

ITEM 2

Application Reference	DC/077768
Location:	Woodman Inn 60 London Road Hazel Grove Stockport SK7 4AH
PROPOSAL:	Demolition of existing buildings and structures on-site, including the former Woodman Inn (Use Class A4), and erection of a single five storey block comprising of 32 no. residential apartments (Use Class C3 (a)) with access, parking provision, landscaping and associated works.
Type Of Application:	Full Application
Registration Date:	27.08.2020
Expiry Date:	Extension of time
Case Officer:	Helen Hodgett
Applicant:	Kirkland Developments Ltd
Agent:	NJL Consulting

DELEGATION/COMMITTEE STATUS

This application constitutes a 'Departure' from the development plan. The application can therefore only be approved by Planning and Highways Regulation Committee.

Members should note that this application is the subject of a Press and Site Notice which will expire prior to the determination of the application at Planning and Highways Regulation Committee on the 25th March 2021 and the recommendation made below is subject to no new substantive issues being raised as a result of this extended public notification period.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the demolition of existing buildings and structures on site, including the former Woodman Inn (Use Class A4), and the erection of a single five storey block comprising of 32 no. residential apartments (Use Class C3 (a)) with access, parking provision, landscaping and associated works.

It is proposed that all of the 32 one and two bedroom residential units proposed would be affordable, in accordance with the current definition of affordable housing as set out by Homes England; and all 32 properties would be delivered for Social Rent by the Viaduct Housing Partnership and owned by Stockport Homes.

The 32 apartments would be provided within a five-storey detached building located upon the corner of London Road/A6 and Brewer's Green. The front building line would be set back from the back of the London Road pavement, for defensible and privacy space; incorporating within the space, a native holly hedge and a pathway to provide access to/from London Road to/from the entrance/exit within the front of the proposed building, with permeable boundary treatment to the back of pavement.

The exterior of the building would incorporate a rhythmic grid design, including floor to ceiling glazing and art stone banding to each level. The building would be faced in red and grey brickwork, with grey rainscreen cladding to the upmost fifth floor. In the interests of design, appearance and amenity, the fifth floor of the building is proposed to be set back by 2.2 to 2.7 metres from the front London Road building line and setback by 6.1 metres from the rear building line. Photovoltaics for solar energy are proposed to be sited upon the roof plane.

In response to the proximity to existing neighbouring residential properties to the rear, higher level, horizontal window openings are proposed within the rear elevation and angled louvres are proposed to openings to the rear elevation within the third and fourth floors to permit emanation of light, whilst restricting views and overlooking of properties to the rear.

Of the 32 self-contained apartments, 11 are proposed to be one-bedroom apartments and 21 are proposed to be two-bedroom apartments. The internal space within the one bedroom apartments would range from 45 square metres to 48 square metres, and within two bedroom apartments would range from 57 square metres to 67 square metres. 15 of the 32 apartments meet or exceed national standards and the 17 others are marginally below national standards in size.

It is advised within the Design and Access Statement that the type of apartments, size and design have been derived by housing need for the areas and requirements of the local community, including lift access to allow access to all areas within the proposed building. Level access would be provided to all properties and access points from vehicle parking spaces. A level entrance/exit is proposed within the rear elevation of the building, along with the level entrance/exit within the front London Road elevation.

To the rear of the building, accessed off Brewer's Green, utilising the existing access point, would be located a bounded and landscaped parking, servicing and external amenity area for the occupiers of the residential accommodation. The space to the rear would incorporate 12 car parking spaces (including 3 accessible spaces and incorporating electric vehicle charging); demarcated pedestrian pathways; three Sheffield stands for visitor cycle storage; screened storage space for segregated refuse and recycling; and 176 square metres of exterior amenity space, with hard and soft landscaping, and benches. Covered and secure storage for 40 bicycles would be provided within the rear ground floor of the building.

As part of the clearance of the site, 3x category C (low quality) individual self-seeded trees and 2x category C groups of trees currently upon the site would be felled/cleared. A Lawson Cypress tree (T4), located mainly within a garden to the rear of the site, would be retained, including the root protection area (RPA). A comprehensive, native and biodiverse landscape scheme is proposed as part of the development, including Birch trees, shrubs, specimens, hedging and grass turf.

The application is accompanied by the following supporting documents :-

Planning Statement
Design & Access Statement
Affordable Housing Statement
Statement of Community Involvement
Transport Statement and Framework Travel Plan
Drainage Strategy
Air Quality Assessment

Noise Exposure Assessment
Crime Impact Assessment
Energy Strategy
Phase 1 Geo-Environmental Desk Study
Ecological Assessment Report
Bat Report
Arboricultural Impact Assessment
Sustainability Checklist
Viability Assessment
Heritage Appraisal
Solar Study as existing and proposed
Landscaping scheme Plan

The scheme has been amended since its original submission in order to address issues raised.

Details of the design and siting of the proposed development are appended to this report.

SITE AND SURROUNDINGS

This approx. 0.1 hectare brownfield, relatively level site, is located on the corner of London Road/A6 and Brewer's Green, within the Hazel Grove District Centre. The site comprises the former Woodman Inn, which incorporates a two-storey historic public house, with retail space, and associated living accommodation along the London Road frontage, with associated external drinking area, car parking and servicing to the rear, off Brewers Green. The site has reportedly been vacant for in excess of 8 years. The pub is not listed as an Asset of Community Value.

Being located within the Hazel Grove District Centre, the site is situated in a sustainable location, as regards access to shops and services, and to modes of travel. Shops and services, including 3 supermarkets, are located within 200 metres of the site, and the site is within close proximity to a number of bus and cycle routes, with Hazel Grove Station situated approximately 700 metres from the site.

The Woodman Inn site is bounded by London Road to the east, Brewer's Green to the south and south east and Mount Pleasant to the west. The commercial properties, incorporating residential accommodation above, located on the opposite side of London Road to the Woodman Inn site, are located approximately 11 metres away from the boundary of the application site with London Road.

Five residential properties are located to south east/rear of the site on Mount Pleasant, including detached house 57 Mount Pleasant, which would be the nearest property to the site, along with terraced properties 55, 53, 51 and 49 Mount Pleasant. All properties are located at an angle to the rear boundary of the site.

57 Mount Pleasant has been extended with a two-storey rear extension (ref. DC/045415). The proposed rear building lines of the building proposed to be constructed upon the site would be located approximately 19 metres to 25 metres from the rear of 57 Mount Pleasant, the rear building line of which is located at an angle to the application site.

The Anchor Inn, a historic two-storey public house, with living accommodation above, is located to the southern side of the Woodman Inn site, approximately 12 metres away, on the opposite side of the Brewer's Green highway, also fronting

London Road. To the northern/northwestern boundary of the application site is located an industrial/commercial double height building with associated yard.

The Woodman Inn and surrounding properties are not listed buildings and the site is not within a Conservation Area, however, the Woodman Inn is included in the Greater Manchester Historic Environment Record and it should therefore, be treated as a non-designated heritage asset.

The application site is located within a 'Business Frontage (Type A)' within the Hazel Grove District Centre, as regards the Council's development plan. The residential properties to the rear of the site within Mount Pleasant are located within a Predominantly Residential Area, as regards the Council's development plan. The site is located within an Air Quality Management Area and is within Flood Zone 1 (low risk) of the Environment Agency's mapping system.

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

EP1.7 - Development and Flood Risk

EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities

HP1.3 – Avoidance of loss of dwellings

L1.2 - Children's Play

PSD2.2 – Services Uses in the Town Centre, District and Large Local Centres

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

Core Policy CS5: ACCESS TO SERVICES

Core Policy CS6: SAFEGUARDING AND STRENGTHENING THE SERVICE CENTRE HIERARCHY

AS-1: The Vitality and Viability of Stockport's Service Centres

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'.

1. Introduction

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

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

2. Achieving sustainable development

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

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

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

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

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

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

The presumption in favour of sustainable development

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

For decision-taking this means:

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

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

4. Decision-making

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

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

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

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

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

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

5. Delivering a sufficient supply of homes

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

Para 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.

7. Ensuring the vitality of town centres

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

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

8. Promoting healthy and safe communities

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

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

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

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

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

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

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

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

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

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

9. Promoting sustainable transport

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

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

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

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

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

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

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

11. Making effective use of land

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

Para 118. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing

height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Achieving appropriate densities

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

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

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

12. Achieving well-designed places

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

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

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

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

15. Conserving and enhancing the natural environment

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

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

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

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

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

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

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

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

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

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

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional 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

Reference: DC/076391; Type: FUL; Address: Woodman Inn , 60 London Road, Hazel Grove, Stockport, SK7 4AH; Proposal: Demolition of existing buildings and structures on-site, including the former Woodman Inn (Use Class A4), and erection of a single five storey block comprising of 34 no. residential apartments (Use Class C3(a)) with access, parking provision, landscaping and associated works.; Decision Date: 30-JUL-20; Decision: Withdrawn

CONSULTATION RESPONSES

NEIGHBOURING PROPERTIES

The occupiers of neighbouring properties were notified of this planning application by letter.

A site notice has been displayed adjacent to the site for advertisement/public consultation for this Major Development and a notice has also been placed in the press.

No objections have been received. Responses have been received from the occupiers of 6 properties in support of the application, which can be reported as follows:

- Looking forward to the regeneration of the site, which has been an eyesore for many years.
- This area of The Grove is an eyesore and needs developing. Every time drive on the A6, cringe when think what it must look like to people passing through the area.
- The site isn't currently serving a purpose as it is, and with so many young people unable to afford to get on the property ladder, this might be the way to do it.
- Hazel Grove needs more affordable housing.
- Fully support. It would be nice to find a cheaper rent than paying now.
- New cheaper homes would be brilliant.
- We need affordable housing in Hazel Grove.
- Support for new homes.

CONSULTEE RESPONSES

SMBC Highways –

This application, seeking permission for the demolition of the former Woodman Inn and the erection of a 32-unit apartment building in its place, is a resubmission of application DC/076391 which was withdrawn earlier this year. Whilst I had no objection to that application, in principle, I did have some concerns in respect to

detailed design. It was, however, outlined that these should be able to be dealt with through the receipt of revised plans. This has now been done in the form of a revised application.

As with the previous scheme, the apartments will front London Road and will be accessed from Brewer's Green via a new access located to the west of the site's existing access. Parking will be provided for 12 cars, as well as cycles, and the scheme has been amended with the aim of addressing the issues I raised in respect to the previous scheme.

After examining the submitted drawings and information, including the Transport Statement and Framework Travel Plan, I would make the following comments:

Impact on the highway network

A Transport Statement (TS) has been submitted in support of the planning application, which includes a TRICS-based assessment of the traffic generation of the site. This estimates that the proposed apartments would be expected to generate 8 two-way vehicle movements during the AM peak, 4 vehicle movements during the "lunchtime peak" and 9 vehicle movements during the PM peak, compared with the site's current use which would be expected to generate 14 vehicle movements during the "lunchtime peak" and 26 vehicle movement during the PM peak (a reduction in trips during at lunchtime and during the PM peak).

As such, the TS concludes that the development should not have an adverse impact on the local highway network. Whilst I would conclude that the TS may overestimate the number of vehicle movements that would be generated by the existing use if the pub was to reopen, I would conclude that the proposal should not result in a material increase in vehicle movements on the local highway network and that the proposal should not have an adverse impact on the local highway network.

Access

The site is proposed to be accessed via from Brewer's Green via a new access located to the west of the site's existing access. Information contained in the TS outlines that the access will benefit from an acceptable level of visibility (providing the walls at either side of the access do not exceed 600mm in height, which will be the case - 450mm walls are proposed). Some of the submitted plans, however, show the access taking the form of kerbed access rather than a dropped kerb footway crossing which I consider is appropriate having regard to the location of the access and its likely usage. In addition, an existing street lighting column will need to be relocated / replaced to allow the access to be reconstructed. Although a plan showing a suggested new location for this has been submitted, a suitable new location will need to be determined by the Council's Street Lighting Department. These issues, however, can be agreed at detailed design stage / by condition.

Parking

Parking is proposed to be provided within the site for:

- 1) 12 cars (including 3 spaces for disabled badge holders and 4 spaces with electric charging points, one of these being for suitable for disabled badge holders), which will be allocated and managed by means of a Parking Management Plan

- 2) 40 cycles within three internal cycle stores, together with an 3 external cycle stands for visitors

This level of parking accords with the adopted parking standards and I would consider the proposed number of EV charging points acceptable. Whilst a TRICS-based parking accumulation exercise included in the TS outlines that the proposed level of parking (which equates to a level of parking of 0.375 spaces / dwelling) should meet demand, the car ownership level in the area is much greater than this (at 0.875 cars / dwelling, based on 2011 census data). Whilst it is acknowledged that the site is reasonably assessable and the type of dwelling and the fact that car parking will be allocated may mean that car ownership level would be less than the average for the area, the car ownership level in the area suggests that a reasonable proportion of people in the area feel that they need a car and that if this is replicated in the development, the proposed level of parking would not be able to meet demand which could result in inappropriate on-street parking taking place that has a detrimental impact on the safety of the highway. As such, it is considered that in the event that the application was to be approved and implemented, measures need to be introduced to encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club).

With respect to the former, a Framework Travel Plan has been submitted in support of the application. Detailed comments on this are included below. With respect to the latter, it is noted that the TS has outlined that the applicant has entered into discussions with Enterprise Car Club about providing residents with access to a car club car and free membership to a car club for 12 months. Whilst it would not be reasonable to require the applicant to fund a car club vehicle in perpetuity, I do consider that funding a vehicle for just a year may not be sufficient to enable the vehicle to then become self-funding, noting that it may take over a year for the development to be fully occupied, travel patterns to become established and membership of the car club in the area to reach a level that enables the vehicle to not be subsidized by the developer. Details of this, however, can be agreed as part of the development of the Travel Plan and therefore I would conclude that this matter could be dealt with by a condition which requires a Travel Plan to be implemented which includes providing occupiers with access to a car club car within the vicinity of the site.

Finally, with respect to cycle parking, the TS outlines that cycle parking will be provided within three internal bike stores for a total of 40 bikes (with one store accommodating 18 bikes, one 12 bikes and one 10 bikes), with the stores containing two-tier semi-vertical racks. Although semi-vertical racks may be acceptable for use by some bikes and many cyclists could use them, they cannot accommodate all bikes (e.g. larger or non-standard bikes) and less able cyclists may not be able to use them. In addition, it is unclear whether sufficient room would be available in two of the store rooms to enable bikes to be lifted onto and off the racks. If the number of spaces provided was reduced to 32 (one per apartment, as per the adopted standards), there would be scope for other types of rack to be provided for some bikes, which would provide suitable facilities for bikes or cyclists that couldn't use semi-vertical racks. In addition, amending the configuration of the internal walls may provide more room in for manoeuvring bikes. As such, I consider that it would be possible for suitable cycle storage to be provided and details of this could be agreed at detailed design stage / by condition.

Travel Plan

With respect to the implementation of a Travel Plan, a Framework Travel Plan has been submitted in support of the application. This includes details of various measures which are aimed at encouraging residents and visitors to use alternatives to the private car, including appointing a Travel Plan Co-ordinator, providing occupiers with a Travel Information Guide, providing residents with access to a car club car and free membership to a car club for 12 months (the FTP outlines that initial discussions have already taken place with Enterprise Car Club in respect to this), offering residents personalised travel planning and promoting car sharing.

Consideration of the plan concludes that whilst the Travel Plan includes some of the required information and details of some measures that should assist in promoting sustainable travel, it is considered that additional information is required, some measures need to be firmed up and other measures should be included. For example, it is considered that a travel information noticeboard should definitely be provided, residents should be sent regular newsletters on travel, sustainable travel days/weeks should be promoted and additional measures should be considered such as providing measures to allow home working, offering resident's discounted cycles and public transport tickets. In addition, it is considered that if the development will take some time to be fully occupied surveys should be carried out prior to full occupation (e.g. at 80% occupancy) and initial targets (e.g. based on census information, TRICS data, the development etc.) should be outlined. These issues, however, can all be dealt with as part of the production of a full Travel Plan prior to the occupation of the building and therefore I would conclude that this matter can be dealt with by condition.

Accessibility

The site is located within Hazel Grove District Centre, is on a busy bus route and is within reasonable walking distance of Hazel Grove Station, a primary school, hospital, GP surgery, a number of large food stores, and various shops and services. In addition, there are various cycle routes and facilities in the area, including a TOUCAN crossing adjacent to the site and on and off street cycle routes to the north and south-east. As such, I would have no objection to the principle of a residential development on this site.

The shared use footway / cycleway on London Road which abuts the site and runs between Brewer's Green and the TOUCAN crossing, however, is sub-standard in width (less than 2m in width at its narrowest), which compromises its use. The applicant is therefore proposing to widen the path to 3.5m in width (in accordance with advice provided to them at pre-application stage), which will improve access to the site, as well as existing users of the facility. This is welcomed and supported. Details of how the footway / cycleway will be widened (which will need to include the relocation / replacement of a street lighting column, signage and street furniture) and the widened footway / cycleway will be surfaced (which will need to be consistent with existing surfacing in the locality), will need to be agreed at detailed design stage. This matter, however, can be dealt with by condition.

I also note that a number of junctions / accesses on access routes to the site do not have uncontrolled pedestrian crossings (dropped kerbs and tactile paving) and although there is some wayfinding signage on cycle routes in the area, this is not comprehensive. As such, I would recommend that any approval granted is subject to conditions requiring the provision of an uncontrolled pedestrian crossing on Brewer's Green (to the south of the site), together with a small number of wayfinding signs on pedestrian and cycle routes to / from the site.

Servicing

The development is proposed to be serviced from Brewer's Green and a vehicle swept-path tracking diagram is included in the TS that outlines that refuse vehicles will be able to turn on Brewer's Green within the vicinity of the site. It would also be possible for service vehicles to reverse into the car park. Noting that Brewer's Green is lightly trafficked, I would consider such a servicing arrangement acceptable.

With respect to bin storage, the Council's waste and recycling guidance outlines that 32 apartments would require 11 no. 1280l Eurobins and 4 no. 770l bins (15 bins in total). The submitted plans show proposals to provide a bin store for 15 1280l bins and therefore the store will meet these guidelines. The store, however, does look a little tight (with quite narrow aisles and therefore I recommend that the Council's Waste and Recycling Department are consulted to ascertain whether they consider such a store would be able to function in a practical manner. (See response from SMBC Waste Management below).

Construction

Construction of the apartment building will obviously have highway implications and is likely to require footway closures and hoardings and scaffolding within the public highway. Vehicle routing, contractor's parking and where vehicles will load and unload will also need to be determined and agreed. This, however, can be agreed prior to construction, by means of a construction method statement. If construction will affect the adjacent signalised crossing on London Road the CMS will need to include details on this.

Conclusion

To conclude, the proposed apartment building would be located in a fairly accessible location and the vehicle movements that would be generated by the development should not have a material impact on the local highway network. Parking will be provided in accordance with the adopted parking standards and although the proposed level of parking is below the level that would be expected to meet the parking demand of the development if it reflected that of the local area, subject to measures being implemented to encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club) in order to reduce car parking demand, I would not object to the proposed level of parking. At the time of the previous application, I raised a number of concerns in respect to matters of detailed design and the content of the Framework Travel Plan. The majority of these issues have been addressed as part of this scheme and those which have not fully been can be dealt with at detailed design stage / by condition. I therefore raised no objection to this application, subject to conditions.

Recommendation: No objection, subject to conditions.

Relevant Conditions / Reasons / Informatives

Conditions

No development shall take place until a method statement detailing how the development will be constructed (including any demolition and site clearance) has

been submitted to and approved in writing by the Local Planning Authority. The method statement shall include details on phasing, access arrangements, turning / manoeuvring facilities, deliveries, vehicle routing, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, parking arrangements and mud prevention measures. Development of the site shall not proceed except in accordance with the approved method statement.

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

No work shall take place in respect to the construction of the approved access until a detailed drawing of the access, which shall include:

- 1) Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of the access
- 2) Details of proposals to relocate / replace the existing street lighting column that is located where the access is
- 3) Details of proposals to provide a dropped kerb footway crossing

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

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

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

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

Detail engineering drawings outlining a scheme to:

- 1) Reconstruct and widen to 3.5m in width the existing footway / cycleway on London Road (A6) across the complete site frontage
- 2) Reconstruct the existing footway on Brewer's Green across the complete site frontage and widen any sections that are less than 1.8m in width to at least 1.8m in width

shall be submitted to and approved in writing by the Local Planning Authority. The works shall include the setting back of all existing street furniture to the rear of the widened footway / cycleway and any required signage, markings and drainage works. The drawings shall include:

- i) A general arrangement / layout, based on a topographical survey and to a scale not less than 1:200, showing the works
- ii) Kerbing and surfacing drawing
- iii) Specification details
- iv) Levels information
- v) Details of street lighting, signage, markings and drainage.

No part of the development shall be occupied until the footway / cycleway works have been carried out in accordance with the approved drawings and the widened / improved footway and cycleway are available for use.

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

Details of a scheme to provide directional signs to sign the following routes for pedestrians / cyclists shall be submitted to and approved in writing by the Local Planning Authority:

- 1) The site to / from the Offerton to Torkington Park cycle route (on Peter Street)
- 2) The site to / from the Woodsmoor to Hazel Grove Station cycle route (on Green Lane)

The development shall not be occupied until the signs have been provided in accordance with the approved details.

Reason: To ensure that the development has safe and good quality pedestrian / cycle access arrangements in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD

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

Reason: To ensure that the development has safe and good quality pedestrian access arrangements in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD

No work shall take place in respect to the construction of the car parking facilities to be provided within and for the approved development until a detailed drawing of the car parking facilities have been submitted to and approved in writing by the Local Planning Authority, together with details on how car parking spaces within the car park will be allocated and the car park will be managed (in the form of a Parking Management Plan). Details shall include how the car parking facilities will be surfaced, drained, marked out, signed and illuminated. The approved development shall not be occupied until the car parking facilities have been provided in accordance with the approved drawing and are available for use. The car parking facilities shall thereafter be retained, shall remain available for use and shall be managed in accordance with the approved Parking Management Plan at all times.

The car parking facilities shall be illuminated at all times during the hours of darkness that the car park is in use (either permanently or using motion-controlled lighting).

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

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

- 1) Charging equipment for the charging of electric vehicles for a minimum of 4 car parking spaces
- 2) Cabling and ducting to all other parking spaces within the site so as to enable charging equipment for the charging of electric vehicles to be provided for all other parking spaces in the site in the future

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

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

No work shall take place in respect to the provision of cycle parking within the site until details of proposals to provide the following cycle parking facilities within the site have been submitted to and approved in writing by the Local Planning Authority:

- 1) Long-stay cycle parking (a covered and secure cycle store/s) for a minimum of 32 cycles
- 2) Short-stay cycle parking (Sheffield stands, or similar) for a minimum of 6 cycles

The facilities shall be of a form that ensures that they are suitable for use by a range of cycles and by all cyclists. The development shall not be occupied until the cycle parking facilities have been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD

and the cycle parking facilities are appropriately designed and located in accordance with Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraphs 10.9-10.12 'Bicycle Long and Short Stay Parking', of the SMBC Sustainable Transport SPD.

The approved development shall not be occupied until a travel plan for the development has been submitted to and approved in writing by the Local Planning Authority and has been brought into operation. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced in accordance with current national and local best practice guidance and shall include details of proposals to provide occupiers of the development with access to a car club car within the vicinity of the site and details on the method of operation, appointment of a Travel Plan Coordinator/s, targets, infrastructure to be provided, measures that will be implemented, monitoring and review mechanisms, procedures for any remedial action that may be required and a timetable for implementing each element of the plan.

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

Informatives

In addition to planning permission, the applicant / developer will need to enter into a Section 278 Agreement, under the Highways Act 1980, with respect to the approved highways works. The Agreement will need to be in place prior to the commencement of any works. The applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6) with respect to this matter.

Construction of the development will require the relocation/replacement of an existing street lighting column/s. This will need to be carried out by the Highway Authority (Stockport Council) at the applicant's / developer's expense. The applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6) with respect to this matter.

A condition of this approval requires the construction / widening of a footways along the site frontage. The applicant should ensure that the threshold level / finished floor level of the ground floor of the building takes into account the finished level of the back of the footway and this should be agreed with the Council prior to the commencement of any development. For further information, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

A condition / obligation of this planning approval requires the submission and approval by the Council of a Travel Plan prior to occupation of the approved development. Adequate time needs to be available to enable the Council to examine the Travel Plan and for any required amendments to the Travel Plan to be made. It is therefore advised that the Travel Plan is submitted to the Council three months before the development is proposed to be occupied and at that time, the proposed

date of occupation provided. For further information, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

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

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

In the event that the car club car that is to be provided as part of the Travel Plan for the development is to be located on the public highway, a designated parking space for the car will be required. This will require the a Traffic Regulation Order and such an Order will need to be implemented by the Highway Authority (Stockport Council) at the applicant's / developer's expense. The applicant should note that Orders can take up to 12 months to process and therefore if such a parking space is required, the applicant should enter into discussions as soon as its need is identified so as to ensure that the Highway Authority has adequate time to implement the Order. For further information on this and to arrange for the Traffic Regulation Order to be provided, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

SMBC Waste Management – Regarding the collection and storage of bins, this will be sufficient provided the site can be accessed by the refuse vehicle and the refuse and recycling collection workers only have to physically move the bins that need emptying.

Transport for Greater Manchester (TfGM) – TfGM have no comments to make on the proposed development.

SMBC Environment Team (Noise) – Have assessed the noise report for the Woodman Inn London Road and I do not object to the development.

The report advises on the window and ventilation specification for the front and rear of the development.

SMBC Environment Team (Land Contamination) - Have reviewed the Earth Environmental Phase 1 report dated November 2019. The report recommends a Phase 2 site investigation due to deep made ground and the potential for asbestos and hydrocarbons, which I am in agreement with. As such conditions are required regarding site investigation, remediation and validation as required. (our condition ref.s CTM1, CTM2 and CTM3).

SMBC Environment Team (Air Quality) – Content with the findings and conclusions of the Air Quality Assessment.

SMBC Planning Policy Officer (Energy) – The energy statement submitted with the application is fully compliant with Stockport's Core Strategy Policy SD3 in terms of a fully evidencing assessment of low / zero carbon technologies and a commitment to achieve the policy's carbon reduction commitment of a minimum 13% improvement over current Part L of the Building Regulations for sites of more than 10 dwellings.

This will be achieved through improved built fabric reducing energy demand and the inclusion of solar PV panels to generate electricity.

This is welcome in terms of contributing to the GM Zero Carbon by 2038 target laid out in the [GM 5 Year Environment Plan](#) and the aim in Stockport's Climate Action Now Strategy to reduce carbon emissions from new buildings. This will also contribute to reduced costs to retrofit buildings to a zero carbon target which will be necessary to address the climate emergency.

Greater Manchester Archaeological Advisory Service – National Planning Policy Framework (NPPF) paragraph 189 states,

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected"

and

"As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise"

and

"Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation"

The application has been submitted with a Heritage Appraisal (HA) produced by Stephen Levrant Architecture (August 2020). The HA provides a thorough and detailed heritage assessment of the buildings proposed for demolition. It presents a site history that traces the origins of the buildings back to a terrace of dwellings and/or shops first clearly shown on the Hazel Grove Tithe Map of 1841, excluding No 2 Brewer's Green which had yet to be constructed. On stylistic grounds of architectural detailing the HA considers the then terrace (60, 58, 56 & 54 London Road) was probably constructed shortly before the Tithe Map was surveyed.

The HA goes on to consider the change from residential/ shops to a 'Beer House' in 1870. In a well-researched account the HA introduces and discusses some of the key individuals who ran the Woodman Inn and the adjacent butcher's shop at No 2 Brewer's Green. In 1935 the Woodman Inn was sold by the Simpson family who had run the Inn since the 1870s to Robinson's Brewery.

The HA traces the various changes in the properties linking them to a historic map regression. It identifies how the 1980s brought significant changes to the property with the whole site undergoing a series of substantial refurbishments, extensions and alterations. These changes included the incorporation of No 58 London Road and No 2 Brewers Green into the Woodman Inn. In 1989 the entire London Road frontage was refaced and remodelled in 'faux rough-faced brick' to conceal changes to the openings.

As a result of the works in the 1980's, the HA finds that there is little left in the exterior elevations or, indeed, the interiors that reflects the original fabric of the

properties. In assessing the heritage significance of the properties the HA concludes there is only a low significance that can be attached to the upstanding fabric.

The HA as submitted provides a most useful record and assessment of the property. GMAAS accepts the HA as submitted in that it fully meets the requirements set-out in NPPF paragraph 189. GMAAS accepts the report's assessment. The report and its assessment of the history of the property will be incorporated into the Historic Environment Record. On this basis GMAAS recommends that no further archaeological or heritage requirements are placed upon the applicant.

SMBC Conservation Officer – No objections in light of the response from GMAAS. The site is not located within a conservation area, is not listed as a building of local or national architectural or historic value and there are no heritage assets located within the vicinity for which the impact of the development upon setting may be a consideration.

SMBC Arboricultural Officer – There are no legally protected trees within this site or affected by this development. No issues with the potential poor specimen tree loss on site.

The amended plans are acceptable regarding the replacement of the previously proposed Carpinus and Laurel, (which are not suitable hedging species, as they offer little to no biodiversity benefits), with Taxus and Llex.

Request some tree planting along the A6 frontage, or would need to consider off site planting, or at least some planting on the southern frontage.

SMBC Nature Development Officer –

Nature Conservation Designations

The site has no nature conservation designations, legal or otherwise

Legally Protected Species

An ecological assessment has been carried out and submitted with the application. The survey was carried out in November 2019 by a suitably experienced ecologist and followed best practice survey guidelines (TEP, report reference 7931.002). Habitats on site were mapped and the potential for protected species to be present and impacted by the proposals was assessed. The site comprises hard standing, buildings and scattered trees.

Many buildings and trees have the potential to support roosting bats. All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS).

Under the Regulations it is an offence to:

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

The building was subject to an internal and external inspection survey to search for signs of their presence and assess the potential for roosting bats to be present. No

signs indicative of bat presence was observed but potential roosting features such as gaps behind the barge boards and missing/slipped tiles and ridge tiles. The building was assessed as offering moderate bat roosting potential and so in accordance with best practice survey guidance two nocturnal surveys were undertaken. A dusk and dawn bat activity survey were carried out in June 2020 (TEP, report ref 8231.001). No bats were found to be roosting within the building but common pipistrelle commuting and foraging activity was recorded.

Buildings and vegetation can also provide suitable nesting habitat for breeding birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). Vegetation on site is considered to have limited suitability for nesting but the building provides nesting opportunities for breeding birds.

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

Invasive Species

No non-native invasive species were recorded during the survey.

Recommendations:

No evidence indicative of roosting bats was recorded. Bats can regularly switch roost sites however and so I would advise that an informative is used with any planning consent so that the applicant is aware of the potential for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should bats or evidence of bats (or any other protected species) be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

Reasonable Avoidance Measures during works are detailed in section 4.5 of the bat report. These measures should be followed and can be secured via condition. Four bat boxes are proposed to mitigate for the loss of potential roosting features (section 4.3 of the bat report). This is an appropriate number however it is recommended that use of integrated boxes is also explored (rather than just externally mounted ones) since these have greater longevity and are less conspicuous. See for example Habibat boxes <http://www.habibat.co.uk/category/bat-boxes> which can be faced with matching brick slips. The provision of four bat roosting facilities within the development should be secured via condition and details of the proposed type and location of bat boxes should be submitted to the LPA for review

Ecological conditions can change over time. If the proposed works have not commenced by June 2022 (i.e. within two survey seasons of the 2020 surveys) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

In relation to breeding birds it is recommended that the measures detailed in section 6.3 of the bat report are followed and this can be secured by condition. This includes a pre-works check for nesting birds should building demolition works be required to take place within the breeding bird season (which is March-August inclusive).

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). It is recommended that the proposed landscaping schedule is revised (following the recommendations in section 4.4 of the bat report and section 6.5 of the ecology assessment report). For example the proposed laurel and hornbeam hedges should

be replaced (or at the very least enhanced with) a mix of locally native species to maximise benefits to biodiversity. The laurel hedges should be substituted for holly and/or yew. Hornbeam is not locally native to Stockport and so should be replaced (or at least enhanced) with a mix of locally native species such as hazel, hawthorn, elder, field maple, honeysuckle, dog rose, guelder rose etc.

(Further to these comments, hedging species have been amended and enhanced with native and biodiverse species).

Drainage Engineer/Lead Local Flood Authority (LLFA) – The LLFA has reviewed the documents submitted in support of the application and recommend the following condition be set:

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

United Utilities – 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.

Request a condition regarding surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. Also, request a condition regarding foul and surface water shall be drained on separate systems.

Greater Manchester Police (Design for Security) – Having looked at the documents submitted, we would recommend that a condition to reflect the recommendations and the physical security specifications set out in section 3.3 & 4 of the Crime Impact Statement should be added, if the application is to be approved.

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

Manchester Airport (MAG) – 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.

- 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.

- No reflective materials to be used in the construction of these buildings. (*please liaise with MAN to check).

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

- No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for MAN. (We would like the reassurance of a Glint & Glare assessment at this location, upfront or via condition - e.g. “No Solar PV development until a Glint & Glare assessment is provided to the LPA to consult with the aerodrome safeguarding authority for Manchester Airport”).

Reason: Flight safety - to prevent ocular hazard and distraction 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.

ANALYSIS

Policy Principle – Residential

Policy CS2 of the core strategy, which relates to housing provision, states that a wide choice of quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective and efficient use of land within accessible urban areas, and making the best use of existing housing.

Policy CS3 advises, “Sites in the most central locations, such as the Town Centre areas and within District and Local Centres, are the most suitable for flats. Here housing densities of 70 dwellings per hectare (dph) and above are commonplace.”

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). 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 emphasises 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 with appropriate buffer.

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

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

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

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

The principle of a relatively high density residential development upon the proposed accessible, brownfield site, within a sustainable District Centre location, is accordingly acceptable and encouraged by both local and national planning policies. On this basis, the proposal is considered to comply with Core Strategy DPD policies CS2, CS3, CS4 and H-2 as well as the NPPF.

Policy Principle – shopping

The site is located in Hazel Grove District Centre within a Business Frontage (Type A), to which Saved UDP Policy PSD2.2 applies. This states that a variety of A-class uses, office use and various other service uses may be suitable. It also requires that applications under this policy are considered on their merits and against the general aims of the policy, and that the criteria will not be applied rigidly where not justified by the weight of other material considerations. Account will be taken of other material factors including, the extent to which non-retail use would complement the retail uses, maintaining or increasing pedestrian flow, extent of linked trips, the attractiveness of the centre, and the extent of long-term vacancies.

Given the nature of the existing frontage at this point, including long-term vacancies, and the emphasis of Para 85 of NPPF, a flexible approach needs to be taken with regards to the reuse of the application site. Para 85 states that "Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation." Amongst other things, it requires that planning policies should recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

It is a material consideration that the national policy in Paragraph 85 of the NPPF, and the general presumption in favour of sustainable development, supersedes the more specific requirements on uses in PSD2.2. Of particular relevance is the

increasingly flexible approach of ensuring that decisions should support the role that centres play by taking a positive approach to their growth, management and adaptation.

It is accordingly considered that the principle of the development of this site within the Hazel Grove District Centre, within a Business Frontage (Type A), for a residential use is acceptable, pursuant to local and national policies, including saved UDP policy PSD2.2.

Mix of Housing and Affordable Housing

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

“The overall strategic affordable housing target is 50% of total provision. The Council will aim to achieve this challenging target with the assistance of Stockport Homes and developments by other affordable housing providers delivering up to 100% affordable housing; by maximising opportunities offered by Council owned land, by releasing additional land for housing, and through developer contributions.”

With regard to affordable housing provision, Core Strategy DPD policy H-3 and the Affordable Housing SPD state that, subject to viability, there is a requirement for 20-25% affordable housing provision within the area to which the application site relates, with a tenure split of 75% shared ownership and 25% social rented housing.

Information submitted in support of the application confirms that it is proposed that the development of 11 one-bedroom and 21 two-bedroom apartments, would be delivered by the Viaduct Housing Partnership and owned by Stockport Homes on the basis of a 100% affordable housing scheme, as per the Homes England definition, with all 32 of the proposed units to be offered for social rent.

It is acknowledged that the proposed tenure does not reflect the tenure split of 75% shared ownership and 25% social rented housing, however, there is an identified need for social rented housing within the Hazel Grove area, as evidenced within Stockport Council's 2019 Housing Needs Assessment and current housing waiting list data, and the proposal provides an opportunity to meet the need, as part of a mix of tenures within this accessible locality. Stockport Homes Group's social rent tenancies are actively managed and supported by comprehensive Housing Management policies and procedures.

Stockport Homes advise that “In determining our support for the proposal, consideration has been given to current demand levels outlined within Stockport Council's 2019 Housing Needs Assessment and current housing waiting list data, both of which identify considerable housing need for 1 & 2 bed accommodation within the Hazel Grove township area. The level of demand identified substantiates our expectation to receive in excess of 100 application for each property advertised within the proposed scheme.”

Stockport Homes also advise that “The location of this brownfield infill site offers a rare opportunity to provide affordable rented accommodation with excellent local

facilities for prospective residents close by to public transport, commercial centres and support services. Sites of this nature are in short supply for affordable housing.”

The application is accompanied by an Affordable Housing Statement submitted by Stockport Homes, which outlines that the proposed development of 32 units would be subsidised with grant monies from Homes England, with all of the units developed on the site being affordable, as per the definition provided by Homes England. Affordable housing includes social rented, affordable rented and intermediate housing (shared ownership) provided to specified eligible households whose needs are not met by the market.

As outlined above, the policy compliant position for the site would be for a 20-25% affordable housing provision, which equates to a maximum of 10 affordable units for the development. As such, if the scheme were to be delivered by way of a standard Section 106 agreement, a maximum of 10 of the 32 units proposed would need to be affordable.

Whilst it is acknowledged that the Stockport Homes model moves away from the standard Section 106 route, consideration should be taken of the fact that the scheme would provide a greater number of affordable units (32) and a much higher level of subsidy by introducing Homes England grant.

In view of the above, by moving away from the standard Section 106 Agreement policy route and instead leveraging in Homes England grant, the scheme is considered to provide the following benefits :-

- 22 more affordable homes than the policy requirement
- More subsidy into the Borough.
- Provision of homes for identified need at social rent levels as identified by the current HNA.
- Long term interest in the management of the scheme by Stockport Homes.

In summary, the proposed affordable housing offer, comprising 100% provision, , would clearly be of great benefit to the Borough and should be afforded appropriate weight in determination of the application, in the context of the current position of significant undersupply of new housing in the Borough, particularly in relation to affordable housing. The 100% affordable housing provision, including tenure, prices/rents, affordability and occupancy criteria would be secured by way of a suitably worded planning condition.

Open Space/Developer Contributions

In terms of open space provision, saved UDP policy L1.2, Core Strategy DPD policy SIE-2 and the Open Space Provision and Commuted Payments SPD, identify the importance of open space and children’s play facilities to meet the needs of the community and a requirement to include provision for recreation and amenity open space either on-site or off-site.

A site of this size would not normally be expected to provide on-site open space. On the basis of the submitted scheme, for 11 one bed units and 21 two bed units, the population of the proposed development would be 85 people. Based on off-site provision, this would generate a commuted sum payment requirement of £127,160.00.

The proposed 176 square metres of on-site provision represents a suitable open space for the residents, but that this only fulfils a partial element of the requirements in relation to the Fields in Trust standard of 2.4 ha. per 1000 population, a standard which the Stockport's development plan has adopted.

When expressing this standard at a level of 24 square metres per person, it is clear that 176 square metres is not sufficient to serve the full population capacity of 85 people which would be 2040 square metres. Taking the on-site provision into account and that this serves 7 persons under the FIT standard, the remainder of the commuted sum due would be calculated based on a population capacity of 78 and this would give a new remainder commuted sum figure of £116,688.00, with £46,410.00 for children's play and £70,278 for formal sport.

Notwithstanding the above policy requirement, the application is supported by an Economic Viability Assessment, which seeks to demonstrate that the development would not be viable if the policy requirement for open space provision was met.

In consideration of the submitted Economic Viability Assessment, the Council has appointed a specialist Consultant to undertake an independent assessment of the information. This assessment concludes that no S.106 provision would be viable for the development, based upon the information provided, a 100% affordable social rented scheme, with all units transferring at the set price.

In view of the above, on the basis of the submitted Economic Viability Appraisal, it is concluded that the applicant has demonstrated that, in this particular case, it would not be viable for the scheme to provide the usually required open space contributions and deliver the level of affordable housing which is proposed. Whilst this policy shortfall and conflict does weigh against the proposal in the overall planning balance, consideration should be taken of the affordable housing offer over and above the usual policy requirement and the delivery of the wider regeneration benefits of the proposed development. A clause is required to be imposed within a Section 106 Agreement, to require a review mechanism for potential clawback in relation to open space contributions.

A condition is also required, pursuant to policies including SIE-2, to permit the agreement of the details of the proposed management and maintenance of the proposed on-site amenity space, with the developer to retain responsibility, in the interests of the sustainable, long-term provision of quality usable amenity space for the occupiers of the development.

Impact on Residential Amenity

Due to the urban District Centre context of the site, the design, siting, and scale of the development, and orientation and relationship with neighbouring properties, it is considered that the proposed residential development would not cause undue harm to the residential amenity of surrounding properties, by reason of overshadowing, over-dominance, visual intrusion, loss of outlook, overlooking or loss of privacy, in accordance with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

The Woodman Inn site is bounded by London Road to the east, Brewer's Green to the south and south east and Mount Pleasant to the west. The commercial properties, incorporating residential accommodation above, located on the opposite side of London Road to the Woodman Inn site, are located approximately 11 metres away from the boundary of the application site with London Road.

Five residential properties are located to the south east/rear of the site on Mount Pleasant, including detached house 57 Mount Pleasant, which would be the nearest house to the site, along with terraced properties 55, 53, 51 and 49 Mount Pleasant. All properties are located at an angle to the rear boundary of the site.

57 Mount Pleasant has been extended with a two-storey rear extension (ref. DC/045415). The proposed rear building lines of the building proposed to be constructed upon the site would be located approximately 19 metres to 25 metres from the rear of 57 Mount Pleasant, the rear building line of which is located at an angle to the application site.

The Anchor Inn, a historic two-storey public house, with living accommodation above, is located to the southern side of the Woodman Inn site, approximately 12 metres away, on the opposite side of the Brewer's Green highway, also fronting London Road.

Recommended separation/privacy distances, are provided in the Design of Residential Development SPD for residential development in Predominantly Residential Areas are not complied with, however, the site is located within the Hazel Grove District Centre, where properties are typically located in closer proximity than in predominantly residential areas, and, due to the orientation of properties and proposed mitigation measures, the development should not impose unacceptable loss of privacy or overshadowing impacts upon the residents of existing dwellings.

In response to the proximity to existing neighbouring residential properties to the rear, higher level, horizontal window openings are proposed within the rear elevation and angled louvres are proposed to openings to the rear elevation within the third and fourth floors to permit emanation of light, whilst restricting views and overlooking of properties to the rear. Planting is also proposed within the site to soften the boundary and provide separation.

A Solar Study (Ref: M4547 21) has been undertaken illustrating the overshadowing impacts on neighbouring properties. Noting the building's location and orientation to the sun-path, it is advised that the impact of overshadowing is limited. The study demonstrates that during Equinox (which provides an average level of shadowing year round) the neighbouring dwellings along Brewers Green will experience overshadowing, however, this is limited to only in the morning, until just before 10am, after which time the sun-path moves south west past the building line. The comparison of existing and proposed shadowing highlights that more shadowing occurs from surrounding buildings than the current proposals.

The diagrams confirm that early morning sun from both existing and proposed building forms provide a similar image with regard to the residential properties to the rear due to the sun orientation. The site study concludes that the taller building will not have a detrimental impact upon the surrounding properties.

A BRE expert has undertaken an appraisal of the scheme. It is advised that based on the most adjacent dwelling on Mount Pleasant, the resulting obstruction angle will be only marginally above the 25 degree threshold set out under BRE Guidance. Moreover, given the angled building orientation to properties along Mount Pleasant, any potential obstruction is evidently not continuous and as such occupants of neighbouring properties will have the benefit of adequate daylight and direct skyline view around the proposed development.

The marginality of these results should be considered against the flexibility applied under BRE Guidance, which explicitly states that 'although it gives numerical guidelines, these should only be interpreted flexibly since natural lighting is only one of many factors in site-layout design' (Para. 1.6). Moreover taking into account other site-specific circumstances on building orientation with adjacent dwellings and the sun-path, it is concluded that adequate sunlight and daylight levels will be achieved.

Occupier's Amenity

The internal space within the one bedroom apartments would range from 45 square metres to 48 square metres, and within two bedroom apartments would range from 57 square metres to 67 square metres. 15 of the 32 apartments meet or exceed national space standards and the 17 others are marginally below national space standards in size.

It is advised within the Design and Access Statement that the type of apartments, size and design have been derived by housing need for the areas and requirements of the local community, including lift access to allow access to all areas within the proposed building. Level access would be provided to all properties and access points from vehicle parking spaces. A level entrance/exit is proposed within the rear elevation of the building, along with the level entrance/exit within the front London Road elevation.

To the rear of the building, accessed off Brewer's Green, utilising the existing access point, would be located 8 bounded and landscaped parking, servicing and external amenity area for the occupiers of the residential accommodation. The space to the rear would incorporate 12 car parking spaces (including 3 accessible spaces and incorporating electric vehicle charging); demarcated pedestrian pathways; three Sheffield stands for visitor cycle storage; screened storage space for segregated refuse and recycling; and 176 square metres of exterior amenity space, with hard and soft landscaping, and benches. Covered and secure storage for 40 bicycles would be provided within the rear ground floor of the building.

It is assessed that the proposed external amenity area, which would benefit from sunlight exposure from 12pm onwards, would serve to offer residents a level of quality on-site external space for amenity. In addition to this space, the site is within the locality of public greenspaces, including Green Lane recreation ground.

The site is affected by noise from traffic and commercial sources. A noise assessment has been submitted. To the northern/northwestern boundary of the application site is located an industrial/commercial double height building with associated yard. A condition regarding appropriate acoustic mitigation would be required in mitigation, pursuant to Core Strategy policies, including SIE-1 and SIE-3.

It is assessed that the proposed development would provide residents with a good standard of amenity, pursuant to Core Strategy DPD policies H-1 and SIE-1 and SIE-3.

Heritage

The Woodman Inn and surrounding properties are not listed buildings and the site is not within a Conservation Area, however, the Woodman Inn is included in the Greater Manchester Historic Environment Record and it should therefore, be treated as a non-designated heritage asset.

The submitted Heritage Assessment (HA) traces the various changes in the properties linking them to a historic map regression. It identifies how the 1980's brought significant changes to the property with the whole site undergoing a series of substantial refurbishments, extensions and alterations. These changes included the incorporation of No 58 London Road and No 2 Brewers Green into the Woodman Inn. In 1989 the entire London Road frontage was refaced and remodelled in 'faux rough-faced brick' to conceal changes to the openings.

As a result of the works in the 1980's, the HA finds that there is little left in the exterior elevations or, indeed, the interiors that reflects the original fabric of the properties. In assessing the heritage significance of the properties the HA concludes there is only a low significance that can be attached to the upstanding fabric.

It is considered that the HA as submitted provides a most useful record and assessment of the property. The HA is accepted as submitted in that it fully meets the requirements set-out in NPPF paragraph 189 and would accord with Core Strategy policy SIE-3. The report and its assessment of the history of the property will be incorporated into the Historic Environment Record. On this basis it is recommended that no further archaeological or heritage requirements are placed upon the applicant.

Urban Design

Core Strategy policy H-1 provides that "The design and build standards of new residential development should be high quality, inclusive, sustainable and contribute to the creation of successful communities. Proposals should respond to the townscape and landscape character of the local area, reinforcing or creating local identity and distinctiveness in terms of layout, scale and appearance, and should consider the need to deliver low carbon housing."

The proposed 32 apartments would be provided within a five-storey detached building located upon the corner of London Road/A6 and Brewer's Green. The front building line would be set back from the back of the London Road pavement, for defensible and privacy space; incorporating within the space, a native holly hedge and a pathway to provide access to/from London Road to/from the entrance/exit within the front of the proposed building, with permeable boundary treatment to the back of pavement.

The exterior of the building would incorporate a rhythmic grid design, including floor to ceiling glazing and art stone banding to each level. The building would be faced in red and grey brickwork, with grey rainscreen cladding to the upmost fifth floor. In the interests of design, appearance and amenity, the fifth floor of the building is proposed to be set back by 2.2 to 2.7 metres from the front London Road building line and setback by 6.1 metres from the rear building line. Photovoltaics for solar energy are proposed to be sited upon the roof plane.

Whilst it is acknowledged that the proposed five-storey modern brickwork and glass building would present a significant change from the current historic public house, it is considered that the proposed height, scale and massing of the proposed five storey building would not be visually intrusive or appear incongruously within the streetscenes and surrounding locality. The building has been designed for the application site, which is located within a District Centre and fronting a main radial road route.

The building, for example, is designed to hold the corner of London Road and Brewer's Green, to incorporate setbacks and relief in the built form, to reduce the scale and massing and add interest, and to include a pallet of materials to reflect the predominant brick traditional character of buildings within the area, whilst minimising impacts upon existing properties. The proposed development would serve to uplift and regenerate this site within a prominent location within the Hazel Grove district centre, to the benefit of the character and appearance of the street scenes, and the vitality of the locality, whilst providing much needed affordable housing for the community, in accordance with policies including Core Strategy policy H-1.

Highway Considerations

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

Policy T2 of the core strategy states that developments shall provide car parking in accordance with maximum car parking standards for each type of development as set out in the existing adopted parking standards, stating that developers will need to demonstrate that developments will avoid resulting in inappropriate on street parking that has a detrimental impact upon highway safety or a negative impact upon the availability of public car parking.

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

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

The application has been assessed by one of council's senior engineers with regards to Highways matters.

Impact on the highway network

A Transport Statement (TS) has been submitted in support of the planning application, which includes a TRICS-based assessment of the traffic generation of the site. This estimates that the proposed apartments would be expected to generate 8 two-way vehicle movements during the AM peak, 4 vehicle movements during the "lunchtime peak" and 9 vehicle movements during the PM peak, compared with the site's current use which would be expected to generate 14 vehicle movements during the "lunchtime peak" and 26 vehicle movement during the PM peak (a reduction in trips during at lunchtime and during the PM peak).

As such, the TS concludes that the development should not have an adverse impact on the local highway network. Whilst it is considered that the TS may overestimate the number of vehicle movements that would be generated by the existing use if the pub was to reopen, it is concluded that the proposal should not result in a material increase in vehicle movements on the local highway network and that the proposal should not have an adverse impact on the local highway network.

Access

The site is proposed to be accessed via from Brewer's Green via a new access located to the west of the site's existing access. Information contained in the TS outlines that the access will benefit from an acceptable level of visibility (providing the walls at either side of the access do not exceed 600mm in height, which will be the case - 450mm walls are proposed). Some of the submitted plans, however, show the access taking the form of kerbed access rather than a dropped kerb footway crossing which are considered appropriate, having regard to the location of the access and its likely usage. In addition, an existing street lighting column will need to be relocated / replaced to allow the access to be reconstructed. Although a plan showing a suggested new location for this has been submitted, a suitable new location will need to be determined by the Council's Street Lighting Department. These issues, however, can be agreed at detailed design stage / by condition.

Parking

Parking is proposed to be provided within the site for:

- 1) 12 cars (including 3 spaces for disabled badge holders and 4 spaces with electric charging points, one of these being for suitable for disabled badge holders), which will be allocated and managed by means of a Parking Management Plan
- 2) 40 cycles within three internal cycle stores, together with an 3 external cycle stands for visitors

This level of parking accords with the adopted parking standards and the proposed number of EV charging points is considered acceptable. Whilst a TRICS-based parking accumulation exercise included in the TS outlines that the proposed level of parking (which equates to a level of parking of 0.375 spaces / dwelling) should meet demand, the car ownership level in the area is much greater than this (at 0.875 cars / dwelling, based on 2011 census data). Whilst it is acknowledged that the site is reasonably assessable and the type of dwelling and the fact that car parking will be allocated may mean that car ownership level would be less than the average for the area, the car ownership level in the area suggests that a reasonable proportion of people in the area feel that they need a car and that if this is replicated in the development, the proposed level of parking would not be able to meet demand which could result in inappropriate on-street parking taking place that has a detrimental impact on the safety of the highway. As such, it is considered that in the event that the application was to be approved and implemented, measures need to be introduced to encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club).

With respect to the former, a Framework Travel Plan has been submitted in support of the application. Detailed comments on this are included below. With respect to the latter, it is noted that the TS has outlined that the applicant has entered into discussions with Enterprise Car Club about providing residents with access to a car club car and free membership to a car club for 12 months. Whilst it would not be reasonable to require the applicant to fund a car club vehicle in perpetuity, it is considered that funding a vehicle for just a year may not be sufficient to enable the vehicle to then become self-funding, noting that it may take over a year for the

development to be fully occupied, travel patterns to become established and membership of the car club in the area to reach a level that enables the vehicle to not be subsidized by the developer. Details of this, however, can be agreed as part of the development of the Travel Plan and therefore, it is concluded that this matter could be dealt with by a condition which requires a Travel Plan to be implemented which includes providing occupiers with access to a car club car within the vicinity of the site.

Finally, with respect to cycle parking, the TS outlines that cycle parking will be provided within three internal bike stores for a total of 40 bikes (with one store accommodating 18 bikes, one 12 bikes and one 10 bikes), with the stores containing two-tier semi-vertical racks. Although semi-vertical racks may be acceptable for use by some bikes and many cyclists could use them, they cannot accommodate all bikes (e.g. larger or non-standard bikes) and less able cyclists may not be able to use them. In addition, it is unclear whether sufficient room would be available in two of the store rooms to enable bikes to be lifted onto and off the racks. If the number of spaces provided was reduced to 32 (one per apartment, as per the adopted standards), there would be scope for other types of rack to be provided for some bikes, which would provide suitable facilities for bikes or cyclists that couldn't use semi-vertical racks. In addition, amending the configuration of the internal walls may provide more room in for manoeuvring bikes. As such, it is considered that it would be possible for suitable cycle storage to be provided and details of this could be agreed at detailed design stage / by condition.

Travel Plan

With respect to the implementation of a Travel Plan, a Framework Travel Plan has been submitted in support of the application. This includes details of various measures which are aimed at encouraging residents and visitors to use alternatives to the private car, including appointing a Travel Plan Co-ordinator, providing occupiers with a Travel Information Guide, providing residents with access to a car club car and free membership to a car club for 12 months (the FTP outlines that initial discussions have already taken place with Enterprise Car Club in respect to this), offering residents personalised travel planning and promoting car sharing.

Consideration of the plan concludes that whilst the Travel Plan includes some of the required information and details of some measures that should assist in promoting sustainable travel, it is considered that additional information is required, some measures need to be firmed up and and other measures should be included. For example, it is considered that a travel information noticeboard should definitely be provided, residents should be sent regular newsletters on travel, sustainable travel days/weeks should be promoted and additional measures should be considered such as providing measures to allow home working, offering resident's discounted cycles and public transport tickets. In addition, it is considered that if the development will take some time to be fully occupied surveys should be carried out prior to full occupation (e.g. at 80% occupancy) and initial targets (e.g. based on census information, TRICS data, the development etc.) should be outlined. These issues, however, can all be dealt with as part of the production of a full Travel Plan prior to the occupation of the building and therefore I would conclude that this matter can be dealt with by condition.

Accessibility

The site is located within Hazel Grove District Centre, is on a busy bus route and is within reasonable walking distance of Hazel Grove Station, a primary school,

hospital, GP surgery, a number of large food stores, and various shops and services. In addition, there are various cycle routes and facilities in the area, including a TOUCAN crossing adjacent to the site and on and off street cycle routes to the north and south-east. As such, no objection to the principle of a residential development on this site is raised as regards accessibility.

The shared use footway / cycleway on London Road which abuts the site and runs between Brewer's Green and the TOUCAN crossing, however, is sub-standard in width (less than 2m in width at its narrowest), which compromises its use. The applicant is therefore proposing to widen the path to 3.5m in width (in accordance with advice provided to them at pre-application stage), which will improve access to the site, as well as existing users of the facility. This is welcomed and supported. Details of how the footway / cycleway will be widened (which will need to include the relocation / replacement of a street lighting column, signage and street furniture) and the widened footway / cycleway will be surfaced (which will need to be consistent with existing surfacing in the locality), will need to be agreed at detailed design stage. This matter, however, can be dealt with by condition.

A number of junctions / accesses on access routes to the site do not have uncontrolled pedestrian crossings (dropped kerbs and tactile paving), and although there is some wayfinding signage on cycle routes in the area, this is not comprehensive. As such, it is recommended that any approval granted is subject to conditions requiring the provision of an uncontrolled pedestrian crossing on Brewer's Green (to the south of the site), together with a small number of wayfinding signs on pedestrian and cycle routes to / from the site.

Servicing

The development is proposed to be serviced from Brewer's Green and a vehicle swept-path tracking diagram is included in the TS that outlines that refuse vehicles will be able to turn on Brewer's Green within the vicinity of the site. It would also be possible for service vehicles to reverse into the car park. Noting that Brewer's Green is lightly trafficked, such a servicing arrangement is considered acceptable.

With respect to bin storage, the Council's waste and recycling guidance outlines that 32 apartments would require 11 no. 1280l Eurobins and 4 no. 770l bins (15 bins in total). The submitted plans show proposals to provide a bin store for 15 1280l bins and therefore, the store will meet these guidelines.

Construction

Construction of the apartment building will obviously have highway implications and is likely to require footway closures and hoardings and scaffolding within the public highway. Vehicle routing, contractor's parking and where vehicles will load and unload will also need to be determined and agreed. This, however, can be agreed prior to construction, by means of a construction method statement. If construction will affect the adjacent signalised crossing on London Road the CMS will need to include details on this.

Conclusion

To conclude, the proposed apartment building would be located in an accessible location and the vehicle movements that would be generated by the development should not have a material impact on the local highway network. Parking will be provided in accordance with the adopted parking standards, and although the

proposed level of parking is below the level that would be expected to meet the parking demand of the development if it reflected that of the local area, subject to measures being implemented to encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club) in order to reduce car parking demand, objection to the proposed level of parking is not raised.

Having regard to the above assessment of the senior highways engineer, it is considered that the development would be acceptable in highways terms. The development includes a sustainable level of on-site parking for the District Centre location. The proposed development is located in a sustainable location with access to public transport and promotes sustainable travel options, with the provision of accessible covered and secure cycle storage facilities for each property. Manoeuvrability and the site's proposed pedestrian and vehicle accesses are acceptable.

It is not considered that the proposal would have an unacceptable impact on highway safety, or severe impact on the road network, subject to securing the recommended highway conditions, as specified within the engineers above consultation response.

The proposal is therefore, considered to be in accordance with policies including, CS9, T1, T2 and T3 of the Stockport Core Strategy, and the National Planning Policy Framework (NPPF), including paragraph 109.

Impact on Trees, Protected Species and Ecology

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

The site has no nature conservation designations, legal or otherwise. An ecological assessment has been carried out and submitted with the application. The survey was carried out in November 2019 by a suitably experienced ecologist and followed best practice survey guidelines (TEP, report reference 7931.002). Habitats on site were mapped and the potential for protected species to be present and impacted by the proposals was assessed. The site comprises hard standing, buildings and scattered trees.

Many buildings and trees have the potential to support roosting bats. All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS).

Under the Regulations it is an offence to:

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

The building was subject to an internal and external inspection survey to search for signs of their presence and assess the potential for roosting bats to be present. No signs indicative of bat presence was observed but potential roosting features such as gaps behind the barge boards and missing/slipped tiles and ridge tiles. The building was assessed as offering moderate bat roosting potential and so in accordance with best practice survey guidance two nocturnal surveys were undertaken. A dusk and dawn bat activity survey were carried out in June 2020 (TEP, report ref 8231.001). No bats were found to be roosting within the building but common pipistrelle commuting and foraging activity was recorded.

Buildings and vegetation can also provide suitable nesting habitat for breeding birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). Vegetation on site is considered to have limited suitability for nesting but the building provides nesting opportunities for breeding birds.

No evidence of or significant potential for any other protected species was identified. No non-native invasive species were recorded during the survey.

No evidence indicative of roosting bats was recorded. Bats can regularly switch roost sites however and so it is advised that an informative is used with any planning consent in order that the applicant is aware of the potential for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should bats or evidence of bats (or any other protected species) be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

Reasonable Avoidance Measures during works are detailed in section 4.5 of the bat report. These measures should be followed and can be secured via condition. Four bat boxes are proposed to mitigate for the loss of potential roosting features (section 4.3 of the bat report). This is an appropriate number however it is recommended that use of integrated boxes is also explored (rather than just externally mounted ones) since these have greater longevity and are less conspicuous. See for example Habibat boxes <http://www.habibat.co.uk/category/bat-boxes> which can be faced with matching brick slips. The provision of four bat roosting facilities within the development should be secured via condition and details of the proposed type and location of bat boxes should be submitted to the LPA for review.

Ecological conditions can change over time. If the proposed works have not commenced by June 2022 (i.e. within two survey seasons of the 2020 surveys), it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

In relation to breeding birds it is recommended that the measures detailed in section 6.3 of the bat report are followed and this can be secured by condition. This includes a pre-works check for nesting birds should building demolition works be required to take place within the breeding bird season (which is March-August inclusive).

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF).

An Arboricultural Impact Assessment (AIA) has been submitted as part of the development, along with a comprehensive landscape scheme for the development. As part of the clearance of the site, 3x category C (low quality) individual self-seeded

trees and 2x category C groups of trees currently upon the site would be felled/cleared. A Lawson Cypress tree (T4), located mainly within a garden to the rear of the site, would be retained, including the root protection area (RPA). A comprehensive, native and biodiverse landscape scheme is proposed as part of the development, including Birch trees, shrubs, specimens, hedging and grass turf.

Conditions would be required regarding tree protection, and the implementation and retention of proposed landscape scheme, pursuant to policies including SIE-3.

It is accordingly assessed that subject to the mitigation identified in the above section, to be secured by conditions, the application would accord with nature conservation, amenity and biodiversity policies, including Core Strategy policy SIE-3 'Protecting, Safeguarding and Enhancing the Environment.'

Airport Safeguarding

Subject to the imposition of the conditions identified above by the safeguarding authority for Manchester Airport, the development would accord with airport safeguarding considerations, pursuant to policies including EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities and SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure.

Energy Efficiency

The energy statement submitted with the application is fully compliant with Stockport's Core Strategy Policy SD3 in terms of a fully evidencing assessment of low / zero carbon technologies and a commitment to achieve the policy's carbon reduction commitment of a minimum 13% improvement over current Part L of the Building Regulations for sites of more than 10 dwellings.

This will be achieved through improved built fabric reducing energy demand and the inclusion of solar PV panels to generate electricity.

This is welcome in terms of contributing to the GM Zero Carbon by 2038 target laid out in the GM 5 Year Environment Plan and the aim in Stockport's Climate Action Now Strategy to reduce carbon emissions from new buildings. This will also contribute to reduced costs to retrofit buildings to a zero carbon target which will be necessary to address the climate emergency.

Land Contamination and Stability

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

Drainage

Policy SD-6 of the Core Strategy states that all development will be required to incorporate Sustainable Drainage Systems (SuDS), so as to manage the run off of water from the site. The policy requires development on Brownfield sites to reduce the rate of un-attenuated run off by a minimum of 50%, with any development on Greenfield sites being required to ensure that the rate of run off is not increased. In order to ensure compliance with the policy and saved UDP policy EP1.7 - Development and Flood Risk, a condition is required to be imposed, requiring the

submission, approval and subsequent implementation of a scheme to manage sustainable surface water run-off from the site.

Other Considerations

An Air Quality Assessment has been submitted, as the site is located within an Air Quality Management Area, and is assessed to accord with policies including Core Strategy SIE-3.

A Crime Impact Statement has been submitted in support of the application and the detailed comments received to the application from Greater Manchester Police (Design for Security) are contained within the Consultee Responses section above. No objections are raised to the proposal from Greater Manchester Police (Design for Security), subject to the imposition of a condition to require the security specifications set out within the submitted Crime Impact Statement being incorporated within the development. Subject to compliance with such a condition, no safety and security concerns are raised to the proposal, in accordance with Core Strategy DPD policy SIE-1.

Conclusion

The proposed development would serve to regenerate a brownfield site in a prominent location within the Hazel Grove District Centre, with a high quality, well designed modern development, to provide much needed windfall, quality affordable housing supply to meet identified need within the community. This would be provided at a density appropriate to the context, sustainable and accessible location, to improve the vitality and viability of the district centre. The development would provide a good standard of amenity for occupiers, without unduly impacting upon the amenities of the occupiers of existing accommodation, and the development is designed to be sustainable in terms of travel options, energy efficiency and to contribute to increasing biodiversity.

It is acknowledged that the scheme fails to provide the required financial contribution to secure the provision off-site play facilities and open space, contrary to the requirements of saved UDP policy L1.2 and Core Strategy DPD policy SIE-2. However, the Economic Viability Assessment submitted in support of the application has demonstrated that the development would not be viable or deliverable should the requirement for open space provision be met. As such, it is recommended that the required open space contributions should be waived in this particular case, in order to ensure the viability and delivery of the wider regeneration benefits of this 100% affordable housing development. A clause is required to be imposed within a Section 106 Agreement, to require a review mechanism for potential clawback in relation to open space contributions.

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

Given the conflict with saved UDP policy L1.2 and Core Strategy DPD policy SIE-2 in relation to open space provision/contributions, the proposal is a Departure from the Development Plan. Accordingly, should Members of Stepping Hill Area Committee be minded to grant planning permission, the application will be required to be referred to the Planning and Highways Regulation Committee for determination as a Departure from the Development Plan.

RECOMMENDATION

Grant (at Planning and Highways Regulation Committee) subject to:

- a) conditions;
- b) the applicant entering into a Section 106 Agreement to secure a review mechanism/clawback clause in relation to open space contributions.
- c) no new substantive issues being raised by an extended public notification period of the departure from the development plan, explained at the beginning of the report.