

Application Reference	DC/077409
Location:	Kingsgate Wellington Road North Heaton Norris Stockport SK4 1LW
PROPOSAL:	Outline planning application (access, appearance, layout and scale) for the erection of a multi-storey car park, amendments to surface level parking and associated works.
Type Of Application:	Outline Application
Registration Date:	02.09.2020
Expiry Date:	Extension of Time Agreed
Case Officer:	Jeni Regan
Applicant:	North West Portfolio (No. 3) Limited
Agent:	The Emerson Group

DELEGATION/COMMITTEE STATUS

Planning and Highways Regulation Committee – Development of in excess of 5,000 square metres of floorspace.

Application referred to Central Area Committee for comment and recommendation only.

DESCRIPTION OF DEVELOPMENT

Outline planning permission is sought for the erection of a multi-storey car park and amendments to surface level parking and associated works on land to the rear of Kingsgate House, Wellington Road North, Heaton Norris. Matters being considered in this outline application are:

- Access;
- Appearance;
- Layout; and
- Scale

The application would provide a multi-storey car deck with a gross internal floorspace of 5,416 square metres. This figure includes the ground floor, which is already car parking and would be reconfigured as part of the development. Other areas of existing surface level car parking would also be reconfigured to provide 6 disabled parking spaces, and additional permeable landscape areas.

Car parking within the red-edge site would increase by 134 spaces. The total parking available to Kingsgate House across the wider site would therefore, increase from 150 existing spaces (all surface parking) up to 316 spaces. 12 additional covered cycle spaces would also be provided.

Members should note that the proposed development has been amended since the original submission to address comments received from local residents, consultees and Planning Officers. Following detailed negotiations, the following changes have been made to the scheme:

- Increased distance between proposed car park and existing dwellings on Stanbridge Court from original proposal of approx. 18.0m up to 21.5m (3.5m further away)
- Increased distance between main elevation of proposed car park and existing dwellings on Parsonage Street from original proposal of approximately 12.3m up to 15.9m (3.6m further away)
- An additional increase to the above where the proposed car park is further recessed into the site away from the residential properties on Parsonage Street by an additional approximately 4.8m
- Reduction in overall footprint of original proposal from 1548sqm down to 1220sqm (equating to 12% less)
- Decrease in overall height of proposed car park by approx. 1.5m
- Proposed car park now incorporates split half levels as opposed to original full footprint decks.
- Reduced car parking numbers from 166 No. from original proposal down to 134 No. (32 spaces lost equating to 20% less)
- Removal of significant portion of elevation facing Parsonage Street
- Incorporation of vertical fins to elevation facing Parsonage Street dwellings, obscuring views towards those properties
- Both proposed stair enclosures now incorporate green 'living walls'
- Decrease in proposed overall light fittings due to reduction in footprint of proposed car park at all levels resulting in less electricity use
- Security roller shutter introduced to ground floor vehicular ramp entrance along with security mesh to sides of ramp and additional CCTV measures to be incorporated
- Incorporation of soft landscaping around site perimeters
- Planting of new trees to boundaries facing Parsonage Street and Stanbridge Court
- New trees along boundary to adjacent recreation ground

The site is not flat and has a change in levels sloping down from Wyatt Street to the rear of the existing Kingsgate House building. The main car park structure is approximately 39 metres in length and 32 metres in width at its widest and 27.3 metres at its narrowest.

It comprises four split levels, and has been designed to take account of the adjacent office building and surrounding area. The part levels 1A, 2A and 3A along Parsonage Street are set back 5 metres where they face existing dwellings opposite, and to the elevation facing Stanbridge Court the fourth (top) level is also set back over 29 metres away, with the three levels below being 21.8 metres away.

The top deck split floor levels closest to Stanbridge Court (Level 3), is approx. 9 metres high, and the highest point of the perimeter cladding / pedestrian guarding is approx. 10.1 metres. The top deck split floor level 3A is approx. 10.5 metres, and the highest point of the perimeter cladding / pedestrian guarding is approx. 11.6 metres.

Facing Parsonage Street the top deck floor level 3A (closest to the road) is approx. 10.5 metres with the highest point of the perimeter cladding / pedestrian guarding

being approx. 11.6 metres. The top level 4 (set-back) along this elevation is 12 metres high and the highest point of the perimeter cladding / pedestrian guarding is approx. 13.1 metres.

The top of the stair tower facing Parsonage Street is 10.5 metres and the top of the stair tower facing the recreation ground is 11.6 metres.

SITE AND SURROUNDINGS

The application site is currently comprised of the existing northern car parking area of Kingsgate House. Kingsgate House building is a 1960's office building now occupied by the NHS (D1 use) and other predominantly office (B1) users. It is a substantial 7 storey building, although due to levels differences only presents 6 storeys to its northern end elevation. Kingsgate House is located on Wellington Road North on the edge of Stockport Town Centre. The application site is located on the corner of Parsonage Street and Wyatt Street, with the other boundary being shared with Heaton Norris Park to the east.

The site is located on the north-western edge of Stockport town centre. The majority of the red-edge site is located to the north of the Kingsgate House building and is accessed off Parsonage Street, with a smaller element located to the east of the building and accessed off Fir Street. The site currently comprises existing surface level parking, although there is a significant levels difference between the car park area off Parsonage Street and that off Fir Street.

To the immediate north of the site and at a higher level are two storey residential properties known as Stanbridge Court, whose rear elevation faces the application site. To the east of the application site is Heaton Norris Park with a number of trees on the Park boundary with the application site and extensive areas of grass beyond. To the south of the application site is Kingsgate House.

To the west of the site on the opposite side of Parsonage Street is a mostly concrete panelled wall (with a middle brickwork section), which runs some 30m parallel to the application site. Behind this wall is mostly vacant land / parking associated with other businesses. At the southern end of this vacant land, there are existing 2 storey residential terraced dwellings (Nos. 75 to 83 Parsonage Street). The front elevations Nos. 75, 77 & 79 would face the proposed car deck structure. Parsonage Street slopes downwards from north to south.

On the corner of Parsonage Street and Wellington Road North is a tall single storey red brick Grade II listed building, built in 1889, which has been vacant for some time. The A6 is a main road running to Stockport town centre and has a variety of building styles and heights either side. Immediately to the South East of Kingsgate House, fronting the A6 is Mandale House, which is a 9 storey (at its highest) office building that has in recent years been converted into apartments.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 ("PCPA 2004") requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan includes-

- Policies set out in the Stockport Unitary Development Plan Review adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17th March 2011.

The application site is located within a Predominantly Residential Area as allocated within the UDP and as within the M60 Gateway area. Therefore, the following policies are applicable in this case.

Saved policies of the SUDP Review

- EP1.7 'Development and Flood Risk'
- CDH1.2 'Non Residential Development in Predominantly Residential Areas'
- TCG1.3 'Parking in the Town Centre'

LDF Core Strategy/Development Management policies

- CS1 'Overarching Principles: Sustainable Development – Addressing Inequalities and Climate Change'
- SD-6 'Adapting to the Impacts of Climate Change'
- CS8 'Safeguarding and Improving the Environment'
- SIE-1 'Quality Places'
- SIE-3 'Protecting, Safeguarding and Enhancing the Environment'
- CS9 'Transport and Development'
- CS10 'An Effective and Sustainable Transport Network'
- T-1 'Transport and Development'
- T-2 'Parking in Developments'
- T-3 'Safety and Capacity on the Highway Network'

Supplementary Planning Guidance

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

- 'Sustainable Transport Supplementary Planning Document' (December 2007)

National Planning Policy Framework

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

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the

same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

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

Para.1 “The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied”.

Para.2 “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise”.

Para.7 “The purpose of the planning system is to contribute to the achievement of sustainable development”.

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*
- b) a social objective*
- c) an environmental objective”*

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 “.....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”.

Para.38 “Local planning authorities should approach decisions on proposed development in a positive and creative way..... 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. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing”.*

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”.*

Paragraph 127 *“states that developments should function well and add to the quality of the area, be visually attractive as a result of good architecture, layout and landscaping, be sympathetic to local character, establish or maintain a strong sense of place, optimise the potential of the site to accommodate an appropriate amount and mix of development, and create places that are safe, inclusive and accessible.”*

Para.130 *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”.*

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

Planning Practice Guidance

The Planning Practice Guidance (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/029036; Type: FUL; Address: Kingsgate House, Wellington Road North, Stockport, SK4 1LN; Proposal: Change of use of part of second floor from offices to Outpatients Clinic (D1); Decision Date: 03-APR-08; Decision: REF

Reference: DC/030594; Type: FUL; Address: Kingsgate House, Wellington Road North, Stockport, Cheshire; Proposal: Change of use to part of second floor of Kingsgate House, formally office space to D1 (outpatients clinic) Resubmission of DC029036, ; Decision Date: 04-AUG-08; Decision: GTD

Reference: DC/019194; Type: FUL; Address: Kingsgate, Wellington Road North, Stockport, Cheshire, SK4 1LW; Proposal: Change of use from office use (B1) to Health Clinic (D1) and new access ramp constructed.; Decision Date: 03-JUN-05; Decision: GTD

Reference: DC/021535; Type: FUL; Address: Kingsgate, Wellington Road North, Stockport, Cheshire, SK4 1LW; Proposal: Change of use of first floor and part second floor from Business (B1) use to Health/Business (D1/B1) use; Decision Date: 19-JAN-06; Decision: GTD

NEIGHBOUR'S VIEWS

Following the submission of the original proposals, the owners/occupiers of 91 surrounding properties were notified in writing of the proposal.

1 email of objection has been received for the application. The comments made are summarised below:

- Nothing in the submission about loss of light for the houses
- No mention of consulting residents before any of this was even planned.
- Should have been contacted by the developer
- The 5 houses are going to lose so much light, in an already dark area because of Kingsgate. We accept this but to lose so much from the development is unfair
- As a home owner who may be looking to move house within 2 years, this is not going to help me and this will come up from prospective buyers.
- This is contrary to local organisations (such as <https://www.slheatons.org/>) who are asking local residents to go green, use less cars, use busses, trains and bikes. This development will house 100s of extra cars.
- At Mandale House, the residents were sold the idea of the Green Agenda & positively asked not to move if you have a Car.
- Stockport Council is about to start building a new bus station and add Bike Lanes on the A6. The busses which run every 5 mins during the day can bring workers outside the building. The bus station is a 10 minute walk away and eventually we are told that Stockport may get Trams. All of this helps the green agenda.

Following the submission of amended plans and additional information, a further re-notification of all residents and contributors was completed.

No further representations have been received in response to the amended scheme.

CONSULTEE RESPONSES

Highways

Original Comments 14.10.2020

The application seeks outline approval for the erection of a multi storey car park and alterations to existing surface level car park.

There is no proposal to change the use or size of existing buildings associated with the car park; existing car park accesses on Parsonage St and Laurel St are retained.

The Transport Assessment submitted in support of the application refers to 150 existing car parking spaces including 13 disabled bays. Of these the NHS section of the building are allocated 73 spaces including all 13 dedicated for mobility impaired use. There is no disabled parking provision for the remaining 5814 m² GFA office space within the building.

The application form refers to increasing parking spaces from 95 to 261, the plans submitted refer to an increase from 150 to 316. In both cases the increase is of 166 spaces.

The TA comments that parking demand for the NHS element exceeds demand with visitors experiencing difficulty parking close to the site. Reference is also made to on street parking in the area resulting in detrimental impact on the amenity of residents.

The proposed car park is intended to provide additional employee and visitor parking to both office and NHS elements and provide mobility impaired parking for the office element. Increased parking provision for the offices would be expected to make them more appealing to tenants notwithstanding the close proximity of existing and proposed public transport, walking and cycling provisions making the site accessible using non-motorised and public transport.

To comply with SMBC parking standards the office element should provide 15 cycle spaces (@1/400m²); 5 motorcycle spaces (@ 1/1400m²) and 12 disabled spaces. NHS element should retain existing provision.

TA assessment reassigns traffic to the site rather than traffic being generated by the development. Given that there is no increased floorspace to be provided it is difficult to argue against this assertion. Traffic will be limited by car park capacity.

Junction modelling within the TA indicates that there would be increased traffic at AM and PM peak turning into/out of Parsonage St from the A6 but that the resulting impact on the operation of the junction would be acceptable with the junction operating well within capacity.

With associated measures to support sustainable transport I judge there to be no reason to oppose the application on highway safety or operational grounds.

I recommend conditions to secure electric vehicle provision, and support for cyclists and disabled users and to minimise impact of the construction process on local residents and businesses by the preparation of a Construction Method Statement..

Recommendation: no objection subject to conditions

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 development shall take place until a pre-construction condition survey of Parsonage St has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until a post-construction condition survey, together with details of a scheme to reconstruct / resurface / repair any parts of the highway that the survey has identified has been affected through the construction of the development, has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until any areas that have been affected through the construction of the development have been reconstructed / resurfaced / repaired in accordance with the approved details.

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

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 17 car parking spaces
- 2) Ducting to all other new parking spaces within the site so as to enable charging equipment for the charging of electric vehicles to be provided for all other new 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 construction of the parking facilities to be provided for the approved development until details of proposals to provide parking for 5 powered two-wheelers (motorcycles, mopeds and scooters) within the site have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the facilities have been provided in

accordance with the approved details. The facilities shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical parking facilities for powered two-wheelers 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 10.13-10.14 "Powered Two Wheeler Parking", of the SMBC Sustainable Transport SPD.

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 15 cycles

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.

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.

Informatives

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.

Further comments following amended plans 19.04.2021

The application seeks outline approval for the erection of a multi storey car park and alterations to existing surface level car park.

There is no proposal to change the use or size of existing buildings associated with the car park; existing car park accesses on Parsonage St and Laurel St are retained.

The NHS section of the building is allocated 73 spaces including all 13 dedicated for mobility impaired use. There is currently no disabled parking provision for the remaining 5814 m² GFA office space within the building.

The plans submitted propose an additional 134 spaces.

The TA comments that parking demand for the NHS element exceeds demand with visitors experiencing difficulty parking close to the site. Reference is also made to on street parking in the area resulting in detrimental impact on the amenity of residents.

The proposed car park is intended to provide additional employee and visitor parking to both office and NHS elements and provide mobility impaired parking for the office element. Increased parking provision for the offices would be expected to make them more appealing to tenants notwithstanding the close proximity of existing and proposed public transport, walking and cycling provisions making the site accessible using non-motorised and public transport.

TA assessment reassigns traffic to the site rather than traffic being generated by the development. Given that there is no increased floorspace to be provided it is difficult to argue against this assertion. Traffic will be limited by car park capacity.

Junction modelling within the TA indicates that there would be increased traffic at AM and PM peak turning into/out of Parsonage St from the A6 but that the resulting impact on the operation of the junction would be acceptable with the junction operating well within capacity.

With associated measures to support sustainable transport I judge there to be no reason to oppose the application on highway safety or operational grounds.

I recommend conditions supporting future electric vehicle provision, cyclists and disabled users, and to minimise impact of the construction process on local residents and businesses by the preparation of a Construction Method Statement..

Recommendation: no objection subject to conditions

Conditions different to previous list:

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 new covered and secure cycle store) for a minimum of 12 cycles

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 SLE-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.

Contaminated Land

The Phase 1 report submitted in support of the above mentioned application has been reviewed. The consultants have said the site is low risk for contamination and given the end use as a car park, they intend to just keep a watching brief rather than undertake a site investigation.

As such, an appropriately worded informative is recommended should they find or suspect any contamination.

Environmental Health (Noise)

There are no objections to the proposed development.

Environmental Health (Air Quality)

The application has been submitted with an Air Quality Assessment completed by Bureau Veritas report. I am happy with the methodology and the findings. The mitigation measures listed in section 6.1 should be implemented.

Arboriculture

Original Comments 29.09.2020

The proposed development site is located within the existing commercial property curtilage predominantly on the existing building structure. The plot is comprised largely of hardstanding, informal grounds and associated infrastructure.

Legislative and Policy Framework

Conservation Area Designations

The proposed development is not within or affected by a conservation Area.

Legally Protected Trees

There are no legally protected trees within this site or affected by this development.

Recommendations:

The proposed development footprint is shown or indicated at this time within the existing formal grounds and building plot of the existing site and it is assumed the proposed new developments will potentially not impact on the trees and hedges within the site or neighbouring site as the development site is located outside of the trees root protection areas and internally.

A full tree survey has been submitted as part of the planning application to show the condition and amenity levels of the existing neighbouring trees and where applicable which trees will have a potential impact on the proposed development, so any

comments are based on with as well as our professional judgements and information gathered.

A detailed landscaping scheme has not been supplied, which will be required to enhance the sites frontage, which would be in line with council policy.

In principle the main works and design will not have a negative impact on the trees on site, in neighbouring properties on all the boundaries and therefore a landscaping plan is required to show how they propose to enhance the site in current layout.

In its current format it could be considered favourably as long as any retained trees are fenced off prior to any works/contractors made aware of the protection status on all trees, improved landscaping detail is submitted offering significant environmental benefit to the area with greater tree replacement planting if offered on the site layout plan.

Potential tree planting details will need to be submitted if feasible to discharge the condition, as well as protection from any construction traffic or deliveries to all the retained trees in the area, as any damage would not be acceptable, therefore all deliveries and construction workers need to be made aware of the level of tree protection in the area.

In addition some consideration needs to be given to enhancing the local environment and so the submission of a landscaping design to include a detailed landscaping scheme that includes a number of new trees front and back to improve the amenity and aesthetics of the site for users and making sure a percentage of these are native large species and fruit trees at every opportunity would be a welcome enhancement if this can be delivered, including the potential for off-site planting in the nearby public open space.

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

Condition Tree 1

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

Condition Tree 2

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

Condition Tree 3

No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by

the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

Further comments following amended plans 20.04.2021

The proposed development footprint is shown or indicated at this time within the existing formal grounds and building plot of the existing site. It is assumed the proposed new development will potentially not impact on the trees and hedges within the site or neighbouring site, as the development site is located outside of the trees root protection areas and internally.

A full tree survey has been submitted as part of the planning application to show the condition and amenity levels of the existing neighbouring trees and where applicable which trees will have a potential impact on the proposed development, so any comments are based on with as well as our professional judgements and information gathered.

A detailed landscaping scheme has not been supplied, which will be required to enhance the sites frontage, which would be in line with council policy.

In principle, the main works and design will not have a negative impact on the trees on site, in neighbouring properties on all the boundaries and therefore a landscaping plan is required to show how they propose to enhance the site in current layout.

In its current format it could be considered favourably as long as any retained trees are fenced off prior to any works/contractors made aware of the protection status on all trees, improved landscaping detail is submitted offering significant environmental benefit to the area with greater tree replacement planting if offered on the site layout plan.

Potential tree planting details will need to be submitted if feasible to discharge the condition, as well as protection from any construction traffic or deliveries to all the retained trees in the area, as any damage would not be acceptable, therefore all deliveries and construction workers need to be made aware of the level of tree protection in the area.

In addition, some consideration needs to be given to enhancing the local environment and so the submission of a landscaping design to include a detailed landscaping scheme that includes a number of new trees front and back to improve the amenity and aesthetics of the site for users and making sure a percentage of these are native large species and fruit trees at every opportunity would be a welcome enhancement if this can be delivered, including the potential for off-site planting in the nearby public open space.

The same conditions as previously recommended would be relevant to any planning application relating to the site.

Drainage - LLFA

Original Comments 07.09.2020

The LLFA have no objection to the proposed development.

We would however, advise that the surface water management strategy within document (DC_077409- 73172.02R3V2_SUDS_REPORT) would not be considered as acceptable. I have included guidance below:

All applications should drain surface water in-line with the drainage hierarchy, as outlined in Paragraph 80, (Reference ID: 7-080-20150323), of the National Planning Practice Guidance: *“Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable: into the ground (infiltration); to a surface water body(watercourse); to a surface water sewer; to a combined sewer.”*

We recommend applicants refer to and adopt the principles set out within C753 SuDS Manual ‘The SuDS approach to managing surface water runoff’. We also recommend the applicants provide a comprehensive assessment of Sustainable Drainage Systems (SuDS) to support the application.

Further comments following amended plans

New documents were added to this planning application on the 25/03/2021, however none of the new documents have addressed the drainage. Therefore, we have assessed this as a new application and based on the following documents:

- 73172.01R3_-_FLOOD_RISK_ASSESSMENT
- 73172.02R3V2_SUDS_REPORT

We note that the drainage strategy is to maintain the existing combined sewer connection: that approach must seek alternatives in line with guidance and policy. Infiltration has been ruled out for space reasons and that cannot be justified; the use of land for other purposes should not result in providing no SuDS and passing the flood risk to others and particularly with the opportunities available. We require a more comprehensive assessment of sustainable drainage options and alternatives.

Planning Policy – Energy

Original Comments 05.05.2021

The submitted energy statement is in compliance with energy policies in the Core Strategy. Given that there are no typical building structures proposed there is no requirement for the applicants to address the carbon reduction target in Stockport's Core Strategy which is relevant to residential developments of more than 10 dwellings. The energy statement states that a solar PV array capable of generating 35,100 Kwh/year was considered and could save 4,274 kg/CO2e/year based on the estimated energy demand of lighting and CCTV for this proposed multi storey car park. This however will not be taken forward on financial viability grounds. The 12 proposed covered cycle parking spaces offer low carbon travel options and are welcomed but form only 3.6% of the parking provision.

However, there are some further considerations that could be considered on this application in terms of the climate crisis, carbon emissions reduction targets, the growing electric vehicle demand and the economic and public health benefits from future changes in transport choices driven by Government targets.

Firstly, regarding the need to tackle the climate crisis, the council looks favourably on proposals to maximise carbon reduction in light of the GM Zero Carbon target for 2038 in GM's Five Year Environment Plan. This is reflected in Stockport Council's declaration of a climate emergency and adoption of the Climate Action Now Strategy which commits the Council to the following actions: change Council processes to show leadership on tackling the climate emergency, ensure a climate friendly borough, support renewable energy, promote sustainable transport (including electric vehicle charging), enhance Stockport's natural capital and undertake sustainable financial appraisal of all projects, programmes and schemes.

The energy statement acknowledges that future potential electric vehicle charging opportunities would benefit from solar PV and battery storage on site. Electric vehicles are critical in terms of offering opportunities for essential car users to choose and operate vehicles that reduce traffic emissions. Indeed, it would be helpful if the site could be designed flexibly to incorporate charging spaces in the future as the UK moves to an electrified vehicle approach by 2030 and to ensure the site doesn't require expensive retrofit to adapt to low carbon vehicles a demand rises. In addition, there is the potential for income generation from vehicle charging that could offset the cost of renewable energy and battery installation.

There is evidence of the impact of traffic emissions on human health. Low emissions options would also benefit neighbours and adjacent amenity space. Electric vehicle charging would be welcomed in air quality terms, but is one level in a hierarchy of sustainable transport choices where prioritising sustainable transport options of walking, cycling and public transport are vital to increasing activity and considerably reducing carbon emissions.

The promotion of active travel and public transport is key to maintaining physical and mental wellbeing through fostering activity, social interaction and engagement, managing healthy weight and reducing emissions from vehicles. On employment sites it can also tackle health inequalities through ensuring those workers who cannot afford to own a car can access work. The proposed cycle parking is critical in enabling active travel choices and increasing physical activity. In addition, active travel choices reduce traffic emissions and improve air quality. The site will currently provide cycle parking for around 3.6% of its overall parking provision. In particular, this is important for office workers who have a sedentary work style and are more at risk of low physical activity levels and unhealthy weight. Achieving healthy weight reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases also reduces pressures on current and future public sector health budgets (Stockport's JSNA).

Further comments following submission of additional information 11.05.2021

The response is sensible given the lack of specific policy drivers for structures of these types. Seventeen charging spaces is a good start and will hopefully help the company running the car park to understand the opportunities offered by this emerging technology to generate income.

As stated previously, the submitted energy statement is compliant with policy.

Greater Manchester Police

Original Comments 14.09.2020

Thank you for the opportunity to comment on the above application. Having looked at the Crime Impact Statement that has been submitted, there is no indication that the author of the report is a Suitably Qualified Security Consultant (SQSC) to have been able appraise the scheme in question through the principals of CPTED (Crime Prevention Through Environmental Design).

If the author of the report does not meet the above requirements then we would highly recommend that a report is sought and submitted that has been compiled by a Suitably Qualified Security Consultant (SQSC) and the report should identify, predict, evaluate and mitigate the site-specific crime and disorder effects of a development and should be produced by a professional individual/organisation independent of the design process. The CIS can then be submitted as part of the planning application, indicating that the proposed development has been designed to avoid/reduce the

adverse effects of crime and disorder and enabling the planning process to run more smoothly.

Further comments following submission of Crime Impact Statement 06.05.2021

Thank you for the opportunity to comment on the above application, having looked at the plans we would support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned.

Health and Safety Executive

Original Comments 25.09.2020

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (Development Management Procedure) (England) Order 2015, Town and Country Planning (Development Management Procedure) (Wales) Order 2012, or Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013]

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of Major Hazard Sites/ pipelines. This consultation, which is for such a development and is within at least one Consultation Distance, has been considered using HSE's planning advice web app, based on the details input on behalf of Stockport District (B).

HSE's Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

National Grid

National Grid has No Objection to the proposal, which is in close proximity to our high voltage transmission underground cable.

Cadent Gas

Cadent Gas has a MAJOR ACCIDENT HAZARD PIPELINE in the vicinity, PARTINGTON/STOCKPORT (indicated in orange).

The BPD (Building Proximity Distance) for this Pipeline is 8 metres.

The BPD is taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission.

This is the standard adopted by Cadent Gas and endorsed by the Health and Safety Executive (HSE).

There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. These are distances defined by the HSE to allow them to advise on the acceptability of new developments next to the pipeline and are controlled through the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process. Further guidance on how these are applied can be found on the HSE's website <http://www.hse.gov.uk/landuseplanning/padhi.pdf>

Under Land Use Planning the HSE may wish to apply more stringent criteria for Building Proximity. I recommend that you ensure that they are formally consulted.

When working in the vicinity of ANY Cadent Gas pipelines, the standards set out in the enclosed copy of the Cadent Gas specification SSW22 must be strictly adhered to.

From the information provided, it does not appear the proposed works will directly affect the above pipeline.

ANALYSIS

Principle for the development

Policy TCG1.3 'Parking in the Town Centre' outlines that the Council will ensure the supply of high-quality car, motorcycle, cycle and disabled parking in the Town Centre commensurate with its status as a key sub-regional centre. In considering development proposals in the Town Centre which will continue to require access by car, the Council will have regard to Policy TD1.4 (Parking in Developments) but also to the special character of those areas outlined in Policies TCG2 and TCG3. In these areas a lower standard for car parking on-site may be required, together with alternative measures that provide parking facilities in more suitable locations, and/or improvements to access by sustainable modes in line with Policy TCG1.2.

Policy CDH1.2 'Non Residential Development in Predominantly Residential Areas' states that non residential development will be permitted in Predominantly Residential Areas where it can be accommodated without detriment to the residential amenity of adjacent dwellings or the residential area as a whole. In particular account will be taken of: (i) noise, smell and nuisance; (ii) traffic generation and safety and accessibility by sustainable transport modes; (iii) parking; (iv) hours of operation; (v) proximity to dwellings; (vi) the scale of the proposal; and (vii) whether or not the character of the area will be changed

In the consideration of this application, weight must be placed on the existing use of the land being for surface level car parking for the existing office building at Kingsgate House. Therefore, it follows that the use of the site for car parking is established, and that the main consideration should be the potential impact in the increased numbers of parking spaces and resulting vehicle movements, and the physical impacts from the proposed structure itself on both residential and visual amenity. These matters will now be explored in more detail below.

Highway Considerations

The application has been accompanied by a Transport Assessment completed by CBO Transport. The submitted Transport Assessment and accompanying plans have been fully assessed by the Council's Highways engineers and their full comments can be seen in the Consultations section above.

The Transport Assessment outlines that the existing building at Kingsgate House has a gross floor area of 8,390m² and there are currently 150 parking spaces at the site, including 13 disabled spaces. The NHS run an out-patients clinic from the building with the gross internal area of the floorspace leased by the NHS being 2,576m². The NHS are allocated 73 parking spaces for patients and staff including all 13 disabled parking spaces in the car park. This parking provision was defined at the time planning permission for the D1 use was granted and is a condition of that planning approval.

The vast majority of the rest of the building (5,814m² gross) has a B1 office permission and is occupied by a number of businesses. 26% of the office space is currently unoccupied. The office uses have access to 77 parking spaces, which is a parking ratio of 1:76 and less than half the SMBC standard level. As the disabled parking on the site is all for the NHS use, there is no disabled parking for the office users. In Pre Covid 19 times, the parking at the site was always full during the working day, and despite the level of parking provided for NHS patients, they regularly cannot find parking on site which for many causes significant distress. A large proportion of office workers park off site.

There is no proposal within the scheme to change the use or size of existing buildings associated with the car park. It is acknowledged that the Transport Assessment comments that parking demand for the NHS element exceeds demand, with visitors experiencing difficulty parking close to the site. Reference is also made to existing problems with on street parking in the area, which has been resulting in a detrimental impact on the amenity of the residents living close by and other local businesses.

The plans submitted propose an additional 134 spaces. The proposed car park is intended to provide additional employee and visitor parking to both the existing office and NHS elements and provide mobility impaired parking for the office element. Even with the proposed increase in car parking spaces, the site would still be below the Council's adopted maximum parking requirements for a building of this size at 1 space per 30 sqm of floorspace. Therefore, it remains important for the site to utilise and promote sustainable methods of travel including the close proximity of existing and proposed public transport, walking and cycling provisions making the site accessible using non-motorised and public transport.

The Transport Assessment reassigns traffic to the site, rather than traffic being generated by the development. Given that there is no increased floorspace to be provided, Highway officers have confirmed that it is difficult to argue against this assertion. The traffic generated at the site will be limited by the car park capacity and the number of vehicle movements around the site will be reduced from people driving around locally to find an on street parking space.

The junction modelling provided within the Transport Assessment does indicate that there would be increased traffic at the AM and PM peaks, turning into/out of Parsonage Street from the A6. However, the resulting impact on the operation of the junction would be acceptable with the junction operating well within capacity.

The NPPF indicates that Local Planning Authorities in reaching decisions should take account of the following sustainable transport considerations:-

The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.

Even though the scheme does increase the level of car parking at the site, it would continue to promote, maintain and improve on the existing sustainable transport measures through the increase in secure and enclosed cycle parking, and the provision of charging equipment for a minimum of 17 cars, along with ducting to all other new car parking spaces to enable the installation of further EVC points in the future. With these associated measures to support sustainable

transport, Highways have confirmed that there would be no reason to oppose the application on highway safety or operational grounds.

Conditions have been recommended in relation to supporting future electric vehicle provision, cyclists and disabled users, and to minimise impact of the construction process on local residents and businesses by the preparation of a Construction Method Statement.

In summary, the Highway Engineer has raised no significant concerns regarding the impact of the proposal on traffic generation, traffic impact or operational safety concerns, in accordance with Core Strategy DPD policies T-1 and T-3. It is considered that the benefits of the development at the site outweigh the concerns raised by local residents in relation to facilitating increased car use, and it is considered that the scheme broadly accords with the requirement to promote sustainable transportation as stated in the NPPF.

Design and Amenity Considerations

Policy SIE-1 as well as the overarching aims of the Core Strategy DPD seek to ensure that the design of new development is high quality and appropriate for the context of a particular location and the provision, maintenance and enhancement (where suitable) of satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents. In addition, SIE-3 seeks to ensure that the historic environment is protected.

In respect of the scale, mass, car parking numbers and design of the car park, the proposals have been significantly amended to address the concerns raised by a local resident and Planning Officers to reduce the overall impact of the proposed structure on the adjacent properties.

As outlined above, the size of the proposed structure has been reduced in size and height, with greater distances now being proposed between the structure and existing properties. There is now an increased distance between the proposed car park and the existing dwellings on Stanbridge Court of 21.5 metres and an increased distance between main elevation of proposed car park and the existing dwellings on Parsonage Street of 15.9 metres. There has also been a decrease in the overall height of the proposed car park by approximately 1.5 metres and the number of parking spaces has been reduced from 166 down to 134.

The application is accompanied by a Daylight and Sunlight Amenity Impact Assessment Report completed by Gray Scanlan Hill. The report uses the provisions set out in the Building Research Establishment ("BRE") design guidance Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice, which is recognised as the industry standard, technically robust, methodology for appraising daylight and sunlight amenity impact in the built environment.

The BRE Guidance primarily seeks to promote the daylight and sunlight impact assessment of neighbouring buildings of residential use; it highlights the consideration of daylight and sunlight to living rooms and daylight to bedrooms and family kitchens. This Report documents the measured impact that the Proposed Development will have on the daylight and sunlight amenity of the Site facing habitable rooms of the following neighbouring buildings of known residential use:

- 1-8 Stanbridge Court, Parsonage Street;

- 65 & 65A Parsonage Street; and
- No.s 75 – 83 Parsonage Street (odd only).

In terms of Daylight Amenity Impact, the report concludes that the Proposed Development would have a non-significant impact on the daylight amenity of 1-8 Stanbridge Court and 65 & 65A Parsonage Street. Despite some measured reductions in Baseline VSC levels, all windows appraised serving Site facing habitable rooms would continue to achieve the BRE's 27% VSC target.

15 of 16 rooms within 1-8 Stanbridge Court and all rooms within 65 & 65A Parsonage Street would also pass the BRE's No Skyline ("NSL") test, meaning that any reduction in the distribution of daylight / sky visibility within each room would not be noticeable to the rooms' occupants.

The single room within 1-8 Stanbridge Court that does not pass the BRE test for NSL will continue to receive direct daylight to 78% of its area. On the basis that it is also served by a window achieving a VSC of 32%, this room will remain adequately daylighted in the Proposed Condition.

The majority of windows serving habitable rooms in No.s 75-83 Parsonage Street (11 of 13 appraised; 85%) would continue to achieve the BRE's 27% VSC target, or experience a reduction in VSC of less than the 20% reduction that is accepted by the BRE on the basis that it would not be noticeable to the room occupants.

The remaining 2 windows (15%), serving rooms within 75 and 77 Parsonage Street, would experience a reduction in VSC that could be noticed by the room occupant. However, although the 2 windows will not achieve the BRE's aspirational VSC target, the rooms that they serve will still be adequately daylighted, for the following reasons:

- A VSC of at least 23% means that the windows still receive access to half of the sky dome that is realistically available to a window located in a vertical plane.
- The VSCs in the Proposed Condition are 0.7x of Baseline Values (against a BRE target of 0.8x), and in this regard amount to a low magnitude of change.
- The windows of the neighbouring building are tall allowing direct skylight to penetrate deep in to the room that the window serves. This is evidenced by the results of the NSL test, which is passed / satisfied across the board.
- That skylight penetrates deep into each room means that the natural illuminance of each room is promoted by the reflective coefficients of the internal fabric and finishes.

The report concludes that in the author's professional opinion, the impact that the Proposed Development will have on the daylight amenity of these neighbouring buildings is considered appropriate and non-significant.

In terms of Sunlight Amenity Impact, the report concludes that the sunlight amenity of 35 rooms has been appraised. All rooms (100%) would continue to achieve the BRE's 5% Winter and 25% Annual APSH targets in the Proposed Condition. The impact of the Proposed Development on the sunlight amenity of the identified neighbouring receptors is therefore non-significant and acceptable.

Finally, in relation to the impact of Sunlight to Open Spaces, it is the authors opinion that there are no neighbouring external amenity spaces in the vicinity of the Site that would justify the BRE's "Time in Sun" assessment.

In terms of design, the scheme now incorporates enhanced design features to improve the appearance of the site. This is through the use of vertical fins to the elevation facing Parsonage Street to obscure the views from the car park decks to the residential properties opposite, the introduction of green 'living walls' to the proposed stair towers on the front and rear elevations, and the introduction of 18 new trees and further soft landscaping both on and off site. These design changes and substantial planting will minimise the visual impact of the proposed development, and the reductions in the sizes and heights of the proposed structure are now considered to present an acceptable relationship between the properties and the development. Distances range from a minimum of 15.9 metres to over 21 metres separation, and it is considered that this together with the reduction in height of the car park ensures that residential amenity is adequately considered and protected.

The proposed lighting scheme has also been amended in order to protect the amenity of surrounding residential properties, through a decrease in the number of light fittings. In the event that consent was to be granted, this would be controlled by condition.

Finally, the application has been accompanied by a Heritage Impact Assessment due to the location of the proposed development close to the Grade 2 listed building at 52 Wellington Road North. This is the only designated heritage asset to be affected by the development proposals. The Heritage Impact Assessment concludes that this building stands as a symbol of the prosperity of Stockport in Victorian and Edwardian times, when its unknown owner chose to mark the street corner with a gem of architectural detailing, the quality of which has stood the test of time. Its heritage importance rests in its architectural quality, but it is islanded in mediocre development from decades both before and after it was constructed, and now finds itself in a much degraded setting.

The proposals have been designed to complement the architecture of Kingsgate House and present a unified scheme that will cause no more harm to the listed building and other heritage neighbours than the seven-storey building itself. There is a good separation between the listed building and the proposed structure, which means that the proposals will not have a negative impact on the listed building, its significance or its setting. The incorporation of the stepped design closest to the listed building, along with significant planting and the green living wall, enable the car park to sit comfortably with the context of the site, and further minimises any effect on the listed building.

In view of the above, it is considered that the siting, layout and scale of the proposed development could be successfully accommodated on the site without causing 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 and without causing harm to the character, significance or setting of the nearby listed building. As such, the proposal is considered to comply with Core Strategy DPD policies SIE-1 and SIE-3

Impact on Solar Panels

Following a site visit to the application site, it was noted that the properties at 1-8 Stanbridge Court have existing solar panels on the roof facing the proposed development. On this basis, the Planning Officer requested an assessment of the impact of the proposed development on the solar panels on the roof of the neighbouring building to the north of the site. In response to this request, a

further assessment was submitted by the applicant completed by Gray Scanlan Hill.

It is concluded within this report, that through computerised technical analysis, the solar radiation received annually by the Stanbridge Court solar panels in the Baseline and Proposed Conditions has been measured. This exercise comprises the construction of a 3D computer model of the Site and its surrounding in the existing and proposed conditions. Section 4 of the BRE Guidance 209 – Site Layout Planning for Daylight and Sunlight includes guidance regarding active solar thermal panels and photovoltaics. Whilst the BRE Guidance does not provide a methodology or guidance on how the impact assessment of new development on neighbouring solar panels should be performed and evaluated, it does include the following graph/figure, which shows “the year round solar radiation reaching an unobstructed collector on a roof pitched at 45° to the horizontal and facing different directions”.

This figure shows that for a solar panel facing directly south, (i.e. 180° from north), the yearly unobstructed radiation received by it is circa. 1100-1200 kWh/m². The solar panels mounted on the top of numbers 1-8 Stanbridge Court are oriented at approximately 190° from north. On that basis, and in accordance with the BRE table above, these panels should be capable of receiving approximately 1150 kWh/m² in total over the duration of a year if unobstructed.

In the absence of detailed information of the dimensions and positioning of the solar panels, the technical analysis measures the solar radiation to the entire area of pitched roof, expressed in kWh/m². The technical analysis identifies that the Stanbridge Court pitched roof area receives between 1150- 1200 kWh/m² per year in the Baseline Condition, with an average of 1175 kWh/m². In the Proposed Condition, the average solar radiation received is measured as 1153 kWh/m² per year. This equates to a reduction of 2% from the measured Baseline value.

On this basis, notwithstanding a small reduction in the average solar radiation received by the Stanbridge Court roof, the residual solar radiation remains more than the reasonably expected, given its orientation, and on that basis the construction of the Proposed Development should have no material adverse impact on the performance of the neighbouring solar panels.

Landscaping and Trees

The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

It is noted that there are no existing trees on the site currently, with only small areas of grass present. The proposed development would include the planting of 11 new trees within the site around the site boundaries on Parsonage Street and Wyatt Street, but also 7 new trees just outside the site in the adjoining Heaton Norris park, along the eastern boundary. This will generate both improvements to the visual appearance of the site in terms of greening and softening the site, but also act as screening of the proposed structure to the adjacent residential properties. There are also further areas of soft landscaping proposed around the site edges, along with the provision of green ‘living walls’ to both of the stair towers on the front and rear elevations of the structure.

The Arboricultural Officer notes that the proposal would not have a negative impact on existing trees on the site and it would not have an impact on the trees within neighbouring sites / properties. Therefore, the proposed development is considered to be acceptable with the submission of a fully detailed landscaping scheme secured via an appropriately worded condition. The condition would include the requirement for the submission, approval and implementation of a tree planting and landscaping scheme.

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

Land Contamination

A Preliminary Land Contamination Risk Assessment (Phase 1) has been submitted in support of the application. The detailed comments received to the application from the Council Environment Team are contained within the consultee responses section above.

The Environment Team notes that the Phase 1 Report submitted in support of the application states that the site is low risk for contamination and given the end use as a car park, the recommendation within the report to keep a watching brief rather than undertake a site investigation is considered to be acceptable in this case. As such, it is recommended that an appropriately worded informative is included for this watching brief to be undertaken.

Subject to compliance with such an informative, it is considered that the proposed development would not be at risk from land contamination or landfill gas migration, in accordance with Core Strategy DPD policies CS8 and SIE-3.

Flood Risk and Drainage

The detailed comments received to the application from the Council Drainage Engineer/Lead Local Flood Authority are contained within the Consultee Responses section above.

In raising no objections to the proposal, the Drainage Engineer/Lead Local Flood Authority acknowledge that appropriate drainage of the development could be secured by conditional control. This would require foul and surface water to be drained on separate systems; the submission, approval and implementation of an appropriate surface water drainage system; and management and maintenance of such a drainage system at all times thereafter.

Subject to compliance with such conditions, it is considered that the proposed development could be drained in a sustainable and appropriate manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

Energy Efficiency

Although the proposed development type does not trigger the Council's carbon reduction targets, as defined by Core Strategy DPD policy SD-3, an Energy Statement has been submitted in support of the application.

The submitted energy statement is considered to be in compliance with energy policies in the Core Strategy for the following reasons. The 12 proposed covered cycle parking spaces offer low carbon travel options and are welcomed. The energy statement acknowledges that future potential electric vehicle charging opportunities would benefit from solar PV and battery storage on site. Electric vehicles are critical in terms of offering opportunities for essential car users to choose and operate vehicles that reduce traffic emissions. The site has been designed flexibly to incorporate charging spaces in the future, as the UK moves to an electrified vehicle approach by 2030 and to ensure the site doesn't require expensive retrofit to adapt to low carbon vehicles as demand rises. This is through the provision of ducting to all new car parking spaces to allow for additional EV charging points to be installed in the future.

On this basis, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3.

Hazardous Installation

There are high voltage transmission underground cables and high pressure gas pipeline (Partington/Stockport) close to the application site. Therefore, the Health and Safety Executive (HSE), National Grid and Cadent Gas have been consulted on the application.

National Grid, Cadent Gas and the HSE have confirmed that they have no objections or do not Advise Against the application being granted. On this basis, the proposal is not considered to represent an unacceptable risk to people or the environment. The proposed use of the site for car parking is not incompatible from a safety point of view with the gas pipeline and the proposal is therefore in accordance with CS policy SIE-4.

SUMMARY

In conclusion, the proposed multi-storey car park is considered acceptable on this existing surface parking site to serve an existing office development. It is considered that the siting, layout and scale of the proposed development could be successfully accommodated on the site without causing 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 and without causing harm to the character, significance or setting of the nearby listed building. Subject to conditional control, the design and siting of the proposed development is considered acceptable, in accordance with Core Strategy DPD policies CS8, SIE-1 and SIE-3.

No major concerns are raised from the Highway Engineer regarding traffic generation, traffic impact or operational safety concerns, in accordance with Core Strategy DPD policies T-1 and T-3.

The concern raised by the local resident regarding the principle of providing additional parking at the site, contrary to encouraging more sustainable transport methods is noted. However, it is considered that the benefits of development at the site and the implementation of additional disabled parking, cycle parking and electric vehicle charging points, which can be achieved by conditional control, outweigh the concerns in this particular case.

RECOMMENDATION

GRANT

Should Members agree the recommendation, the application should be referred to the Planning and Highways Regulation Committee for determination as a development in excess of 5,000 sqm of floorspace.