is considered that the heritage significance of the building could be protected by making a record of the buildings. There is also scope to salvage and re-use some elements such as stained glass into new buildings; this would provide some tangible continuity between the new and the old.

The historic building survey should identify fixtures and fittings of historic interest to facilitate securing the careful removal and storage and then re-use of these in the

new building. These should be linked to a heritage display which commemorates the history of St Anne's Hospital.

The archaeological works should be secured through a condition attached to planning consent. The condition should be worded as follows:

No demolition or development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology to include: - historic building survey (based on Historic England Level 3) - identification of historical artifacts to be secured for re-use in the new building

2. A programme for post investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the heritage interest represented.

3. A scheme to re-use historical artifacts and to create a heritage display in the new hospice

4. Provision for archive deposition of the report, finds and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF policy 16, paragraph 199, To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

The work should be undertaken by a suitably experienced and qualified archaeological contractor, funded by the applicant, and in accordance with guidance provided by GMAAS who would also monitor the implementation of the works on behalf of Stockport MBC.

United Utilities – comments

Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Following our review of the submitted Flood Risk Assessment, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. 7015, Dated January 2020) which was prepared by TRP Consulting. Any variation to

the discharge of foul shall be agreed in writing by the Local Planning Authority prior to the commencement of the development. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding

Management and Maintenance of Sustainable Drainage Systems
Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example:

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

> *a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
> *b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*
>
> *The development shall subsequently be completed, maintained and managed in accordance with the approved plan.*

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Water Supply
We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply. If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity.

If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk. Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' Property, Assets and Infrastructure
The applicant should be aware of water mains in the vicinity of the proposed development site. Whilst this infrastructure is located outside the applicant's proposed red line boundary, the applicant must comply with our 'Standard Conditions for Works Adjacent to Pipelines'. We provide this information to support the applicant in identifying the potential impacts from all construction activities on United Utilities infrastructure and to identify mitigation measures to protect and prevent any damage to this infrastructure both during and after construction. This includes advice regarding landscaping in the vicinity of pipelines. Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – DeveloperServicesWater@uuplc.co.uk
Wastewater assets – WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

Greater Manchester Police (Design for Security) – No Objection subject to conditions

We would recommend that a condition to reflect the physical security specifications set out in section four of the Crime Impact Statement should be added, if the application is to be approved.

Manchester Airport (MAG) – No Objection subject to conditions

The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We have no aerodrome safeguarding objections to the proposal subject to the following Conditions:

• During demolition & construction robust measures must be taken to control dust and smoke clouds.

Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.

• No development to take place until a detailed, robust Bird Hazard Management Plans (BHMPs) are drawn up by the applicant for the demolition and construction phases, and also for when the site is completed and in perpetuity. The Plans must be agreed by the aerodrome safeguarding authority for Manchester Airport. (We are content to liaise closely to ensure that the BHMPs are fit for purpose).

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.

• No development to take place until further discussion is held with the aerodrome safeguarding authority for Manchester Airport on the detail of the landscaping scheme and how the planting and maintenance of the planting will dovetail with the BHMPs.

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.

• No development to take place to install Solar PVs until an aviation perspective Glint and Glare assessment has been submitted for approval to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport.

Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN

• No lighting directly beneath the roof lights that will emit light upwards – only downward facing ambient lighting to spill from the roof lights upwards – ideally, automatic blinds to be fitted that close at dusk.

• All exterior lighting to be capped at the horizontal with no upward light spill.

Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.

Advisory: The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:

https://publicapps.caa.co.uk/docs/33/CAP1096%20E2.1%20September%202020%20FINAL.pdf It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

The Gardens Trust – General support with some concerns

Thank you for consulting The Gardens Trust (GT) in its role as statutory consultee with regard to proposed development affecting a site listed by Historic England (HE) on their Register of Parks and Gardens as per the above application. We have liaised with our colleagues in the Cheshire Gardens Trust (CGT) and their local knowledge informs this joint response concerning the detailed application for a new hospice facility which has a material impact on the significance of the Grade II registered park and garden (RPG) of Cheadle Royal Hospital. The inclusion of this site on the national register is a material consideration.

The Garden Trust is in general supportive of the application. However, the Trust recognises that the development will result in a) the continued neglect and possible loss of the Tilia (Lime trees) along the southern avenue, also referred to as the west avenue) which is part of the registered Cheadle Royal Hospital site (designated

1995) and b) an irreversible impact on the setting and spatial form of the registered site. The Garden Trust considers that whilst there is a substantial impact to the heritage assets, it should be feasible to mitigate and reduce the impact through appropriate landscape design and management. The Heritage Statement defines the harm to heritage assets as 'less than substantial', yet this does not take into account the cumulative impact, in combination with previous urban development, on this nationally significant historic landscape, and its wider conservation area. It should be noted that when English Heritage registered the site, it was used a rare example of an institutional designed landscape that was essentially whole at the time. Cheadle Royal Hospital was featured on the front of their leaflets explaining the range of designated landscapes.

In assessing the application, we have referred to Historic England's Parks and Gardens Register Entry, to historic maps, aerial photos and to application documents including the Heritage Significance and Impact Assessment and the Design and Access Statement. It is noted that the application for full planning permission includes, and depends on, the demolition of the existing St Ann's Hospice which is shown as a Key Historic Building on the conservation area townscape appraisal plan, linked to the registered site by an area shown as a Key Open Space. Demolition of the existing hospice is one of three options considered, the other two retaining the original building - we are unable to comment on this aspect but any option which reduces the overall footprint of new development would be preferable. There is certainly no objection to the principle of upgrading the hospice facilities.

For further information, we refer you to the Gardens Trust publication *The Planning System in England and the Protection of Historic Parks and Gardens* (2019), which is available online at www.thegardenstrust.org.

Impact on the significance of the historic landscape

The **significance** of Cheadle Royal Hospital is based on its survival as an early example of an approach where "*the design of the hospital and the surrounding grounds reflects the development of progressive attitudes to the care of people with mental illness; the provision of outdoor space was part of a more humane therapeutic approach*" (Heritage Significance and Impact Assessment, March 2020).

The Register entry states: "*Cheadle Hospital is described in the 1850s (Conolly 1856) as being one of several new asylums where: 'One of the chief of the indirect remedial means of treating mental disease is a cheerful, well-arranged building, in a well-selected situation, with spacious grounds for husbandry, and gardening, and exercise'. As built the hospital had thirty acres of meadow and eleven of arable land, two-and-a-half acres of kitchen garden, and five acres of flower gardens with avenues, shrubberies and gravelled walks. As part of their cure patients were involved with planting and improvements to the grounds, as well as using them for exercise and outdoor amusements including bowls and cricket*".

The conservation area includes the registered site and listed hospital as well as St Ann's Hospice. Section 3.10 of the CA appraisal, in defining the special interest of the CA, refers to the Register of Parks and Gardens and states that "*The function and spatial relationship of the grounds to the historic buildings in this conservation area are of special interest*". In section 3.5 the appraisal describes the hospital's landscape setting, views and vistas stating that: *"Views towards the Main Wing from all directions, including the avenue leading from St Ann's Road, are imposing… The grounds have a quality of tranquillity and unrestricted access and openness…".* The

contribution of trees, hedges and green spaces is discussed in section 3.8, including: *"All main routes within the hospital grounds are laid out as tree-lined avenues, enhancing vistas of the hospital and grounds and providing a picturesque approach from both east and west".*

The Heritage Impact Assessment (March 2020) describes the site between St Ann's Hospice and the west avenue (*the Tilia avenue*) as having medium significance for historic interest but it is clear from the evidence provided that development would remove the only surviving remnant of the original farmland that was converted to parkland and pasture as part of the hospital's farm. The former hedgerow trees, some pre-dating the hospital, and growing in a naturalised area which is very likely to retain original soils and seedbank, would be put at risk. The masterplan shows one high quality category A tree lost to road development (surely unnecessary as the derelict nurses' home it leads to could be accessed from Oakwater Avenue) and others with much disturbance to their root protection areas. These trees, all with TPOs, currently contribute to the setting of the registered area and conservation area as well as having other values in their own right. Trees along the avenue appear at less risk although in need of management. They are of mixed age and species, although Tilia is the dominant avenue tree - their distribution does not reflect that shown on the 1937 OS map - but insufficient information is provided.

The Heritage assessment considers that St Ann's Hospice now makes a low contribution to the significance of the registered landscape but the former farmland/parkland to its south is considered to contribute to the overall setting "*for historical, spatial and visual interests*", its "*open character and mature trees giving a parkland character setting to the formal designed grounds of the hospital*".

Impact

The proposed development conflicts with the objectives of both the Register of Parks and Gardens and Conservation Area (CA) designations in the following ways:

- Loss of open aspect - the CA appraisal is concerned that "*Further development in the grounds of Cheadle Royal Hospital may result in the erosion and loss of its special quality, which is the relationship of the hospital to the views and open aspect of the generous landscaped grounds*"
- Irreversible change in character locally due to loss, risk or degradation of existing features including trees and greenspace of historic as well as potential future value
- Further intrusion of new built development and car parking in views along the west avenue towards the hospital, particularly in winter, direct impact at the entrance from St Ann's Road, and possible constraints to future use.

The details of the design, as described and illustrated, are also unsatisfactory in relation to the registered area:

The Tilia Avenue: TGT concerns

- TGT considers The Avenue and the open spaces as important historic features that contributes to the understanding and value of the site as a whole.
- No information is provided on the avenue's current surfacing, fencing or other built features. The arboriculture report refers to the 'Lime Avenue' but has very little information on the trees themselves - species, age, condition details etc are only provided for trees near to St Ann's Road. No proposals for

enhancement are included in the scheme, although 'enhancement' is referred to.

- *The Design and Access Statement* (p30) states that 'No resurfacing is proposed to any part of the Avenue.' This contradicts the submitted drawings AL7785-2000/2001 Rev B that show access from St Ann's Road North leading to an ambulance pick up point. Further details are needed: surfacing type and extent, signage, kerbing, and gate. This could have a direct adverse impact on the historic character.
- Insufficient attention has been paid to the potential role of the Tilia Avenue, or west avenue, in its wider context but it is also unclear what its use (if any) could be in relation to access to the registered site itself particularly if cut off by security fencing. Future access to the site of the former nurse's home, within the CA, has been identified in the *Heritage Significance and Impact Assessment.* It would be unacceptable for any part of the current proposals to constrain future uses.
- The Avenue is not treated as a significant feature in its own right as there are only proposals for its northern boundary and from the perspective of the hospice.
- The *Design and Access Statement* identifies the need for initial remedial work and a long-term management plan (p30). However, it claims that 'it is not practical to a full schedule of future maintenance at this time'.

The Tilia Avenue: TGT recommendations

- Detailed information is provided for the entrance from St Ann's Road North and associated features.
- The renewal and management of the Avenue with appropriate planting.
- A management plan that identifies the following: detail clearing, crown lifting, pruning, scrub growth removal, re-planting of lost or severely damaged trees in order to re-instate the formal avenue and proposed enhancement measures. (Note: these are identified in the *Design and Access Statement*)
- Proposed detail planting plan showing trees, shrubs and herbaceous layer.
- Cross sections to show how the proportions, materials and setting of the avenue would be retained, enhanced and managed, and how the treatment would coordinate with the remainder of the avenue which should be considered as a whole.
- Proposed hedging or fencing should preferably be located outside root protection areas. The Trust further recommends that a similar hedge is planted on the south side of The Avenue, that is to the front of the existing rear gardens of the houses facing Gleneagles Road.
- That site access along The Avenue for the construction phase of the development is prohibited as this could cause damage to the existing trees, roots and soil structure.

Spatial Form and Open Aspect: TGT concerns

- **'**The hospice development entails building on an area of open fields in the conservation area, which affects its landscape character…causing some harm.' *Heritage Significance and Impact Assessment* p4
- The loss of the spatial form and open space will dramatically change the form of the landscape. This is a significant feature of the landscape as identified in the CA listing, the history of the hospital and the treatment of those with mental health issues.

- The overall site of Cheadle Royal Hospital has been eroded and adversely affected by other developments and wishes to lessen the impact of further development.

Spatial Form and Open Aspect: TGT recommendations

- Historic map evidence and the remnant field patterns are partly identified by some mature trees.
- The Trust would encourage the landscape architects to use this evidence by developing a design relationship to the earlier/lost landscape features through the use of hedges and trees.
- Drawings AL7785-2000/2001 Rev B shows a similar approach within the landscape Masterplan

Policy

The National Planning Policy Framework (NPPF Feb 2019) states in paragraph 184 that '*heritage 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'*. The NPPF further advises in paragraph 189 that the significance of heritage assets includes "*…any contribution made by their setting".*

In paragraph 193 the NPPF states that *"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".* It is considered that the proposed development would have a detrimental effect on a key axial approach to Cheadle Royal Hospital.

Stockport MBC Core Strategy DPD (March 2011) states that: *"Development will be expected to make a positive contribution to the protection and/or enhancement of the borough's heritage assets. Buildings, sites, monuments, places and areas positively identified as having a degree of historic, architectural, artistic or archaeological significance (including canals and other transport infrastructure of historic value) will be safeguarded for the future".* It is not considered that the proposals would safeguard or enhance the remaining heritage of Cheadle Royal Hospital.

The proposal conflicts with Stockport Local Plan Policy HC4.1 Development and parks and gardens of historic interest which states that: "*Development which would adversely affect the special character and appearance of parks and gardens of historic or landscape interest, or detract from their settings, will not be permitted".*

Position

The purpose of the existing historic park and garden and conservation area designations is to protect the remaining historic landscape significance of Cheadle Royal Hospital and St Ann's Hospice. Whatever its merits in other respects, the proposed development will result in loss of historic fabric.

The Tilia avenue is within the registered site and has become an overgrown, near derelict, historic remnant of the original landscape. Its historic character could be enhanced by good management allowing for changes to create a new access to the rear of the proposed hospice, and the future role and use.

Within the area between St Ann's Hospice and the Tilia avenue the proposed modern development would result in an irreversible change in character, adding to existing business park and residential development to remove the last area of former farmland/parkland associated with Cheadle Royal Hospital. The sense of space which was so important to the original purpose of the hospital, and which is still retained to some extent on the approach from the west, would be reduced and the value of the heritage asset as a whole would be diminished.

Our concerns are based on the development and the significance of this rare and historic designed landscape. There appear to be other options for development of St Ann's Hospice which may be less harmful, retaining the 'parkland' as green space for its historic, environmental and potential health and well-being values.

Update: Following addition information from the applicant (16 March 2021 from Avison Young (04B819709) in response to concerns raised by the Garden Trust, the following update has been provided:

The Garden Trust has the following comments/observations regarding the updated information:

1st Comment/response: 'Information for the current surfacing…' p.2

- The Garden Trust is pleased to see that the Hospice will 'take on responsibility for the appearance and the upkeep of the existing boundaries along the southern edge'
- Additionally, that the entrance will be enhanced, and that there will be a re-stocking of the same tree species' and filling in the gaps.
- A tree management plan has been submitted which proposes a remedial works as well as a long-term strategy that includes crown lifting, removal of dead wood and poorly structured limbs along with new planting.

The Garden Trust supports the above proposals.

2nd Comment/response: 'Resurfacing works…' p.3

- Work will be limited to the junction. Tyler Grange has submitted a drawing/section that indicates how the tree roots will be protected with a cellular confinement system.

The Garden Trust supports the above proposals.

3rd Comment/response: 'As was discussed…' p.3

The Garden Trust has no further comment.

4th Comment/response: 'The applicant has prepared…' p.3

The Garden Trust is pleased that a management plan has been produced.

The following are responses to GT recommendations:

1st Response: 'Detailed proposals (for entrance) …' p.4

- Shown in Addendum C with planting species noted on plant list.

The Garden Trust would recommend a more substantial and structured choice of plants at this entrance.

2nd Response: 'Alongside the tree management plan…' p.4

The Garden Trust supports the more informal approach to planting in this area, although a greater diversity of plants would improve the area both visually and ecologically.

3rd Response: 'As set out above…' p.4

The Garden Trust has no comment.

- 4th Response: 'A detailed planting plan…' p.4
- Refer to comments in 2nd response above
- Planting within the carpark could be more reflective of the earlier field boundaries by appropriate species selection. The planting selection/lists for D & N (carpark area) could be more reflective of traditional hedgerow species, and provide a strong visual contrast to the more ornamental planting of adjacent areas.

The Garden Trust appreciates the level of information regarding planting; however, the Trust limits its comments to those areas which are historically significant. This is essentially along the southern boundary and the historic field patterns.

5th Response: 'Please refer to the following…' p.4

The Garden Trust has no comment.

6th Response: 'Please refer to…' p.5

The Garden Trust supports this proposal.

7th Response: 'Any decision notice…' p.5

The Garden Trust supports this in that construction access will not be permitted along the Avenue.

The Gardens Trust-Spatial Form and Open Space p.5

- The historic spatial form will be severely compromised as a result of this development, hence the recommendation to reflect the past structure through the use of appropriate materials.

The Garden Trust has commented on the issue of plant selection in the 3rd Response above. We believe that an adjustment to the planting plan can show more clearly the linear and historic forms more clearly. We recommend that the plant selection, particularly within the carpark area, be reconsidered.

Summary:

The Gardens Trust continues to support the application but recommends some minor amendments to the planting scheme at the entrance to the southern Avenue, the understory planting along the Avenue and within the carpark.

Greater Manchester Fire Service – No objections subject to confirmation of the following:

- The Fire Service requires vehicular access for a fire appliance to within 45m of all points within the dwellings.

  Applicant response: Design and extent of dry riser mains through both buildings will be confirmed during production of tender information and

submitted for building regulations approval at the relevant time to ensure hose laying lengths are within the 45m limit. Dry riser inlet locations can be provided on building elevations fronting the access road, within 18m hose laying distance of a fire appliance parking location

- The access road should be a minimum width of 4.5m and capable of carrying 12.5 tonnes.

  Applicant response: Main access road into site is 5.5m wide and will be designed to adoptable standards.

- If the access road is more than 20m long a turning circle, hammerhead, or other turning point for fire appliances will be required.

  Applicant response: Tracking drawings within the D&A show swept path for a fire appliance turning within the site at 2 locations within the car park.

- The maximum length of any cul-de-sac network should be 250 m.

  Applicant response: The distance from the entrance to the site to the furthest fire appliance turning location is approx. 200m, so within the 250m cul-de-sac limit.

- There should be a suitable fire hydrant within 165m of the furthest dwelling. *Applicant Response: Location of proposed fire hydrant within the site will be confirmed during production of tender information and submitted for building regulations approval at the relevant time. (There is allowance in the cost budget for this.)*

The National Amenities Societies – Victorian Society – No objection in principle to the redevelopment of the hospice, but raise strong objection to the total demolition of the existing hospice.

Significance

Although not themselves designated heritage assets, St Ann's Hospice and the area of open parkland immediately to the South are part of the setting of the Cheadle Royal Hospital and make an important contribution to its significance. The Cheadle Royal Hospital (Grade II) and its grounds reflect in their built layout a very important change in attitudes towards mental illness and the appropriate methods for its treatment which began to take effect in the 1850s. This change and its expression in the design of the layout of the hospital and its grounds is well detailed in the Heritage Statement: it involved an acknowledgement of the therapeutic value of gardens and open spaces, and the construction of a designed landscape with a carefully managed hierarchy — formal gardens immediately next to the hospital buildings, parkland and farmland further away. The Cheadle Royal Hospital is an important early example of this approach to mental illness, and its surviving landscape setting thus makes a direct and major contribution to its significance. It must be acknowledged that the parkland was not part of the first phase of development; nonetheless, the consolidation of the wider landscape scheme over some years reflects the acceptance and success of the approach to mental health exemplified by the hospital, and the later parts have considerable value as elements of a mature landscape scheme. Although the more formal elements of the setting are themselves protected as part of the Cheadle Royal Hospital registered park and garden (Grade II), the wider park- and farmlands are not, and they have been much diminished by later

development. The application site includes one of the last pieces of the historic parkland to remain undeveloped, and its value as a surviving example of the setting of the building is hence proportionately high.

The significance of St Ann's Hospice and the open parkland along St Ann's Road North is also explicitly acknowledged by the inclusion of these sites in the Cheadle Royal Conservation Area. This area is more generous than that of the registered park and garden, and explicitly includes all of the historically significant ancillary buildings as well as almost all of the surviving landscape setting. St Ann's Hospice, its immediate grounds, and the green space to the south are noted explicitly on the Conservation Area Map as a key historic building and key open spaces respectively. The Conservation Area Appraisal, last updated in 2012, emphasises that the grounds are 'of paramount importance' to the conservation area, and that 'the function and spatial relationship of the grounds to the historic buildings in this conservation area are of special interest.'

Lastly, St Ann's Hospice itself has considerable historical value as the country's first specialised hospital for the treatment of epileptic children. Although this use was relatively short-lived the building reflects the development of both a more humane attitude towards the treatment of epilepsy and the increasing specialization of paediatrics. Its adoption as a part of the Cheadle Royal Hospital proper reflects that institution's growth in the late 19th century and adds to the historic interest of the site. The original building was a handsome Arts and Crafts structure with an interesting roofscape and good plaster detailing, sensitively extended at the turn of the 20th Century. Although extensive (and insensitive) recent alterations have damaged much of the detail and obscured much of the form of the earlier parts, the building still has some merits, and is still recognizable as a modest villa-like structure in a parkland setting.

Harm

The proposals will cause a great deal of harm, both to the significance of the listed Cheadle Royal Hospital and its registered park and garden, and to the Cheadle Royal Hospital Conservation Area. With respect to the listed building and the registered park and garden, the loss of the open space between St Ann's Hospice and the western avenue will cause harm by affecting their settings. In this case the landscape setting of the listed building makes a clear and important contribution to the significance of the building, as discussed above; the loss of the majority of the remaining parkland will erode almost to the point of illegibility the historic landscape hierarchy and will thus harm the significance of the Cheadle Royal Hospital as an example of a site which integrates an asylum in a carefully planned landscape. This loss will also harm the setting of the registered park and garden. The registration offers direct protection to the more formal elements of the historic landscape; these elements must be understood, however, as an integrated part of a wider landscape context, for their full significance to be clear. The current proposals will destroy most of the remaining parts of this context, thus harming significance.

The effect of these proposals on the Cheadle Royal Conservation Area is more direct: the proposals involve the loss both of an explicitly designated 'Key Historic Building' as well as a large area of 'Key Open Space'. These losses will cause direct harm to the special character of the conservation area. The total loss of St Ann's Hospice is especially to be deplored. Before its extensive alterations it was an attractive and charming building with a bold roofscape, of considerable architectural merit, and it still retains some of these qualities; its historical interest is not negligible, both on its own account and in its relationship to the Cheadle

Royal Hospital. The demolition of this building would erase an important part of the wider history of the asylum and would remove a characteristic element of the conservation area.

Advice

The Victorian Society has no objection in principle to the redevelopment of St Ann's Hospice, and we appreciate the value to the Hospice of remaining on or close to its current site. The current proposals, however, are unacceptably harmful to the historic environment, and we strongly oppose them. The key question that your authority needs to address in assessing this application seems to us to be: is this the only possible site for the new hospice building, in terms either of availability or of viability? The Planning Statement includes the assertion that the applicants have conducted 'an extensive search for suitable sites' but has concluded that 'the undeveloped land to the south of the existing hospice represents the best option available.' There is no further discussion, however, nor any evidence to support any claim that the chosen site is the only viable option. Given the extensive harm to designated and undesignated heritage assets that the current proposals will entail, we recommend first and foremost that your authority refuses consent and works with the applicants to seek alternative locations for the new hospice.

We have no objection in principle to the sensitive redevelopment of the existing St Ann's Hospice buildings and wider site for residential accommodation. We object strongly, however, to the proposed total demolition of the historic buildings. These proposals remain poorly justified. We note that, although the Design and Access Statement includes a limited options appraisal with respect to possible retention of part or all of the historic buildings, it addresses the important question of viability only in terms of more or less. Nowhere is it demonstrated that any of the options is unviable — it is merely stated that total clearance of the site 'returns the highest capital receipt for the Hospice.' This is transparently true; it is for your authority to determine, however, whether or not this 'highest capital receipt' is necessary for the Hospice to realise its plans for a new building, and if therefore the public benefits of a new Hospice must be directly weighed against the harm that will be caused by the historic buildings' total demolition. We judge that more information than has been provided with the application is needed to determine this question, and we recommend that your authority withholds consent on these grounds.

We must remind your authority in closing of the requirements of the NPPF that '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' (paragraph 193) and that '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' (paragraph 194). Further, the NPPF states at paragraph 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.*

We would be grateful if you could inform us of your decision in due course and consult us again if revisions are made to the plans.

ANALYSIS

Policy Principle

Whilst two distinct proposals form part of one application, the application must be assessed as a whole, with the redevelopment of the current hospice site (site B) forming part of an enabling/cross-funding argument for the redevelopment of the Local Open Space for the new Hospice (Site A).

The application site for the new hospice is allocated as Local Open Space, as defined on the UDP Proposals Map. The area defined relates to land that is part of the Cheadle Royal Hospital estate and is partially covered by a Conservation Area. The area to be lost to accommodate the development is calculated to be 1.75 hectares. Whilst Saved Unitary Development Plan Policy UOS1.3 protects Local Open Space and does not permit its loss unless it meets one of three exceptions relating to:

(i) the development representing outdoor recreational use;
(ii) there being adequate provision of local space in the local area with no detriment to wellbeing or amenities of area, or
(iii) replacement open space or equivalent or better standard.

Paragraph 97 of the NPPF is more up-to-date, and notes that existing open space including playing fields should not be built on unless it can satisfy one of the following three exceptions, relating to:

a) an assessment proving the land to be surplus to requirements;
b) loss would be replaced by equivalent or better provision in a suitable location, or
c) development for alternative sports and recreational provision whose needs outweigh the loss of the existing.

Policy CS8 of the Core Strategy on 'Safeguarding and Improving the Environment' supports Saved Policy UOS1.3 in noting that development which does not safeguard the permanence or integrity of Local Open Space will not be allowed. However this is then coupled with the recognition that there may be factors whereby the protection of assets is outweighed by the interests of achieving sustainable communities, meaning that development of limited areas of open space may be justified.

Having regard to UOS1.3 it is clear that Part (i) of the policy cannot be met as the proposed use is not for outdoor recreation. It has been successfully demonstrated by the agent that part (iii) on replacement provision cannot be fulfilled as the applicant as a charitable body is not in a position to provide this on third party land and it has also been proven through the submitted viability statement that such a requirement would not be possible given the applicant's financial position. It is accepted that these reasons provide sufficient grounds for alternative provision not being sought in this particular case.

A case has been submitted demonstrating that there is an adequate provision of open space in the local area and that the loss of the site would not be detrimental to the wellbeing of the local community or the amenities of the area as a whole.

The agent finds that there is a surplus of amenity greenspace in the area, and whilst there is a small margin of surplus (+0.45 ha) there is a borough wide shortfall of some 105 hectares. Whilst it is agreed that the Cheadle area does meet the

quantity standard, it is not considered that this alone would be sufficient to allow for its loss to be justified.

Moving to the second part of Saved Policy UOS1.3, the agent concludes that the quality of the site will be retained as mature trees will be kept and significant landscaping will be included in the final scheme. Furthermore, it is argued that the loss would not be detrimental to the wellbeing of the community as the site is privately owned, is not maintained and is not accessible to the public. This is accepted as it is recognised that a significant element of the proposed hospice development is laid out as a woodland and sensory garden which, though of use to users and visitors to the hospice only, will retain many elements of the original Local Open Space despite its overall loss.

In terms of detriment to amenities, the Council's Conservation Officer has confirmed that whilst the site was an integral part of the original design aimed at promoting the recovery of patients at the Cheadle Royal Hospital, the field is of medium significance for historic interest.

The loss of the open space cannot be looked at in isolation, and must be considered having regard to the loss of the open space in heritage terms, together with the demolition of the existing hospice building and impact of new buildings upon the setting of heritage assets. It is considered that the development would result in a high level of harm to their significance, however that it would be 'less than substantial' for the purposes of NPPF Paragraph 196 as confirmed by the Conservation Officer in his comments, but nonetheless would need to be weighed against the benefits of the proposal.

With regard to these benefits, Policy CS8 'Safeguarding and Improving the Environment' needs to be considered in the overall planning balance in respect of open space, in that the need to protect the site is outweighed by the interests of achieving sustainable communities. In their submission the applicant believes the following to be key in the overall planning balance when considering sustainable communities, and need:

- The provision of a high-quality hospice facility that meets requirements and is vital in ensuring the hospice can continue to operate from Heald Green, leading to an improvement in overall healthcare provision for the immediate area and the borough as a whole;
- The delivery of much needed housing to contribute towards the borough's 5 year supply on the current hospice site to the north;
- Significant job creation; and
- The delivery of biodiversity net gain.

The hospice is a well established and respected facility within the local area (and Borough) supporting patients from across Greater Manchester. It is widely accepted that their current facilities are not fit for purpose with the age of buildings presenting significant challenges and constraints for daily operation. The use of the existing facilities is not sustainable, especially having regard to their aspirations to improve and provide world-class care for patients. It has been clear throughout the Covid-19 pandemic how unadaptable their current buildings are with a number of rooms having to close to adhere to social distancing standards significantly reducing the hospices' ability to provide vital end of life care to its patients and support to their families.

Having considered the proposed development against the Development Plan and NPPF it is considered that there are a number of clear benefits associated with the proposal which it is considered should be given substantial weight which, when assessed cumulatively, outweighs the need to continue to protect this site as Local Open Space (especially having regard to it's lack of public access) and, in addition, are supported by NPPF Paragraph 92 which requires that decisions allow for established facilities to develop and modernise and be retained for the benefit of the community to promote healthy and safe communities.

Moving to the outline residential element, and the enabling argument, Core Strategy DPD policy CS4 directs new housing towards three spatial priority areas (The Town Centre, District and Large Local Centres and, finally, other accessible locations).

The proposal would be sited within a predominantly residential area and is a brownfield/previously developed land. Core Strategy DPD policy H-2 states that the delivery and supply of new housing will be monitored and managed to ensure that provision is in line with the local trajectory, the local previously developed land target is being applied and a continuous 5 year deliverable supply of housing is maintained and notes that the local previously developed land target is 90%.

The NPPF places additional emphasis upon the government's objective to significantly boost the supply of housing, rather than simply having land allocated for housing development. Stockport is currently in a position of housing under-supply, with 2.6 years of supply against the minimum requirement of 5 years + 20%, as set out in paragraphs 47 of the NPPF. In situations of housing under-supply, Core Strategy DPD policy CS4 allows Core Strategy DPD policy H-2 to come into effect, bringing housing developments on sites which meet the Councils reduced accessibility criteria. Having regard to the continued position of housing under-supply within the Borough, the current minimum accessibility score is set at 'zero'.

Stockport cannot demonstrate a five-year supply of deliverable housing sites (the current figure being 2.6 years) with an appropriate buffer, as required by Paragraph 73 of the NPPF. This continued position of housing under-supply triggers Paragraph 11 (d) of the NPPF, the presumption in favour of sustainable development, is therefore engaged. This requires that, where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date (including for applications involving the provision of housing, situations where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffers, as set out in Paragraph 73 of the NPPF), granting planning permission unless:

i) The application of policies in the NPPF that protect areas or assets or particular importance (including Local Green Space) provides a clear reason for refusing the development proposed; or
ii) The adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

In summary of the above factors, the loss of the existing Local Open Space is considered to be justified in this particular case. Due to its size, nature and lack of accessibility to the public and its main function and value from an amenity perspective which would be retained by the proposals presented. Based on the evidence before officers it is considered that the applicant has demonstrated that the loss of the LOS for redevelopment for the hospice is acceptable having regard to part (ii) of Saved Policy UOS1.3, Part b of the NPPF Para 97 and Policy CS8 in the

Core Strategy. Further weight to the loss of the existing Local Open Space is afforded by virtue of the fact that the Council cannot demonstrate a five-year supply of deliverable housing sites, as required by Paragraph 73 of the NPPF and therefore Paragraph 11 (d) of the NPPF is engaged. As such, the principle of redevelopment of LOS for the hospice and enabling residential development on the current hospice site, within an accessible and sustainable location, is considered acceptable having regard to Core Strategy DPD policies CS2, CS4, CS8 and H-2.

Design, Siting and Impact on Visual Amenity

Core Strategy Policy SIE1 states that "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". This emphasis on design quality is echoed in the NPPF in Paragraph 17 which states that planning should "always seek to secure high quality design" and in Paragraph 54 that states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".

As the residential scheme is currently presented as an outline submission, matters of detail are to be dealt with at Reserved Matters stage. However, due to the application site being located within the Conservation area, the applicant has proposed a design code to establish the parameters of the development and give the Council comfort that any redevelopment of that site will be to an acceptable design and quality.

It is proposed that the follow parameters would be applicable:

Massing

- Maximum 3 storeys across the site.
- Ridge heights are set at a maximum of 12m for a three storey building.
- Eaves heights are set at a maximum of 7.8m for a three storey building.

Landscape

- The landscape should be informed by the character of the surrounding conservation area and give the impression of 'villas' within a 'parkscape,' with minimal hard boundaries and thoughtful surface treatments.

Materials

- The materials and details chosen will be complementary to the conservation area and architecture therein.
- Brick facades could use a variety of bonds to add character to facades.

Architecture

- There should be a variety in roof pitch and scale.
- Front facing gables could be used to help break up the visual appearance of the roofscape.
- Gablet or dormer windows could also be used for accommodation provided within the roofspace.
- Feature fascias around gables could be used to add character.
- A strong emphasis on symmetry in facades would make reference to the architecture of the conservation area.
- Larger window openings on ground floor with progressively smaller openings on subsequent upper floors.
- Sash style windows could be used to further divide openings.

- Feature sills and lintels could provide contrast in materials or detailing around window openings.
- Bays could be used as features to increase modelling across facades.
- Recessed entrance or canopy could also add to the character of dwellings.

The design codes provide sufficient comfort which coupled with the application of existing policies of the development plan ensure that sufficient safeguards are in place to make certain that the reserved matters would be of a high quality which would not detract from, and could, complement the character and appearance of the Conservation Area.

It should also be noted that a maximum density of 45.5 dwellings per hectare is proposed and it is intended that the final scheme would provide for a mix of homes in accordance with Policy H1. Policy CS3 requires all residential development to be built to minimum densities of 30 dwellings per hectare to prevent an inefficient use of land but given minimum densities would be achieved, no conflict with this policy would arise. The density of development proposed demonstrates an efficient use of the site, which would afford future residents with a good quality environment which is afforded good sized private amenity spaces and good separation.

In view of the above, it is considered that the quantum, density, siting, size, scale, height and design of the proposed development could be successfully accommodated on the site without causing undue harm to the character of the street scene or the visual amenity of the area. Whilst the proposals are located within the conservation area, a suitable form of development could be achieved given the design codes proposed. As such, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

In respect of the proposed Hospice development, the development has been designed to:

- To be in line with St Ann's core values to provide a scheme that is: Inclusive, Professional, Compassionate and Respectful.
- To respect the existing landscape and mature trees on the site and integrate the building into this sensitively;
- To provide enhancements to the landscape that allow all patients, visitors and staff access to quality outdoor space to promote healing and wellbeing;
- To be considerate of the conservation area setting form, materiality and detailing of the building and its landscape setting;
- To deliver high quality buildings and spaces that enhance the patient & visitor experience and that allow staff to ensure that everyone has the best quality of life possible, helping those with a life-limiting illness to maintain their dignity at all times;
- To provide spaces that are domestic in scale and appearance to minimise any overtly clinical aesthetic or impression;
- To design a hospice that positively assists those with dementia and which allows its users to maintain their own independence wherever possible in a supportive and enabling environment.

The proposed building follows the historic field pattern of the existing site. In the front parcel (adjacent to St Ann's Road North,) the In Patients Unit which is predominantly single storey keeping building height low opposite the existing housing. A 2 storey building housing the Day Care Centre, Village Street/Café and Staff Offices occupies the central portion of the site, keeping higher massing away from St Ann's Road

North and the adjacent Nurses Home site. In the eastern most portion, furthest from St Ann's Road North is the main car park for the hospice providing good separation between the former Nurses Home and new Hospice. Adopting this approach allows the structural planting which once defined the field pattern to be almost retained and enhanced as part of the landscape.

Flat roofs are proposed across the scheme owing to a requirement to protect internal spaces from overhead aircraft noise through the use of concrete roof slabs. This also helps to keep the overall massing of the development as low as possible.

The predominant material across the proposed hospice will be a heritage blend brick (red or buff dependent on location,) which is in keeping with the wider conservation area and references the mix of hues and textures found in both the former Nurses Home and existing Hospice buildings. A variety of bonds will be used across the facades to introduce character and enable details such as curved walls and garden walls with glazed headers and sporadic areas of hit and miss brickwork which allow glimpses through the landscape. Complementing the existing trees and wooded setting, timber shingles are proposed to provide feature walls in key locations, introducing natural materials that will age along with the building as it settles into its landscape. Entrances have been further enhanced with the use of copper oxide, standing seam metal, with matching signage which helps to improve legibility of the site as visitors approach.

The proposed materials are supported in principle, however a condition requiring details to be formally approved is proposed. In terms of landscaping, high quality trees would be retained wherever possible and whilst the proposed landscaping scheme is generally supported by the Council's Arboricultural Officer, given the Airport Safeguarding considerations any approval would be subject to the imposition of appropriate conditions, including regarding retained tree protection, further planting details etc. Critically, and having regard to the design the proposed development respects the setting of the Historic Park and Gardens.

Overall and subject to recommended conditions, the proposed new hospice development is considered to be in full accordance with the design policies in the development plan and NPPF.

Affordable Housing

Policy H3 of the Core Strategy requires affordable housing on site providing 15 dwellings or more, with this threshold lowered to 5 in areas where property prices are above the Stockport average, such as Heald Green and Cheadle. As Heald Green is located within a "hot" area, the level of affordable housing sought on the residential development is 30%.

Whilst this is the level sought by policy, the applicant has submitted both a Viability Assessment and justification as to why affordable housing within the residential element of the application could not be supported by the development.

Once Site B is vacated by the Hospice (once the new hospice is developed) the site is proposed to be sold to a third party for development. The capital receipt achieved for this site is critical to the overall success of the delivery of the new hospice and is needed to be maximised.

In this context, the applicant has not proposed to offer any onsite or contribute to offsite affordable housing, as this will significantly impact the capital receipt from the

land and render the whole proposal unviable. It is however proposed that a clawback review mechanism would be included on any S106 to require any future developer to pay the contribution if the residential scheme was found to be viable in its own right based on the purchase price. This would ensure that developer would not benefit from the lack of affordable housing.

Having regard to the enabling argument and viability assessment the applicants position is accepted, subject to clawback.

Airport safeguarding and Public Safety Zones

SUDP Policy EP1.8 and EP1.9 states that development within Public Safety Zones, and developments that would adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. Manchester Airport have been consulted on the application and raise no objection. Whilst the proposed development site as per the 2006 proposals map shows the site to be partially within the PSZ, the latest information from the airport shows the site to site outside of the PSZ. As such, it is considered that the site does not site within and PSZ and EP1.8 is no longer relevant.

The proposed development would not give rise to Airport safety issues, provided that the development does not exceed the heights as specified and any landscaping on site meets would not give rise to bird strike. A condition for landscaping is proposed.

Impact on Residential Amenity

Core Strategy Policy SIE1 seeks to ensure adequate levels of privacy and amenity for existing and future residents are provided. NPPF Paragraph 17 reflects this policy objective. It is not considered that the proposed hospice building will adversely affect the amenity of existing residents given its position within the site relative to the nearest sensitive receptors. An assessment of any adverse effects arising from the proposed housing development would be undertaken at the reserved matters stage(s) when detailed layouts and designs are known. Given the current absence of any harm, the development is considered to comply with policy.

Heritage and Conservation

The applicant has submitted a detailed Heritage Significance and Impact Assessment in support of their application. This alongside other supporting information has been assessed by both the Council's Conservation Officer and the Greater Manchester Archaeological Advisory Service (GMAAS) whose detailed comments are set out above. Members will also note that the Victorian Society has also commented on the proposals.

The Council's Conservation Officer concludes that the development would have a harmful impact upon the significance of three designated heritage assets: the Cheadle Royal Conservation Area, the Cheadle Royal Registered Historic Park and Garden and the Grade II listed Cheadle Royal Hospital and that the proposals would result in an irreversible change to the special interest of the conservation area, and the Victorian Society, whilst raising no objection to the principle of the development, have identified that the proposals will cause a great deal of harm to the significance of the Listed Cheadle Royal Hospital and its registered park and garden, and to the conservation area.

Having carefully reviewed the Council's Conservation Officer's response and the Victorian Society's response, it is agreed that the development will adversely affect these assets, a position that the applicant has also reached in their assessment of the proposals. Having fully assessed the impact, the applicant has acknowledged that the proposals will result in moderate/large harm to the significance of the Conservation Area, with moderate harm to the setting of the listed Hospital and historic park/garden. The applicant considers that the installation of vehicular access, including new gates/boundaries within the registered park/garden would result in slight harm, but this would be offset by landscape enhancements.

Whilst the conservation officer has advised that they do not consider the demolition of the existing hospice to constitute sustainable development, this position is not supported by the case officer. This is because the application needs to be assessed as a whole, and cannot be disaggregated, and must have regard to the need for a new hospice, the housing undersupply in Stockport and the significant public benefits that the redevelopment of the wider site would bring. As an enabling argument the two elements cannot be separated.

The significance of heritage assets is clearly an important factor in determining planning applications, and the NPPF advises that great weight should be given to the conservation of heritage assets, and the more important they are, the greater the weight should be.

Whilst the conservation officer identifies concerns from a conservation prospective, members are aware that this is only one element of the consideration of any development proposal and it is the planning balance that must be considered in the overall determination of a planning application, and that Conservation and Heritage only forms part of the assessment, albeit a key important part.

Policy SIE3 makes clear that "loss or harm to the significance of a heritage asset, through alteration, destruction or development within its setting, will require clear and convincing justification". Unlike the NPPF, this policy does not distinguish between designated and undesignated heritage assets. NPPF Paragraph 134 makes clear that "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" whereas a "balanced judgement" is required when assessing applications that affect undesignated assets under Paragraph 135.

The demolition of an unlisted building in a conservation area may either cause 'substantial harm to a heritage asset' or 'less than substantial harm', depending on the relative significance of the building and the contribution it makes to the conservation area (para 201). In the case of the former, substantial harm is only permitted if the loss 'is necessary to achieve substantial public benefits', or it can be robustly justified against the criteria or tests in the NPPF (para 195). Where the loss is 'less than substantial' the local authority has to weigh the harm against the public benefits of the scheme (para 196). Generally, the benefits must outweigh the harm caused to the heritage asset.

In accordance with the Conservation Officer's conclusions, the harm caused to all assets are considered "less than substantial" and should therefore be weighed against the public benefits of the proposal, a position supported by the Victorian Society.

Paragraph 199 of the NPPF advises that local 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 significance. The Heritage Assessment included as part of the application goes someway to recording the significance, but it is considered that should planning permission be granted that further recording is included as a condition. A position also requested by GMAAS.

The statutory duty to have 'special regard' to the desirability of preserving listed buildings and their setting set out in Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that considerable weight and importance be afforded to the harm to the setting of Grade II listed Cheadle Royal Hospital.

Whilst the original Hospice was built in an attractive Queen Ann domestic revival style as a hospital for children suffering with Epilepsy, it has been through huge changes both in use and structure over the years with the former hospital being heavily altered and extended so its architectural and aesthetic significance has reduced to a low level overall. The principal elevations and entrances have been subsumed into the later extensions, with only small elements of the side elevations and isolated sections of the east front still visible. The building does however stand as a non-designated heritage asset, which has been within the Cheadle Royal Conservation Area since 2006. It is considered that the current hospice building makes a moderate, rather than a strong contribution to the conservation area. The building and its grounds have been much altered and it is now isolated from the rest of the Cheadle Royal complex of listed buildings, due to the changes in the way the landscape is managed and used and the development of the business park on former fields to the east of the hospice. The development of the business park has interrupted the visual link between the hospice and the listed buildings of Cheadle Royal, which was identified as a key view when the conservation area was extended in 2006.

The site of the proposed St Anns Hospice is partly located within the Conservation Area; this area was also included as part of the extension in March 2006, however an area between the nurses' home and the west end of the site does not sit within the conservation area. The site forms part of the setting of the registered landscape, as it was part of the wider farmland that surrounded the formal grounds of the hospital and was managed to support the hospital. It contributes to the setting as an open space that was previously farmland although its aesthetic quality has declined since it ceased to be actively managed. Self-set trees and scrub have encroached on the open spaces and the contrast between grass and mature trees has been eroded.

The impact on the significance of the conservation area as a heritage asset can be managed by achieving a layout and design that complements character of the conservation area, where it is considered that contemporary design of an appropriate scale, layout and form, rather than pastiche architecture, would be appropriate. The outline element of the application for residential development is supported by a Design Code which provides a framework to secure a high quality form of development.

The layout for the proposed hospice development makes provision for access to the former nurses' home site, by potential future extension of the main site spine road, to the east, to serve development of the nurses' home. Whilst not forming part of this application, and would be subject to the usual commercial negotiations and agreement being reached between the landowners parties; it does provide an additional option for access to the currently derelict site, thus helping to secure the future of a disused heritage asset within the conservation area, currently at risk.

It is acknowledged that the development of a new hospice on this site will cause some harm to the conservation area and the setting of Cheadle Royal hospital buildings (and principally the curtilage listed former Nurses Home) and the registered landscape. In determining the level of harm to heritage interests, the two key factors to consider are the current heritage significance of the site and the scale of change. The site does not make a strong contribution to the heritage assets and its significance is no more than a medium level. However, the character of the site will change from an open, green space to a developed site with two buildings of large footprint and areas of hard surface for parking and access. The level of harm is considered to be less than substantial, and therefore paragraph 196 of the NPPF applies.

The applicant has, in support of their application, submitted alternative options for the redevelopment of the existing hospice site, including partial retention and conversion, partial retention/conversion with new build and complete demolition and new build, the latter being the proposal. Whilst the applicant has considered alternative options, only total demolition would release the required land value (and capital receipt) required for the development of the new Hospice to be able to proceed. The need for a new hospice and all the public benefits that it would bring, the need for the redevelopment of the existing hospice site for residential use to support the new hospice and the evidenced viability position are all material considerations and should carry substantial weight was assessed against the harm.

The viability statement has clearly shown that without the redevelopment of the existing site, the replacement hospice proposal would not be viable. When considering options for the existing site, the option which releases greatest value is total demolition of the existing hospice, and it is against this benchmark that the planning balance has been assessed.

The proposed development is considered to constitute sustainable development in accordance with the NPPF. The development will deliver significant, positive economic, social and environmental benefits that should be afforded significant weight when considered against the great harm to the heritage assets discussed above. There is no doubt that the provision of a purpose-built, sustainable hospice facility which meets the relevant industry standards and will transform, for the better, the provision of health care and employment in Heald Green and Stockport should be afforded significant weight.

The proposals would allow St Ann's Hospice to:

- Deliver much improved support and care for existing and future patients and enhanced training and care facilities for existing and future staff, leading to an overall high quality service in the future;
- Delivery of housing of a range and type to meet local needs and make a positive contribution to the Council's identified need for housing in the Borough, making efficient use of Previously Developed Land by maximising its development potential whilst taking into account key site opportunities and constraints;
- The development of a secure hospice site and facility will prevent the anti-social behaviour currently experienced onsite, and also include communal areas both internally and externally which will allow visitors, patients and staff to integrate and socialise with one another, improving the existing experience;
- The provision of additional parking for the hospice use, to reduce/remove the need to park on neighbouring residential streets, whilst also providing access to services and facilities via sustainable modes of transport, such as cycling

and walking by providing safe cycle storage, showering and changing facilities on site;
- The delivery of Biodiversity Gain through the implementation of significant landscaping and other mitigation strategies as set out in the submitted Ecological Assessment; and
- Significant job creation during the construction phase including support for a number of other off-site employment opportunities in the building trade and an increase in spend in the local community through construction work.

Whilst concerns have been raised about the viability of the scheme, especially with regard to the need to demolish the existing hospice and impact on conservation and heritage, a full assessment of the applicant's viability case has been undertaken by an independent assessor. Having regard to that assessment it is clear that even with the sale of their existing site for redevelopment for housing, the Hospice will still have a shortfall in funding and will need to undertake a significant fundraising campaign to achieve the goal. Subject to obtaining Planning permission the Hospice can then start their capital fundraising programme, with a hope to begin construction onsite in March/April 2022.

In additional to capital fundraising, the Hospice is also hoping to achieve funds from other Charitable Trusts and Foundations, many of whom meet once a year to approve funding applications. Any delay in a planning decision therefore would have a significant impact on the Hospices ability to be considered for such funding, and ultimately would significantly delay the delivery of a valued asset.

For the reasons set out above and in accordance with the Council's statutory duties, it is considered that significant weight should be given to the harm the development would have on the Cheadle Royal Conservation Area, the Cheadle Royal Registered Historic Park and Garden and considerable weight to the setting of Grade II listed Cheadle Royal Hospital in the overall planning balance. The economic, social and environmental benefits of the hospice should also be afforded significant weight. Clearly, if planning permission is granted it will be critically important to carefully assess detailed layout proposals for the housing component at the reserved matters stage(s) and any archaeological works should be secured through a condition attached to any planning permission.

Traffic, Transport and Accessibility

Policies CS9, CS10, T1, T2 and T3 of the Core Strategy seek to ensure that development is delivered in accessible locations and is of a design and layout that is safe to use, considers the needs of the most vulnerable road users following a hierarchical approach, provides sufficient parking and does not have an adverse impact on highway safety or the capacity of the highway network.

These policies reflect the stance set out in Para's 108 and 110 of the NPPF, while Para.109 advises that 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 Highways Engineer raises no objection to the development.

In relation to the proposed hospice, it is noted that the current site has a separate access and egress points onto St Ann's Road. The proposal is to close both of these points and create a new entrance and shared access road to serve the replacement hospice and residential development. The new access would minimise

the number of junctions and proved for a new entrance with acceptable spacing to other highway junctions. The junction would have a 5.5m wide carriageway with 6m wide entry radii and 2m footways on either side. Visibility splays to acceptable standard are achievable in the location.

The proposed new entrance is located immediately to the north of an existing traffic calming feature on St Ann's Road North, which will require removal and relocation to facilitate the entrance. It is agreed with the applicant that a commuted sum payment under the terms of a S106 Agreement will be paid to cover the cost of these works as part of a wider review of the traffic calming along St Ann's Road North.

A secondary access route is also proposed to the south of the new hospice along the existing access route to the nurses home site. This secondary access is for primarily ambulance traffic only. The highway engineer raises no concern with this access subject to a condition relating to detail of formation and use being attached to any decision notice.

The existing hospice currently has 97 car parking spaces however there is evidence of overspill parking associated with the hospice occurring on the adjoining highway network. The existing hospice accommodates 27 beds with associated consulting rooms, has staff training / conference facilities and employs 229 people including 93 part time staff. Staff work a variety of shifts and the maximum number on site at any one time is approximately 112 occurring at shift cross-overs.

The proposed hospice comprises approximately 5,065sqm of gross floor area and 124 car parking spaces. Whilst the proposed hospice floorspace is larger than the existing built floorspace, the number of staff and beds are to remain the same and the additional space is to provide improved facilities and amenity. In theory there should be no material increase in traffic or car parking demand as a result of the relocation of the existing hospice, the additional parking spaces being suggested are to meet the site's realistic demands and to address existing overspill parking difficulties.

In order to gain a greater understanding of the existing situation with regard to travel demand, staff and visitor travel surveys were undertaken. These surveys were undertaken October/November 2019 and January 2020 (Pre-Covid) and show that 90% of staff travel by car which when applied to the peak occupancy by staff equates to a typically maximum car parking demand of 100 vehicles. The surveys also show that the maximum number of visitors recorded arriving during the peak lunchtime peak period was 43 and of these 43% had travelled by car. This equates to a typical maximum demand of approximately 20 vehicles. The total maximum car parking demand based on the surveys is for about 120 spaces. It is proposed that of the 124 spaces, 15 would be disabled bays, and a minimum of 10% Electric Vehicle bays. Two ambulance bays are also proposed within the main site in addition to the area off the secondary access road.

Whilst the submission of 124 spaces exceeds guidance, it is considered that this would meet the realistic demand of the site and allow for staff to be able to find electric vehicle and disabled car parking spaces. The increased provision on site will also alleviate the existing off-site parking that occurs and provide relief and a better environment for nearby residents. The additional parking, based on the use of the site is considered to be acceptable and reasonable justification for the increased provision on site as this will assist considerably in removing existing off site difficulties and concerns and should benefit the safety and operation of the nearby highway network.

The layout of the car parking areas is acceptable and raises no issues. Matters such as construction, drainage, surfacing, marking, allocation, any lighting, operational management and electric vehicle charge facilities are all matters capable of conditional control.

The proposed layout also indicates acceptable areas and facilities for delivery and service vehicles, suitable to meet the realistic needs of the hospice. The proposal would also assist with providing for access to the site of the Former Cheadle Nurses Home as the proposed road space would be capable of extension up to the nurses home site and its design has sufficient capacity for carrying traffic associated with the hospice, the residential development and any potential small/modest scale redevelopment of the nurses home site. The development, whilst not including any proposals for the Former Nurses Home site would not fetter any access to the site, and could assist with the delivery of an acceptable access to a derelict historic site, thereby unlocking its potential for future redevelopment.

In raising no objections to the proposed residential development the Highway Engineer notes that the site is located within a Predominantly Residential Area and in a relatively accessible location, with schools and other amenities within walking distance and located approximately 700m metres from the site, 500m from the nearest bus stop and amenities and services generally within 1000m of the site.

In terms of traffic generation a development of up to 40 residential units will not generate a significant volume of additional traffic movement during both the peak periods and on a daily basis. Typically in the region of 20 movements will occur during each period which is only one vehicle every three minutes on average and this will not give rise to operational or safety concerns on the surrounding highway network.

As previously explained the site entrance will be taken from the new shared access road. Internal access roads would be a matter for detailed consideration under any subsequent reserved matters application. It is however considered that there is adequate space within the development plot for a suitable access road and turning area to be provided and provision of parking for each residential unit.

The proposed development and consequent traffic impact will not give rise to unacceptable operational and safety issues for the highway and the site is sufficiently accessible. Conditional control can cover the main entrance and road formation, housing site entrance, parking areas, servicing areas, cycle parking, electric vehicle charge facilities, pedestrian facilities, travel planning and demolition/construction management.

In view of the above, in the absence of objections from the Highway Engineer and subject to the imposition of conditions recommended by the Highway Engineer, the proposal is considered acceptable from a traffic generation, accessibility, parking and highway safety perspective. On this basis, the proposal is considered to comply with Core Strategy DPD policies SD-6, SIE-1, CS9, T-1, T-2 and T-3 and the Sustainable Transport SPD.

Impact on Trees

Core Strategy Policy SIE3 states that development proposals affecting trees, woodland and other vegetation which make a positive contribution to amenity should make provision for the retention of the vegetation unless there is justification for

felling, topping or lopping to enable the development to take place. Even where there is a strong justification for a proposal the design should maximise the potential for retaining some mature planting, and replacement planting of appropriate species and covering a similar area should be provided within the site or nearby.

The impact on trees within the site has been assessed by an Arboricultural Impact Assessment submitted with the application including a Tree Survey and highlights that in order to facilitate the development there would be a need for the removal of 10 Trees from Site A (1 x Category A – A high value English Oak to facilitate the new access) and 4 Trees from Site B.

The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above. Comments/Concerns from The Gardens Trust are also included above.

The Arboricultural Officer and The Gardens Trust (TGT) note that existing trees on the site are afforded protection by way of Tree Preservation Order and Conservation Area status, together with Registered Parks and Gardens Status. It is also noted that the development would affect some of the trees onsite, and as such, further clarification was sought. The concerns raised by TGT primarily related to the proposed emergency access and the impacts on the lime avenue, whilst the Councils Arboricultural officer was more concerned relating to the proposed new access and proposed compound area.

Following further clarification the Councils Arboricultural officer is satisfied that the proposed compound areas would be away from root protection zones, however, a condition requiring this would be included on any decision. Whilst the proposed construction works will potentially impact on several small or low merit trees onsite, and one Category A Tree on balance, it is considered that the amenity value of those to be retained is acceptable. It is however proposed that a condition would be required to ensure an acceptable landscaping scheme (for both the hospice and residential) is provided. Whilst a landscaping scheme has been proposed, further clarification is require having regard to Manchester Airport and to ensure that the proposed trees would not give rise to potential for bird strike. This matter would be conditioned.

TGT had raised significant concerns relating the impact of the development on the lime avenue, although following further confirmation are satisfied with the proposals. Whilst the majority of the site does not impact on the lime avenue (a made access to the Former Nurses home behind lined by lime trees) the proposed emergency access to the site would be located adjacent to it. It is however worth noting that there is an existing asphalt surface forming the avenue of which the trees are established at either side. There is therefore a pre-existing affect on the rooting zones of the trees from this surfacing, the applicant has nevertheless identified that any development must minimise disturbance to the ground beneath the top asphalt layer to avoid damage to tree roots. This is typically dealt with via the recommendations of the British Standard 5837 (2012) as it relates to trees and new surfaces.

The arrangement of the proposed new access road, its design and construction of the new surface would adopt the following to avoid to tree roots:

- The footprint of the access will be contained to the existing area of surfacing as it enters the avenue. The only area of new surfacing will be where the access heads north into the site, which will be located within the root

protection areas of two lime trees at either side. There will be new surfacing on the southern side of the access road to from a passing place however no trees are present here to be affected.

• The existing surface will be sensitivity removed, which includes breaking-up the top layer using hand-held breakers or small excavator and avoiding any excavation into the sub-bases or soil layers where roots may be present. This will also be completed under the supervision of a qualified arboricultural consultant to ensure contractors adhere to a sensitive approach.

• Once the top layer is removed, the retained sub-base will be utilised where possible or levelled / made good to accommodate the new surface. The removal of any subbase material will be undertaken by hand to avoid any damage to tree roots.

• Any roots identified will be retained, or cleaning pruning back in accordance with BS837 (2012) where required, however no roots greater than 25mm will be affected.

• The new surface will then be laid using a geocellular confinement system. This product has been specifically designed for new surfacing with the rooting areas of trees to protect tree roots from compaction. The surface will also be made permeable to improve water infiltration and gaseous exchange functions.

• The existing kerbs will be utilised where they are in good condition and replaced with new kerbs as required. Where kerbs are replaced, these will be located within the same footprint as the existing to avoid any excavation into the adjoining soft verges.

The technical design and working methods as set-out above would be required to be incorporated into a site wide Arboricultural Method Statement (AMS) that would be required by condition. The AMS can be secured by a suitably worded planning condition to ensure its implementation.

In addition to concerns regarding the access, TGT had raised concerns about potential impact of new boundary security fencing to the north of the lime avenue. Their recommendation is for the applicant to locate the fencing outside the root protection areas of the lime trees; however, this is not possible due to the extent of the root protection areas into the site which will impact on the overall development layout and landscape treatment along this boundary. The installation of fencing within the rooting zones of trees is however considered to pose a very limited risk of harm to tree roots and the overall health of the trees if it is undertaken in a sensitive manner. This is largely because the excavation required relates to localised holes to secure the fence posts, with the remaining fence structure being supported above-ground level. There is a possibility that tree roots will be encountered during the excavation of the fence post holes, and in this instance, the applicant has advise that the holes will be located elsewhere to not require root severance, or minimal root pruning in accordance with BS 5937 (2012) will be undertaken. The fence post holes can also be sheathed with an impermeable membrane to avoid infiltration of toxic chemicals from fence post foundations, such as concrete.

The technical design and working methods for the fencing installation should be incorporated into the aforementioned site wide Arboricultural Method Statement.

Based on the evidence submitted, and further confirmation regarding the impact on the lime avenue and boundary fencing, the impact on trees is considered to be acceptable subject to the imposition of a condition to require the submission, approval and implementation of a replacement planting/landscaping scheme in order to off-set and mitigate such loss and improve the site from a visual amenity and biodiversity perspective. Further conditions are recommended to ensure that no existing tree to be retained is worked to and to require the provision of tree protection measures to existing retained trees during construction and a side wide Arboricultural Method Statement.

In view of the above, in the absence of objections from the Arboricultural Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on trees, in accordance with Core Strategy DPD policy SIE-1 and SIE-3.

Impact on Protected Species and Ecology

The application is accompanied by an Ecological Impact Assessment and an Extended Phase 1 Habitat Survey. The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultee Responses section above. The Nature Development Officer notes that the site has no nature conservation designations, legal or otherwise.

It is noted that many buildings and existing trees on site have the potential to support roosting bats, a protected species and the site offers suitable bat foraging habitat which increases the likelihood of bats being present and impacted by the proposed works. The Nature Development Officer notes that no bat roosting features were recorded during the roost assessment survey and whilst the majority of existing trees on site are to be retained, additional survey work was carried out on TA2, TA4 and TA6 as these will be impacted by the proposed development. A single common pipistrelle bat was recorded to emerge from tree TA4 during the August survey. No evidence of roosting bats was recorded during the October survey. The report assessed the roost to be a non-breeding day roost. A mitigation strategy has been outlined in the applicants submission to mitigate for the proposed loss of this roost, including: sensitive working measures during felling works; supervision by a licenced bat ecologist; and provision of three bat boxes on nearby retained trees. It is proposed that a condition would secure these measures.

No bats were recorded to be roosting within any of the building, although sensitive working measures are proposed to be adopted during felling of trees /demolition of buildings identified as offering roosting potential. It is also recommended that updated ecological survey work is carried out in advance of works on site commencing. In relation to bats survey data, this should be updated after 12 months and for other ecological receptors survey data should be updated after two years. This matter would be conditioned.

It is noted that buildings (Site B), trees and vegetation (Sites A&B) may offer the potential to support nesting birds. The nests of all wild birds are protected by the Wildlife and Countryside Act, 1981 (as amended). and as such the applicant attention will be drawn to this matter. Should any vegetation clearance/tree works or building demolition works be proposed during the bird nesting season (March-August inclusive) a nesting bird survey should be carried out prior to commencement of works. This is required to confirm presence/absence of breeding birds and ensure that adequate buffers are in place to prevent disturbance to nesting birds. A suitably worded condition would be included on any decision notice.

It is important that retained habitats (including the tree lined track south of Site A) are adequately protected during the construction phase, and as such a condition would be imposed requiring a Construction Environmental Management Plan (CEMP) to be submitted to and approved in writing by the LPA prior to commencement. The CEMP shall include(but not be limited to):

a) risk assessment of potentially damaging construction activities
b) identification of 'biodiversity protection zones'
c) measures and sensitive working practices to avoid or reduce impacts during construction
d) location and timing of sensitive works to avoid harm to biodiversity
e) times during construction when specialist ecologists need to be present on site to oversee works
f) responsible persons and lines of communication
g) roles and responsibilities on site of an ecological clerk or works (EcOW) where one is required
h) use of protective fences, exclusion barriers and warning signs

and shall include details of measures to:

- Avoid the impact on nesting birds
- Sensitive working measures relating to felling /demolition of trees/buildings with bat roost potential.
- Avoid negative impact on sensitive ecological features during construction (such as retained trees etc) and protect all retained features of biodiversity interest.
- Reasonable Avoidance Measures (RAMS) to be adopted during works to minimise potential impacts to wildlife

Proposed landscaping submitted for Site A includes planting of trees, planting native species-rich hedgerows and creation of wildflower areas along with planting of nectar rich shrubs to benefit pollinator species. Details regarding the future management of these habitat areas (including the proposed wild flower areas) will also need to be provided and will be required by condition.

Details of landscaping for Site B will form part of a future reserved matters application but it is advised that locally native and wildlife-friendly species are used and where possible, hedgerows should be planted at plot boundaries instead of installing fencing.

Additional conditions are recommended by the Nature Development Officer to require the submission of an update Ecological Survey should works have not commenced within two years of the date of the submitted documents; to require the implementation of the precautionary measures recommended within the Ecology Survey to mitigate against the potential harm to mammals which may pass through the site; to require the provision of biodiversity enhancements within the development; to require the provision of wildlife friendly species within the proposed landscaping scheme; to require occasional gaps within the proposed boundary treatment; and to ensure that any external lighting proposed is sensitively designed so as to minimise its impact on wildlife.

In view of the above, in the absence of objections from the Nature Development Officer and subject to the imposition of the conditions recommended by the Nature Development Officer, the proposal is considered acceptable in terms of its impact on protected species, biodiversity and the ecological interest of the site. On this basis,

the proposal is considered to comply with Core Strategy DPD policies CS8 and SIE-3.

Land Contamination

Core Strategy Policy SIE3 states that development of contaminated land will be permitted provided that it can be clearly demonstrated that there are no remaining risks from contaminants or that satisfactory remediation measures will be undertaken to make the site suitable for end-users. This policy position is reflected in NPPF Paragraph 120.

The applicant has submitted the following assessments:

Proposed housing development land:

- Phase 1 Desk Study and Preliminary Risk Assessment

It is considered that the nature of potential contamination identified by the desk study should not impose undue restriction or hazard to the development.

Following demolition there will be remnant below ground structures, e.g. foundations, basements, services, etc that might need to be removed. A Phase 2 intrusive ground investigation will be required for geotechnical purposes and to refine the risk assessment by identifying the nature of the superficial strata and actual levels of contamination. The site investigation should target sources of potential contamination and include groundwater and gas monitoring carried out in accordance with current guidance. Gas monitoring should be undertaken over a minimum 3 month period in order to classify the site and to identify any protection measures required. These conclusions are supported by the Council's Contaminated Land Officer who recommends that conditions requiring ground investigation, remediation and validation are included on any decision notice. Full details would be required at reserved Matters stage.

Additional information was provided for the Hospice, with documents including:

- Phase 1 Desk Study and Preliminary Risk Assessment
- Phase 2 Ground Investigation

Based on historic uses of the site, risks from contamination are considered very low, with the only potential contamination identified on the site being associated with Made Ground under the access road and potentially infilled ditches crossing the site. No significant sources of contamination have been identified that might constrain redevelopment of the site.

There is potential for the generation of landfill gases on and in the vicinity of the site which should be mitigated for although overall, the risks associated with the potential sources of contamination to receptors including current and future site users, construction workers, ground and surface water and building structures and services have been assessed is low. This is supported by the Council's Contaminated Land Officer and recommends planning conditions. Subject to the imposition of appropriate conditions, no conflict with the policy requirements are considered to arise.

Flood Risk and Drainage

UDP Policy EP1.7 states that the Council will not permit development where it would be at risk of flooding; increase the risk of flooding elsewhere; hinder future access to watercourses for maintenance purposes; cause loss of a natural floodplain; result in extensive culverting; affect the integrity of existing flood defences; or significantly increase surface water run off unless sustainable mitigation are in place to overcome adverse effects. It goes on to state that development should incorporate so far as is practicable, sustainable drainage systems taking account of current Government guidance. Core Strategy Policies SD6 and SIE3 states that development should comply with national planning policies managing flood risk and where planning permission is required, areas of hard-standing or other surfaces, should be of a permeable construction or drain to an alternative form of SUDS. SD6 also makes clear that brownfield sites are required to reduce attenuated run-off by a minimum of 50% and on greenfield sites, such as the housing land, rates should not exceed existing greenfield rates.

Para's 163 and 165 of the NPPF state that developments should ensure that flood risk is not increased elsewhere and that sustainable drainage systems should be incorporated into major developments.

Planning Practice Guidance sets out a hierarchy of drainage solutions. Generally, the aim should be to discharge surface runoff as high up in the hierarchy as possible. In order of priority the drainage options are: into ground (infiltration), to a surface water body, to a surface water sewer and finally to a combined sewer

The detailed comments received to the application from the Council Drainage Engineer and United Utilities are contained within the Consultee Responses section above.

Site A is a currently undeveloped grassland (greenfield). The site has no connection to the adopted sewer network, however connections are available in nearby roads at St Anns Road and Gleneagles.

Ground investigations on the site have confirmed the presence of a consistent band of firm to stiff bolder clays extending across the full site area to depths in excess of 10m. Infiltration tests have confirmed that there is negligible potential for use of infiltration drainage systems. Infiltration as a means of disposal for surface water from the site has therefore been discounted.

The Drainage Strategy submitted in support of the Hospice identifies the use of porous paving to car parking bays will be incorporated in the design but this will be part of a lined storage system without infiltration to the underlying low permeability clay soils. The paving will however provide a degree of depression storage in intercepting the first few millimetres of rainfall, however as there is no surface water body on, adjacent or reasonably accessible to the site, Surface Water Disposal is not an option for the site.

United Utilities sewer plans indicate that there are adopted foul and surface water sewers in St Ann's Road to the west of the site and in Gleneagles Road to the south of the site. United Utilities have confirmed that they have no objections to foul and surface water connections from the site in either locations subject to the surface water discharge being limited to the equivalent green field run of rate. Attenuated discharge of surface water to the adopted sewer in Gleneagles Road has therefore been adopted as a basis for the surface water drainage design.

The SUDS features incorporated with the design are:

Swales - Swales are incorporated along the southern edge of the main access road. This will be a dry swale and will also act as a means of conveyance for the main building drainage as it flows to the car park area at the east end of the site

Source Control - Permeable pavements - These will be adopted for areas of the main car park at the eastern end of the site. This will be a lined system providing storage in the sub base and will provide a degree of depression storage.

Detention - Below ground cellular storage beneath the car park area.

Members are advised that the principles of the proposed Drainage Strategy are considered acceptable by United Utilities and the Councils Drainage Engineer, subject to the imposition of a condition to ensure that the rate of surface water drainage is restricted to the equivalent greenfield run off rate of 4.6l/s/hectare. A condition would be included on any decision notice requiring implementation of the drainage strategy. Such conditions would require the submission, approval and subsequent implementation of a sustainable surface water drainage system, including management and maintenance of such at all times thereafter.

In relation to Site B (outline element) again, the site is located in Flood Zone 1 (land assessed as having a minimal risk of flooding from rivers and the sea, less than 1 in 1,000 in any year). The site is a brownfield site served by existing below ground foul and surface water drainage systems which are believed to connect to the adopted sewer network to the west and east of the site. Ground investigation have confirmed that infiltration rates in the clay subsoil are negligible and it appears that infiltration drainage systems are unlikely to provide a suitable means of surface water disposal from the site. As the site is in outline with all matters (save for Access) to be reserved, a fully SUDs compliant scheme would be conditioned.

Based on the evidence so far, it is likely that Surface Water connections would mirror those of the existing site (St Ann's Road North and in Oakwood Square). The pre-development run off rate for the existing Hospice site has been calculated using Micro Drainage software to be 69l/s for a 1 in 1-year return period storm. Surface water runoff from the proposed residential development would be limited to 50% of the pre-development run off rate giving a permissible discharge of 34.5l/s.

A full review of SuDS techniques that could be incorporated in the drainage design has been undertaken, however, due to the low permeability soils and the constraints imposed by tree root protection zones options are more limited. It is therefore proposed that permeable paving and below ground cellular storage would be incorporated in the design. The process of flood risk assessment has been undertaken for the site and the proposed development. It is considered that the proposed development will not increase the likelihood of flooding on-site subject to a SUDs compliant system being designed.

In view of the above, in the absence of objections from United Utilities and the Council Drainage Engineer and subject to conditional control, it is considered that the proposed development could be drained in a sustainable and appropriate manner without the risk of flooding elsewhere, in accordance with Core Strategy DPD policies SD-6 and SIE-3.

Sustainable Design and Construction

Core Strategy Policy CS1 states that the Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so particularly in respect of the achievement of carbon management standards. CS Policy SD3 requires all major developments such as this to achieve levels of CO2 reduction based on a benchmark set by the Target CO2 Emissions Rate (TER) embodied in the 2006 Building Regulations. In this case, Policy SD3 requires a 40% reduction in CO2 for the proposed new dwellings and a 30% reduction for the proposed new hospice. Policy SD6 requires development to avoid, mitigate or reduce the impacts of climate change through the incorporation of sustainable urban drainage systems (SUDS)(discussed under Drainage) and measures to mitigate the urban heat island effect. These policy objectives and requirements are broadly reflective of the policies contained within the NPPF Paragraphs 93-108. The applicant has submitted a Sustainability Statement in support of their application, and for the hospice identify that a level of 40% reduction will be achieve through:

- Improved building fabric above 2013 Part L plus glazing, lighting and air permeability improvements
- High efficiency plant controls
- LED lighting
- High efficiency boilers and water heaters
- Heat recovery ventilation systems
- Solar photovoltaics 250m^2 array that improves building emission rate by 14%

Matters relating to the residential scheme would be conditioned to meet policy SD3 and SD6.

The proposed level of sustainable solutions is noted, as is the applicant's pre-assessment ratings in respect of the Stockport's Sustainability Checklist that a silver rating is anticipated. Subject to the recommended conditions, the proposals are considered to accord with relevant sustainable design policies in the development plan and NPPF.

Noise

Core Strategy Policy SIE3, seeks to prevent new development from being exposed to unacceptable noise impacts, with NPPF Paragraph 109 containing broadly the same policy objectives. UDP policy EP1.10 AIRCRAFT NOISE, sets out criteria for determining planning applications and recommends refusal of planning permission where the day time LAeq, 16 hour exceeds 72 dB and the night time LAeq, 8 hour exceeds 66 dB. The comments of the Councils Environmental Health Officer are included above.

The UDP also makes reference to 82 dB LAmax (slow time rating) as the figure that should not be exceeded more than several times per night. 'Several times per night' is not further defined, although in current noise guidance documents (e.g. ProPG: Planning and Noise) individual events during the night are usually assessed on the basis that the prescribed LAmax should not be exceeded more than 10 times per night.

Reference to the incident noise levels in the assessment shows that whilst on the whole the levels would be met, a reading of 70 dB was recorded at the Kerbside to St Anns Road. As such, the applicant has suggested moving properties away from

the carriageway and additional insulation proposed. This matter is proposed to be covered in the design code. The Councils Environmental Health officer identifies that a further Noise Impact Assessment would be required for the development of the residential dwelling to ensure an acceptable level of internal noise. This would be a matter determined at Reserved Matter Stage.

Reference to the time history graphs submitted with the application also indicates LAmax above 82 dB on some occasions, although further processing has shown that events above this level occur less than 10 times per night, in line with current noise guidance documents. This noise is primarily attributable to aircraft.

For reference, the LAmax values listed in the table below are the 10th highest occurrence over each night-time period and measured 3-8th January 2019.

Night-time Period	10th Highest LAmax (dB) free field
Thursday	79
Friday	80
Saturday	81
Sunday	81
Monday	81

The Noise Impact Assessment has recommended thermal double glazed units with standard trickle vents in this location. however there may be other available technologies that would achieve the recommended night time internal levels. Clearly at present no survey work would provide for any updated position on aircraft noise, however, it is considered that a condition requiring additional consideration of mitigation measures be included as a condition to ensure acceptable standards internally to the building for consideration at Reserved Matter stage.

In gardens, the level has been identified as LAeq, 16 hour at 63 dB which is clearly above the BS 8233:2014 recommended range of 50 – 55 dB. Whilst the Environmental Health Officer has raised concern about the level in the gardens, members will be aware that this is clearly the case for all of the existing houses in the surrounding area, as with suburban area in close proximity to a major airport. The assessment has identified that habitable rooms should also be located at least 20 metres from the St. Ann's Road boundary (as per the current indicative plan) to provide for suitable indoor ambient noise levels, which should be achievable with standard double glazing and trickle ventilation.

Members will note that whilst noise is a material consideration, it should be assessed as part of the overall planning balance, especially having regard to the enabling argument put forward by the applicant for the development, and that without the use of the existing site for residential purposes the Hospice would not be viable. Whilst unfortunate that the Noise level immediately under the flight path exceeds the recommended range in the gardens, clearly any purchasers buying these properties would be aware of the aircraft passing overhead. The Councils EHO comments and concern relating to aircraft noise and complaints are noted and considered.

In relation to the Hospice, the design of the hospice proposes the use of flat roofs across the scheme owing to a requirement to protect internal spaces from overhead aircraft noise through the use of concrete roof slabs.

Maximum rating levels as defined in BS 4142:2014 have been proposed for new fixed plant installations associated with the hospice development, designed to result in a low impact on existing noise sensitive properties in the surrounding area, and at the proposed houses on the original hospice site.

On balance, and having regard to the EHO comments, the submitted information and the planning balance it is considered that the need for both the hospice and housing outweighs the concerns raised regarding aircraft noise, especially as it is considered that design and mitigation measure can address any internal exceedances. It is considered that aircraft noise can be mitigated for internally to the properties and hospice and as such, only limited weight should be afforded to the noise concerns.

Developer Contributions

In accordance with saved UDP policy L1.2, Core Strategy DPD policy SIE-2, the Open Space Provision and Commuted Payments SPD and the NPPG, there is a requirement to ensure the provision and maintenance of formal recreation and children's play space and facilities within the Borough to meet the needs of the residents of the development. On the basis of the 40 units that have been indicatively shown as 12 units that are 1 bed, 3 units that are 2 bed, 12 units that are 3 bed and 13 units that are 4 bed, the population capacity would be 146 and a total contribution of £218,416.00, where £86,870.00 is secured for children's play and £131,546.00 is for formal sport.

It is proposed that the £86,870.00 for children's play be directed towards the Local Equipped Area for Play (LEAP) at Rose Vale, which is within the 400 metre catchment area for the development site and is accessible on foot. The NEAP at East Avenue is also accessible from the proposed site (1000m threshold) although it is judged that this is less appropriate as it would require prospective users to cross Finney Lane to reach it.

The formal sport element of the commuted sum, at £131,546.00, is not subject to thresholds and will be allocated to the Council's Formal Sport Priority List. This will be allocated to priority projects listed in the Formal Sports Priority List within the Cheadle area. The list is compiled from evidence in the Playing Pitch Strategy and Local Football Facilities Plan, and any such project will be approved by Cabinet Member.

The above is an indication of the levels of sum that would be sought, however, this would be included within any legal agreement as a formula given the outline nature of the application. The applicant has advised that the scheme would not be viable should this be required, however, this matter would be for the future purchaser of the residential site to demonstrate in their submission.

Planning Obligations

In order to make the development acceptable in planning policy terms, it is recommended that planning permission only be granted for the proposed development if the Council enter into a legal agreement with the applicant to secure the following heads of terms:

- Any surplus funds realised following the delivery of the New Residential Development will be paid to the Council for the delivery of affordable housing on alternative sites in accordance with the Council's adopted policies and guidance, up to a ceiling equivalent to the 30% policy requirement

- Open Space Provision under L1.2 and SIE-2
- Payment of is £21,500. For traffic calming along the corridor of St Ann's Road North
- Local Skills Agreement

These heads of terms are considered to satisfy the legal tests that require planning obligations to be:

- necessary to make the development acceptable in planning terms
- directly related to the development
- fairly and reasonably related in scale and kind to the development

Summary

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and indicates that these should be sought jointly and simultaneously through the planning system. The harm arising from the development needs to be balanced against the benefits of the development in the overall planning balance.

It is considered that the harm arising from the development to the designated and non-designated assets amounts to 'less than substantial harm' when assessed against the NPPF, and whilst the proposal would result in the loss of Local Open Space, the policy tests with this regards are met.

The proposal would result in the loss of a Category A tree and other lower value trees to facilitate the development, however, the development has been designed to ensure minimal loss to trees, would retain the historic lime avenue and field parcel boundaries and includes a substantial landscaping scheme as part of the development.

In support of the application, the Economic, Social and Environmental benefits of the scheme are considered to be:

Economic:

- the provisions of a purpose-built, sustainable hospice facility which exceeds current energy and carbon reduction standards and designed within NHS, HBN (Health Building Notes) and HTM (Health Technical Memoranda) standards;
- would allow St Ann's Hospice to deliver much improved support and care for existing and future patients;
- would retain the existing jobs at the Hospice including nursing, teaching, administration and maintenance;
- would result in significant job creation during the construction phase (36 FTE's) and an increase in spend in the local community through construction work;
  Increase in council tax payments during occupation of the residential dwellings; and Support for a number of other off-site employment opportunities (41 FTE Indirect) in the building trade ranging from suppliers of building materials to architects.

Social:

- The development will transform, for the better, the provision of health care and employment in Heald Green and Stockport;

- Delivery of housing of a range and type to meet local needs and make a positive contribution to the Council's identified need for housing in the Borough;
- The proposed enhanced training and care facilities seek to deliver support to existing and future staff; and health care workers in the borough;
- The communal areas proposed both internally and externally will allow visitors, patients and staff to integrate and socialise with one another;
- The development of a secure hospice site and facility which will reduce the anti-social behaviour currently experienced onsite; and
- The improvement in healthcare facilitates will subsequently lead to better health treatment and provision for patients.

Environmental

- Delivery of a residential scheme which ensures efficient use of Previously Developed Land by maximising its development potential whilst taking into account key site opportunities and constraints;
- The provision of additional parking for the hospice use, to ensure no parking on neighbouring residential streets;
- The delivery of Biodiversity Gain through the implementation of significant landscaping and other mitigation strategies as set out in the submitted Ecological Assessment;
- Improvements to the existing landscape through additional tree planting on site as agreed with the LPA's Arboricultural Officer; and Provision of access to services and facilities via sustainable modes of transport, such as cycling and walking by providing safe cycle storage, showering and changing facilities on site as referred to in the submitted

Whilst fully acknowledging the harm arising from the proposals, the proposed development does represent a high-quality, sustainable form of development which is vital for St Ann's Hospice to continue operating from Heald Green. The public benefits are considered to carry substantial weight in the overall planning balance, and outweigh the 'less than substantial, but great harm which should be attributed to the designated and non-designated assets.

It is considered that the siting, scale, height, density and design of the proposed development could be successfully accommodated on the site without causing undue harm to the character of the street scene, the visual amenity of the area or the residential amenity of surrounding properties.

In view of the above, and on balance, the proposals are considered to comply with relevant saved UDP and Core Strategy DPD policies and relevant SPG's and SPD's. In considering the planning merits of the proposal against the requirements of the NPPF, the proposal is considered to represent sustainable development. On this basis, notwithstanding the objections raised to the proposal, in accordance with the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application is recommended for approval.

RECOMMENDATION

Grant subject to conditions; the completion of a Section 106 legal agreement securing the heads of terms detailed above

Cheadle Area Committee

The planning officer introduced the report and highlighted the pertinent elements of the proposal.

Members sought clarification with regard to impact on doctors, local open space, loss of trees and affordable housing.

The applicant spoke in support of the application highlighting the need for the development, the deficiencies with the existing hospice, the challenges that the existing hospice brings especially when someone unfortunately passes and need to ensure facilities are suitable to ensure that facilities are fit for purpose.

Members debated the application highlighting the work that the hospice does, and whilst appreciating the heritage harm and loss of Local Open Space considered that the benefits of the hospice outweigh the harm. Members outlined their support for the application recommending grant unanimously to Planning and Highways Regulation Committee.