

ITEM 3

Application Reference	DC/079812
Location:	Wyberslegh Hall Farm 25 Wybersley Road High Lane Stockport SK6 8HB
PROPOSAL:	Partial demolition, redevelopment and change of use of existing buildings to form four residential units with curtilage, including the provision of car parking and garaging, additional access and associated landscaping (Full Planning Application)
Type Of Application:	Full Application
Registration Date:	24/02/2021
Expiry Date:	21/04/2021
Case Officer:	Mark Burgess
Applicant:	J & C Wybersley Ltd
Agent:	Eden Planning

DELEGATION/COMMITTEE STATUS

Committee Item. Should Marple Area Committee be minded to agree the Officer recommendation to grant, the application shall be referred to the Planning and Highway Regulation Committee for determination as a Departure from the Development Plan.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the partial demolition, redevelopment and change of use of the existing carriagehouse building at Wybersley Hall Farm, Wybersley Road, High Lane to form 4 no. residential dwellinghouses.

The proposed demolition would include the removal of non-original attached structures to the North Western and North Eastern elevations and single storey and two storey extensions are proposed to the North Western elevation of accommodate the proposed residential use, along with external alterations to the existing building. The proposed residential development would comprise 3 no. three bedroomed dwellinghouses (Units 1, 2 and 3) and 1 no. four bedroomed dwellinghouse (Unit 4).

The existing vehicular access from Wybersley Road to the North East would be improved and altered to serve the proposed development and would include a new access to serve an existing paddock/equestrian use. A hard surfaced parking and turning area would be formed to the North West of the building, along with a single storey block of car ports. Garden areas/curtilages to serve the proposed dwellinghouses would be provided to the North West of the building.

The application is accompanied by the following supporting documents :-

- Planning Statement.
- Design and Access Statement.
- Heritage Statement and Impact Assessment.
- Transport Statement.
- Ecology Reports.
- Great Crested Newt Survey Report.
- Supplementary Report for Bat Activity.
- Preliminary Tree Survey Schedule.
- Land Contamination Report.
- Drainage Strategy.
- Energy Statement.

An associated Listed Building Consent application (Reference : DC079813) has been submitted alongside the Full Planning application.

The scheme has been amended since its original submission in order to address comments raised by the Council Highway Engineer and Conservation Officer.

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

SITE AND SURROUNDINGS

The 0.218 hectare application site is located on the Western side of Wybersley Road in High Lane and comprises a part two storey, part single storey carriagehouse building which forms part of the wider Grade II Listed Wybersley Hall complex. Vehicular access to the site is taken from Wybersley Road to the North East.

The site is adjoined to the North West by an agricultural building, together with various buildings containing loose boxes, storage, stables and a manege, which are used as part of the agricultural and equestrian functions at Wybersley Hall Farm. To the North East of the site is Wybersley Road, with open fields and 'The Dower House' beyond. Adjoining the site to the South East is Wybersley Hall and Wybersley Hall Farm. Open fields/agricultural land adjoin the site to the South West.

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 1^{7th} March 2011.

The site is allocated within the Green Belt and a Landscape Character Area (Hazel Grove-High Lane), as defined on the UDP Proposals Map. The building is a Grade II Listed Building. The following policies are therefore relevant in consideration of the proposal :-

Saved UDP policies

- LCR1.1 : LANDSCAPE CHARACTER AREAS
- LCR1.1A : THE URBAN FRINGE INCLUDING THE RIVER VALLEYS
- EP1.7 : DEVELOPMENT AND FLOOD RISK
- GBA1.1 : EXTENT OF GREEN BELT
- GBA1.2 : CONTROL OF DEVELOPMENT IN THE GREEN BELT
- GBA1.5 : RESIDENTIAL DEVELOPMENT IN GREEN BELT
- L1.1 : LAND FOR ACTIVE RECREATION
- L1.2 : CHILDRENS PLAY
- TD2.2 : QUIET LANES
- MW1.5 : CONTROL OF WASTE FROM DEVELOPMENT

Core Strategy DPD policies

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-3 : DELIVERING THE ENERGY OPPORTUNITIES PLAN : NEW DEVELOPMENT
- SD-6 : ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS2 : HOUSING PROVISION
- CS3 : MIX OF HOUSING
- CS4 : DISTRIBUTION OF HOUSING
- H-1 : DESIGN OF RESIDENTIAL DEVELOPMENT
- H-2 : HOUSING PHASING
- H-3 : AFFORDABLE HOUSING
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-2 : PROVISION OF RECREATION AND AMENITY OPEN SPACE IN NEW DEVELOPMENTS
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- 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 SPD
- SUSTAINABLE TRANSPORT SPD

National Planning Policy Framework (NPPF)

The NPPF, initially published in March 2012 and subsequently revised and published in July 2021 by the Ministry of Housing, Communities and Local Government, sets out the Government's planning policies for England and how these are expected to be applied.

In respect of decision-taking, the revised NPPF constitutes a 'material consideration'.

Paragraph 1 states *'The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied'*.

Paragraph 2 states *'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise'*.

Paragraph 7 states *'The purpose of the planning system is to contribute to the achievement of sustainable development'*.

Paragraph 8 states *'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'*

Paragraph 11 states *'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'.

Paragraph 12 states *'.....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’.

Paragraph 38 states ‘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’.

Paragraph 47 states ‘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’.

Paragraph 219 states ‘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

- DC081009 : Erection of 4 no. horse stables (Re-Submission of planning application DC078791) : Withdrawn – 06/07/2021.
- DC078791 : Erection of 4 no. horse stables : Withdrawn – 08/02/2021.
- DC054616 : Change of use of existing field into a manege : Granted – 11/06/2014.
- DC048883 : Renovation and change of use of existing Carriage House to agricultural and equine feed and supplies business (retail); renovation of Shippon to accommodate horses in connection with equine breeding; demolition of existing barn and outbuildings and replacement with a multi-use agricultural shed and sheep pens (Full Planning Application) : Granted – 03/10/2012.
- DC048749 : Renovation and change of use of the existing Carriage House to an agricultural and equine feed and supplies business (retail); renovation of Shippon to accommodate horses in association with equine breeding; demolition of existing barn and outbuildings and replacement with a multi-use agricultural shed and sheep pens (Listed Building Consent Application) : Granted – 03/10/2012.
- DC041229 : Erection of multi use agricultural shed and sheep pens : Withdrawn – 31/03/2009.

NEIGHBOUR'S VIEWS

The owners/occupiers of surrounding properties were notified in writing of the application and the application was advertised by way of display of notice on site and in the press.

No letters of representation have been received to the application.

CONSULTEE RESPONSES

Conservation Officer

The buildings at Wybersley Hall Farm are listed Grade II (including Wybersley Hall, Farm, Coachhouse and Barns) and the Dower House is locally listed. The C18th carriagehouse/stables is listed in its own right – the list entry is available here :

<http://interactive.stockport.gov.uk/shed/Search/ViewDetails/273%20StatutoryListed>

It is evident that the condition of the outbuilding, as well other structures within the farm group, is very poor and at risk of falling into further decay. It is acknowledged that substantial investment will be required to carry out repairs in order to secure its future preservation. Large areas of the structure are unsafe and the building is only currently capable of partial use. Conversion to a new use provides a mechanism to achieve long term preservation but requires careful design to ensure that its heritage significance and special historic/architectural interest is retained. For NPPF and Core Strategy planning policy purposes, residential conversion potentially represents an optimum viable use that is consistent with the conservation of the heritage asset. The degree of harm involved in the proposed alterations/extensions/demolition would be outweighed by the heritage benefits of its sympathetic repair and re-use. The proposed scheme also provides an opportunity to enhance the setting of the adjacent heritage assets, including the Hall, Farmhouse and Dower House.

The current application has been the subject of pre-application advice and the preparation of the current proposals has been carefully considered, reflected in the comprehensive documentation submitted in support of the scheme.

Given the poor structural condition of the outbuilding it will be essential that the methodology for structural interventions is prepared and overseen by appropriately qualified professionals with experience of conservation repair, with historic fabric retained in situ and/or re-used unless it is incapable of repair. It is recommended that this is secured by way of planning condition.

The amended elevation includes a revision to the shape of the inserted circular window and this is acceptable in principle, although I would question the potential use of blue bricks to form the opening. Red bricks to match the barn would be more appropriate and this requirement can be dealt with by way of planning condition.

Architectural details, selection of materials and finishes will all require detailed consideration and these should be agreed by way of planning condition. An associated scheme of building/archaeological recording will be required once safe access is available. The landscape design will be important element of the proposals, critical to ensuring the carriagehouse/stables appear as part of a wider farmstead group, and this will limit the opportunities to provide dedicated private

amenity space within the curtilage of the new units. A covered parking area is proposed at the rear of the building and this will have no harmful impact upon its setting.

Recommend approval subject to conditions.

Greater Manchester Archaeological Advisory Service

The application is supported by a heritage statement and impact assessment (Dickinson Waugh Conservation, Feb 2021), which provides a detailed account of the historic barn (Grade II Listed) and an appreciation of its significance and association with Wybersley Hall. The basic plan indicating general phasing of the various constituent parts of the barn is useful, particularly when viewed along with the photographs and descriptive account of the structure in the Building Survey Report and Repair Statement (Kevin Neary, Oct 2019, revisited Jan 2021), also submitted along with the application.

The supporting documents do not, however, provide accurate measured plans of the barn in its current condition, and the 20th century extensions to the building may well be concealing important historic fabric, recording of which could develop the understanding of the building's development.

GMAAS advise that a scheme of historic building recording is required prior to any demolition or alteration of the building, undertaken to Historic England Level 2. The building recording would provide a point-in-time record of the structural layout of the building and enable the creation of a detailed plan to understand the relative phasing and dating of structural elements. A detailed photographic record of the building and any surviving historic fixtures, fittings and roof structure, prior to alteration, would compliment the historical research that has already been undertaken for the building. The building recording may result in the requirement of additional visits following the demolition of 20th century extensions and during any interior soft-stripping works within the 18th and 19th century parts of the building, to enable the recording of any concealed historic fabric that may be revealed during development.

The scheme of archaeological works is justified by the National Planning Policy Framework (NPPF), paragraph 199, which states :-

“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”.

GMAAS recommends that this programme of archaeological works is secured through a planning condition worded as follows :-

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

1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:

- a) historic building recording at Historic England Level 2, including a detailed photographic record of the structure, fixtures, fittings and roof timbers prior to the demolition or alteration of any parts of the building
 - b) pending the results obtained from the above, additional visits during the demolition of 20th century extensions or internal soft-stripping works that may reveal concealed historic fabric
2. A programme for post-investigation assessment to include:
 - a) analysis of the site investigation records
 - b) production of a final report on the significance of the archaeological and historical interest represented.
 3. Deposition of the final report with the Greater Manchester Historic Environment Record.
 4. Dissemination of the results commensurate with their significance.
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of the significance of any heritage assets to be lost and to make this evidence publicly accessible.

GMAAS will monitor the implementation of the archaeological works on behalf of Stockport Metropolitan Borough Council.

Highway Engineer

Comments of 27/04/2021

This application seeks permission for the conversion of former barns at Wybersley Hall Farm to form 4 dwellings, together with the construction of a block of car ports, the formation of a parking area and gardens and the creation of a new access to serve an existing paddock. After examining the submitted drawings and information, including a Transport Statement, I would make the following comments:

Vehicle movements / highway impact

The Transport Statement (TS) submitted in support of the application outlines that, based on an analysis of the TRICS database, the development would be expected to generate 3 vehicle movements during the AM and PM peak periods and 27 vehicle movements each day. This, it concludes, should not have a material impact on the local highway network.

Wybersley Road is rural, single-track country lane and is defined in Policy TD2.2 of the UDP Review as a 'Quiet Lane'. This policy states that "*developments and highway improvements that have an impact upon rural roads, which would detract from their character and their value as "Quiet Lanes", will only be permitted where they can be justified on safety grounds. Any development that would result in a significant increase in traffic or conflict between different users of these lanes will not be permitted*". As such, the development needs to be reviewed having regard to this policy, as well as policies CS9, CS10, T-1, T-3 and SIE-1 of the Core Strategy DPD.

In respect to this, a traffic count carried out as part of the TS outlines that between the 14th and 20th of December 2020 an average of 660 vehicles were recorded per day on Wybersley Road, with up to 62 two-way vehicle movements per hour. As such, the vehicle movements generated by the development would equate to

approx. 4% of the daily figure. It should, however, be noted that as COVID restrictions were in force at the time of the survey would have resulted in fewer vehicle movements than usual, the number of vehicle movements generated by the development is likely to equate to a slightly smaller percentage in non-COVID times. As such, and noting that the development would be expected to generate just 3 vehicle movements at peak hour, I would conclude that providing measures can be put in place to ensure that the pedestrians can safely access the site and minimise the risk of pedestrian / vehicle conflict on Wybersley Road, the proposal would not be contrary to policy and a recommendation of refusal on the grounds of highway impact would be hard to justify.

Access

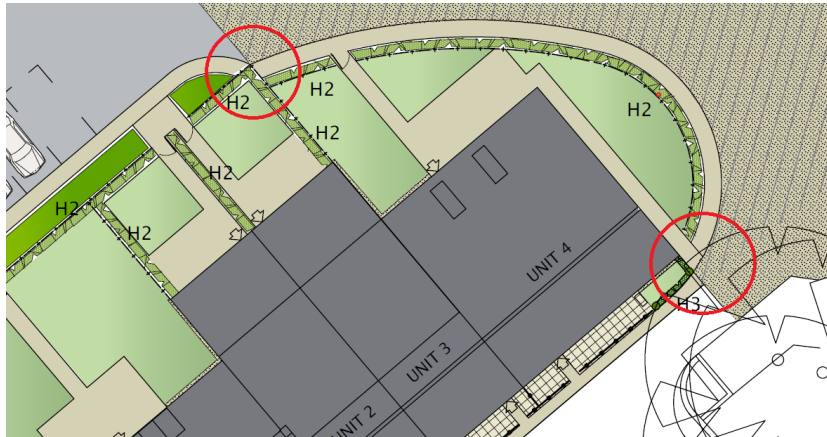
The development is proposed to be served via an existing access which serves the site. This, which would be improved as part of the scheme, would continue to serve Wybersley Hall and farm, as well as the proposed dwellings. In addition, a new access is proposed to be constructed to serve an existing paddock. The TS outlines that the proposed amended access will benefit from a level of visibility that accords with vehicle speeds. This would be achieved by building out the kerb line into the carriageway. Whilst I consider this acceptable, in principle, the TS does not include full details of the speed survey (including full results and details of exactly where the survey was carried out) and therefore it is not clear whether the speeds derived from the survey are correct. As such, I would ask that full details of the speed survey are requested to allow this to be checked.

In addition, whilst I note that the TS outlines that sufficient width will be retained to allow two-way working in the vicinity of the access, swept-path analysis has not been carried out to demonstrate that this would indeed be the case or that the geometry of the access would be suitable to allow vehicles to manoeuvre into and out of the site. I also note that a Stage 1 Road Safety Audit has not been carried out for the works to form the build-out (required for schemes that involve such highway works). Both are considered to be required to allow the scheme to be fully assessed and therefore I consider that there is a need for the application is deferred to allow these to be produced, submitted and reviewed.

With respect to the proposed access that would serve the existing paddock, although the TS outlines that this will also benefit from a level of visibility that accords with vehicle speeds, as with the main access, full details of the speed survey have not been submitted and noting that it appears that only a single speed survey has been carried out to determine vehicle speeds for both accesses, I would question whether the results from the speed survey are appropriate. As such, full details of the speed survey need to be submitted for review. In addition, vehicle swept-path tracking diagrams have not been submitted to demonstrate that vehicles would be able to negotiate the access and no details of the internal site layout have been submitted to show how the access will tie in with the internal site layout or that sufficient room will be available within the site for turning and manoeuvring. As such, I consider that there is also a need for the application to also be deferred to allow vehicle swept-path tracking diagrams and an internal site layout for the paddock to be produced, submitted and reviewed.

Regarding surfacing of the access, I note that a gravel surface is proposed. Such a surface is not suitable for some people with disabilities and can be problematic for prams / buggies, it can result in loose material being dragged onto the highway (which can be a hazard) and is generally not suitable for use where service vehicles will turn (as ruts can form). As such, I consider the surfacing material should be

reviewed. I also note that there are two locations in the site where footpaths do not tie up (as shown on the plan below). This issue also needs to be reviewed.



Finally, I note that gates are proposed to be constructed at both accesses. These, however, are shown to be set back approx. 4.2m from the carriageway and therefore would be set back an insufficient distance to allow even cars to pull off the carriageway before reaching the gates (5.5m is required to allow this to take place). If the accesses were to be used by larger vehicles, which would be the case (e.g. horse boxes, delivery vehicles), a greater set-back would be required. As such, I do not consider the proposed gates acceptable. With respect to the access to the paddock, whilst I accept that there may be a need for gates due to there being animals at the site, these need to be set back a sufficient distance to allow horse boxes or a vehicle towing a trailer to pull clear of the road before reaching the gates. With respect to the gates at the main access, noting the number of properties the access will serve and the servicing requirements of the site, it is considered that gates are not appropriate and therefore should be removed.

Servicing

The TS does not include any information on site servicing and, based on the submitted information and drawings, I would question whether the site would be able to be serviced in a safe and practical manner due to the proposed gates at the main site access and the site layout. As outlined above, it is considered that the proposed gates should be removed from the main site access. In addition, vehicle swept-path tracking diagrams are required to demonstrate that a range of service vehicles, including refuse vehicles, fire appliances and delivery vehicles would be able to turn into, with and out of the site.

Parking

An 8-bay car port with EV charging points and 4 secure cycle stores within it is proposed to be constructed for the proposed development, together with external car parking for an additional 6 vehicles. Whilst the proposed level of cycle parking will accord with the adopted standards, the level of general car parking (350% provision) will exceed the adopted standards and is significantly above expected demand (car ownership in the area is 212%). I also note that no parking for disabled persons is proposed to be provided, as required. I therefore consider the proposed level of parking needs to be reviewed and the overall number of spaces reduced slightly. I would suggest the number of external spaces is reduced to 3, with one being suitable for use by disabled persons, thus providing 2 visitor spaces and 1 space for disabled persons. A revised plan is therefore required to deal with this issue. Other matters of detail, such as details of the cycle stores, EV charging points and how the parking area will be surfaced, drained and lit can be dealt with by condition.

Accessibility

The site is located just beyond the edge of the High Lane settlement on a rural, single-track country lane. A detailed review of the site's accessibility concludes that:

- 1) The site lies approx. 800m from the nearest bus stop
- 2) The nearest bus stop is served by a single bus service (the 199)
- 3) The site lies approx. 2km from the nearest train station (Disley)
- 4) The site lies in excess of 1km from the nearest shops and approx. 3.5km from the nearest district shopping centre (Marple)
- 5) The site is not situated near any business parks, industrial estates or other employment areas
- 6) The site is situated on and, accessed via, a rural country lane which does not have footways or a full set of street lighting
- 7) There are no cycle facilities within the vicinity of the site and gradients in the vicinity of the site are conducive to walking / cycling
- 8) The site has low level of accessibility (Level 2) on the Greater Manchester Accessibility Levels (GMAL) model

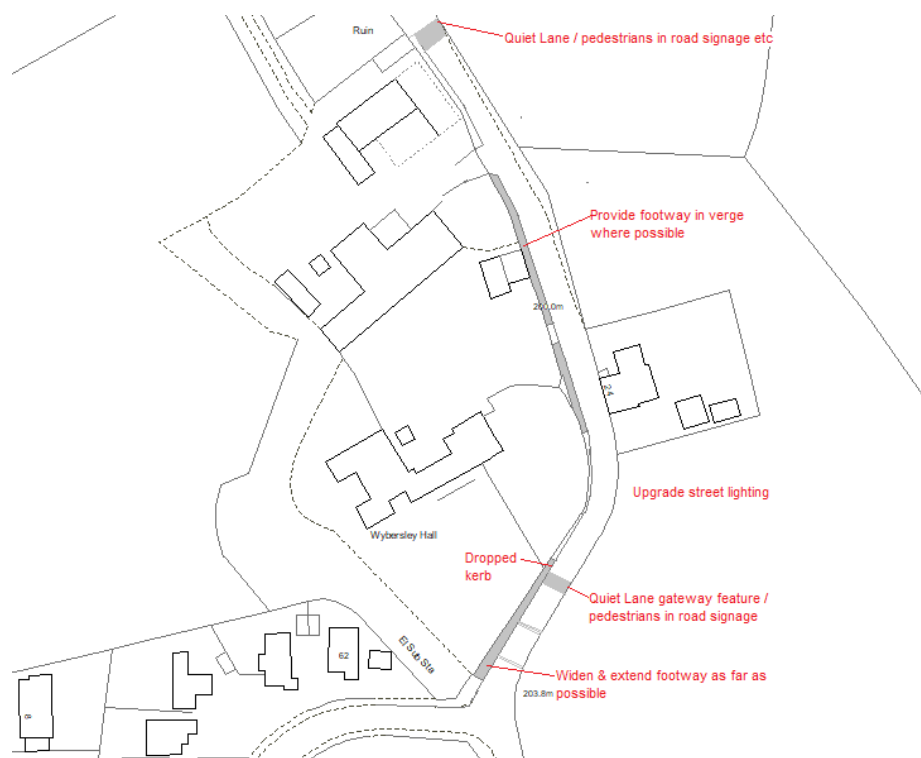
As such, based on this analysis I would conclude that the site has a low level of accessibility. This is reflected by fact that census data indicates that 85% of people travel to work by car and the higher than average level of car ownership in the area.

The TS also includes a review of the site's accessibility and notes that a number of facilities, including 2 primary schools, public houses, a library, a GP practice, a leisure facility and some shops are within 1.6km of the site and Marple, Disley and small parts of Hazel Grove and New Mills are within a 5km cycle distance of the site. It therefore argues that there is opportunity for residents to undertake trips by foot, cycle and public transport. It does, however, acknowledge, that the distance between the site and many of these facilities is greater than the average walking trip (1.36km).

Even if it was accepted that the travel distances and frequency of bus and train services in the area would not deter or prevent occupiers of the dwellings from travelling by sustainable modes of transport for a reasonable proportion of trips, pedestrians would be required to walk in the carriageway on Wybersley Road for approx. 100m when walking to / from the site (due to the lack of footways). This, the TS accepts, is *"not ideal"*. At night, this would be along a section of road that is not fully lit (there are just 2 lighting columns between Thornway and the site entrance). Although the TS outlines that such a walk would only take approx. 1 minute, there is a cobbled area half way along which pedestrians could use and the road is not heavily trafficked, I do not accept the argument that *"on balance the development proposals do not represent an unacceptable risk to pedestrian safety"*. With vehicles speeds at nearly 30mph, it cannot be argued that speeds are at a level suitable for shared use, and based on my knowledge of the road and the volume of traffic witnessed during a site visit at the end of April 2021 as COVID restrictions were beginning to lift, I would argue that vehicle movements are such that there would be a high chance of pedestrian and vehicle conflict. In addition, the cobbled area referred to is narrow, not level and would require pedestrians to cross on a bend and I note that the TS has given no consideration to the sub-standard level of visibility (which would affect a driver's ability to see pedestrians) or poor level of illumination at night. Without the ability to safely access the site by foot, it is unlikely that many people (notably children or other vulnerable people) would be travel by foot (either for their full journey or as part of their journey to / from public transport). Without the

ability to safely access the site by foot the development would be contrary to policies CS9 'Transport and Development', T-1 'Transport and Development', SIE-1 'Quality Places', and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD 2011. As such, and noting recent appeal decisions that have considered a similar issue, including DC/075288, I would be unable to support the application in its present form.

I therefore consider that the site's accessibility and pedestrian access needs to be reviewed in further detail and the applicant needs to investigate ways of addressing the issues of pedestrian access. With respect to overall accessibility, noting that evidence suggests that the majority of trips in the area are carried out by car, suggesting the applicant's argument that there is an opportunity for residents to undertake trips by foot, cycle and public transport is not correct, I consider that there is a need for the applicant to provide further information to demonstrate that the proposal will comply with policies on accessibility. With respect to pedestrian access to the site, it is considered that the applicant needs to develop a scheme that would enable pedestrians to access the site in a safe and practical manner. Whilst, it is unlikely to be possible to provide a continuous footway from the existing footway network (which terminates close to the junction of Thornway with Wybersley Road) due to land ownership and other constraints, it appears that it would be possible to provide a footway on the existing highway verge for much of the route and provide additional street lighting. In addition, traffic calming and other measures could be introduced to reduce vehicle speeds and make drivers aware of pedestrians being in the carriageway to minimise the risk of pedestrian / vehicle conflict and maximise pedestrian safety for the sections where it would not be possible to provide a footway. The plan below provides an indication of such a scheme that could be developed. As such, I would recommend that the applicant commissions such a scheme to be developed and submits it for review. As with the works relating to the proposed build-out, a Stage 1 Road Safety Audit will need to be carried out / produced for the works and submitted alongside the scheme drawings.



Conclusion

Whilst aspects of the proposed development are considered acceptable from a highways / transport perspective, others are not. It may be possible to address the issues raised through the production / submission of additional information and revised drawings and therefore I recommend that the application is deferred to provide the applicant with the opportunity of reviewing the scheme and submitting additional information with the aim of addressing the issues raised above.

- Recommendation: Defer

Further comments of 13/07/2021, following submission of amended and additional information

I write with reference to the additional information (listed below) submitted by Ben Jackson of Ashley Helme Associates (on the 17th May and 8th July) in response to my consultation response of the 27th April 2021.

- 1732/03 Rev A Proposed access arrangement
- 1732/SP/01 Rev - Swept path tracking: Main Access
- 1732/SP/02 Rev - Swept path tracking: Paddock Access
- 1732/SP/05 Rev - Swept path tracking: Main Access
- 1732/SP/06Rev - Swept path tracking: Wybersley Road
- ATC results spreadsheet
- Photo of ATC
- E-mail dated 17th May containing additional information
- E-mail dated 8th July containing additional information

After reviewing this information, I would make the following comments:

- 1) The additional information confirms that the speed survey was carried out midway between the site's main access and the proposed paddock access. As such, I would conclude that the vehicle speeds recorded by the survey are applicable for the splay to the north of the main access and the splay to the south of the access. Ideally, the speed of vehicles should also be recorded on the northbound approach to the main access and the southbound approach to the paddock access. Due to the geometry of the road, however, I would envisage that northbound vehicles approaching the main access would be unlikely to be travelling at a materially greater speed than where the speed survey was carried out. As such, I would consider the northbound speeds recorded by the speed survey could be used to determine the level of visibility at the main access. I do, however, consider that southbound vehicles approaching the paddock access may be travelling slightly quicker than they do where the survey was carried out (possibly approx. 5mph greater, or 33mph). This would mean that a visibility splay of 48m would need to be provided to the north of the access. Examination on site concludes that it would be possible to provide such a splay (by trimming / cutting back the existing hedge) and, as such, I would conclude that this could be dealt with by condition.
- 2) The vehicle swept-path tracking diagrams that have been submitted demonstrate that 7.5T box vans and fire appliances would be able to turn into and out of the site and turn within the site's parking area. The tracking, however, does show that refuse vehicles would not be able to turn into or out of the site unless the main site access was widened. Due to the size of the development, the fact that it would be served by a private access drive and noting that it would be possible for occupiers of the development to put bins out on Wybersley Road on bin day, I would conclude that there would be no

need for refuse vehicles to enter the site. As such, noting that other types of service vehicles would be able to enter the site and as, I understand, it would be undesirable to widen / amend the access for historic reasons, I would consider the proposal acceptable in this respect. As previously outlined, however, I would not support the erection / retention of any gates at the access as this would impair access by service vehicles and servicing from the highway or vehicles waiting on the highway to open / close gates would have highway safety implications.

- 3) Vehicle swept-path tracking diagrams have also been submitted which demonstrate that vehicles would be able to pass each other in the vicinity of the site access following the proposed amendments being made to the kerb line.
- 4) Vehicle swept-path tracking diagrams have also been submitted which show that 7.5T box vans, such as horse boxes, would be able to turn in and out of the proposed paddock access.
- 5) The revised site layout plan shows gates being erected at the paddock access at a distance of 5.5m from the carriageway. This would be sufficient to allow cars and vans to pull off the carriageway before reaching the gates but not horse boxes. As such, I would recommend that any condition granted is subject to a condition which limits the use of the access to cars / vans (or requires the gates to be set back 10m).
- 6) In order to ensure pedestrians can safely access the site and improve the site's accessibility, the applicant has submitted a scheme to provide a footway along parts of Wybersley Road (to the south of the main site access), remove vegetation on an existing section of footway and provide "Quiet Lane" signage and gateway features to inform road users of pedestrians in the road (noting that a continuous footway cannot be provided). This scheme is along the lines that I recommended and, subject to further development (including reviewing street lighting) and no issues being raised in a Road Safety Audit which is required for such a scheme, I would consider it generally acceptable. It should be noted that to enable Quiet Lane signage and features to be provided, a public / stakeholder consultation exercise will be required (in accordance with The Quiet Lanes and Home Zones (England) Regulations 2006); the cost of which will need to be met by the applicant. As such, any approval granted will need to be subject to a Section 106 Agreement requiring the applicant to pay a financial contribution of £3000 (plus RPI indexation) to the Highway Authority to cover the cost of this.
- 7) As previously outlined, as the scheme involves works in the public highway (namely, formation of build-outs adjacent to the site access, as well as the pedestrian access improvements), a Stage 1 Road Safety Audit needs to be carried out and submitted in support of the planning application. An audit has not yet been carried out and, as such, an audit, together with a designer's response, needs to be produced and submitted before I can confirm acceptability of the proposed highway works and provide final comments on the application.
- 8) In my previous comments I outlined that, based on a detailed assessment of the site's accessibility, the site was considered to have a low level of accessibility, highlighted by the fact that census data indicates that 85% of people in the area travel to work by car and the higher than average level of car ownership in the area. Whilst the proposals to improve pedestrian access to the site would go some way of improving the site's accessibility (notably from a pedestrian safety perspective), I would still question whether the site's location would mean that the majority of trips would be by the private car and, as such, the scheme would not comply with policies on accessibility. I previously outlined that I considered that further information was required to

demonstrate that the proposal will comply with policies on accessibility. Such information has not been submitted and is therefore still awaited.

- 9) It is noted that the internal layout indicated on drawing 1732/03 Rev A has been amended to address the issue previously raised in respect to the footpaths in the site not tying up in two locations. This revised layout is considered acceptable. The proposed site plan (drawing PL1-1), however, also needs to be revised to show this amendment.

To conclude, whilst the additional / revised information and drawings have addressed some of the issues, additional information and revised drawings are still required to address a number of remaining issues. As such, I recommend that the application is deferred for a further period of time and the applicant is requested to submit the following additional information:

- 1) A revised version of PL1-1 (to reflect the layout indicated on drawing 1732/03 Rev A)
- 2) A revised site edged red (adjusted to show all the paddock access)
- 3) A Stage 1 Road Safety Audit and Designer's Response for the highway works
- 4) Further information to demonstrate that the proposal will comply with policies on accessibility.

- Recommendation: Defer

Arboricultural Officer

- *Site Context*

The proposed development site is located within the rural land/gardens of the site predominantly on the existing informal grounds and wooded areas. The plot is comprised largely of woodlands, informal grounds and associated infrastructure.

- *Conservation Area Designations*

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

- *Legally Protected Trees*

There are legally protected trees within this site or affected by this development (UDC of Marple No.1 1950).

- *Recommendations*

The proposed development footprint is indicated at this time within the vicinity 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 not located in proximity of several trees or the woodlands adjacent to the site.

A full tree survey has been supplied 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, due to the lack of impact and information supplied its acceptable and only requires the need to further consider tree planting throughout the site to increase the amenity levels of the site with replanting of semi- mature trees or fruit trees.

A detailed landscaping scheme has been submitted but needs further consideration as part of any approval conditions, which clearly shows enhancements of the site and surrounding environment to improve the local biodiversity and amenity of the area.

In principle the main works and design will not have a negative impact on the trees on site, in neighbouring properties on all the boundaries.

In its current format it could be considered favourably with further information in relation to a detailed landscaping scheme review to replace the Liquidambar with a Quercus robur and further trees along the entrance that includes a greater number of new trees 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.

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.

Nature Development Officer

Site Context

The site is located at 25 Wybersley Road in High Lane. The application is for partial demolition, redevelopment and change of use of existing buildings to form four residential units with curtilage, including the provision of car parking and garaging, additional access and associated landscaping (Full Planning Application)

Nature Conservation Designations

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

Legally Protected Species

Many buildings and trees have the potential to support roosting bats. In addition, the application site is located near to suitable bat foraging habitat, and there are records for bat activity for five bat species in the local area (common and soprano pipistrelle, brown long-eared, noctule and *Myotis* sp.), which increases the likelihood of bats being impacted by any proposed works.

All species of bats, and their roosts, are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species (EU Exit) (Amendment) Regulations 2019. 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.

Bat survey reports have been submitted as part of the application (Whistling Beetle Ecological Consultants Ltd, September 2019, November 2019, January 2021 and June 2021). The survey work involved an internal and external bat inspection survey of the barn (carried out September 2019 and updated in June 2020 and May 2021) to search for evidence of bat presence and assess the potential for a bat roost to be present. No signs of bats were observed during the surveys but numerous potential roosting opportunities were identified. It should be noted that access to the first floor of the barn was limited due to safety concerns. The barn was assessed as offering moderate to high roosting potential.

Three activity surveys were carried out in 2019 on 6 September, 13 September (both dusk surveys) and 28 September (dawn survey) Bat Conservation Trust good practice survey guidelines advise that for structures offering high roosting potential, surveys are carried out May-September with at least two surveys between May and August and that surveys should be spaced at least two weeks apart. Given the high roosting potential of the barn and the access limitations during the inspection surveys, further bat activity survey work was therefore carried out: 4 June 2020 (dusk), 14 May 2021 (dusk) and 12 June 2021 (dawn). Low level common pipistrelle activity was recorded on site but no bats were recorded roosting in the barn

None of the trees on site were identified as offering bat roosting potential.

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

(as amended). Some birds, such as barn owl receive further protection through inclusion on Schedule 1 of the Act. A barn owl survey formed part of the submitted ecological survey work. It was noted during the surveys that a number of areas within the barn were being used by nesting swallows.

Ponds and their surrounding terrestrial habitat have the potential to support amphibians such as great crested newts (GCN). GCN have the same level of legal protection as bats (outlined above). A GCN Assessment has been carried out and submitted with the application (Kingdom Ecology Ltd, July 2020). A walkover survey was carried out in June 2020 by a suitably experienced ecologist. Three ponds were identified within 250m of the application site. The ponds and the terrestrial habitats within the application area were assessed for their potential to support GCN. Habitats on site mainly comprise hard standing and bare ground, which has limited suitability as GCN terrestrial habitat. Some habitat features are however present which provide suitable refuge sites: such as rubble piles, dry stone wall, railway sleepers and tall ruderal vegetation.

- Pond 1: located approx. approx. 100m away to the north. Historic records for GCN exist for this pond. An adult female GCN was recorded adjacent to the pond during the current survey. The pond has a Habitat Suitability Index (HSI) score of 'below average'
- Pond 2: located approx. 200m to the west. A GCN egg was recorded within the pond during the survey. The pond has a HSI score of 'good'
- Pond 3: located approx. 250m to the east. Considered to be isolated from the application site due to distance and the road. HSI score of 'average'

As GCN have been recorded adjacent to the site and application site offers suitable newt terrestrial habitat, a GCN licence from Natural England and appropriate mitigation will be required.

Invasive Species

Himalayan balsam was recorded on site during the GCN survey. This species is listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant or otherwise cause to spread this invasive species in the wild.

Local Planning Policies

- Core Strategy DPD policy CS8 'Safeguarding and Improving the Environment' (Green Infrastructure : 3.286; Biodiversity and Nature Conservation : 3.296).
- Core Strategy DPD policy SIE-3 'Protecting, Safeguarding and Enhancing the Environment' (A - Protecting the Natural Environment : 3.345, 3.347, 3.361, 3.362, 3.364, 3.366, 3.367 and 3.369).

Recommendations

There is considered to be sufficient information available in relation to ecology to inform determination of the current application.

No evidence of a bat roost was recorded during the surveys and so the risk to roosting bats is considered to be low. Bats can regularly switch roost sites however and are highly cryptic in their roosting behaviour and so as a precautionary measure, I would recommend that the sensitive working measures detailed in section 11 of the June 2021 bat survey report (Whistling Beetle Consultant Ecologists, June 2021) are followed.

Furthermore, to mitigate for the loss of potential roosting habitat, bat roosting facilities should be provided on site. Ideally these should be integrated within the new dwellings. A minimum of four bat roosting features would be appropriate. The proposed number, type and location of bat roosting features to be provided should be submitted to the LPA for review and this can be secured by condition.

An informative should also be attached to any planning permission granted so that the applicant is aware of the potential for bats to be present on site. It should also state that the granting of planning permission does not negate the need to abide by the laws which are in place to protect biodiversity. Should at any time bats or any other protected species be discovered on site, work should cease immediately and Natural England/a suitably experienced ecologist should be contacted.

In relation to nesting birds, the following condition should be used: No vegetation clearance/demolition works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation/buildings for active birds' nests immediately before (no more than 48 hours before) vegetation clearance/demolition works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

The Whistling Beetle Ecological Consultants, June 2021 report details appropriate measures relating to provision of bird nesting habitat for swallows and house martins (section 12.3-12.5). These measures should be secured via condition.

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

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

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

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

Natural England standing advice states that the LPA must be satisfied that a licence is likely to be granted before planning consent can be granted: <https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications#consider-if-a-licence-is-likely-to-be-granted-before-you-give-permission>

The first two tests are outside my area for comment, however in terms of the favourable conservation status test, the proposed mitigation measures outlined in section 4.2.1 of the GCN Assessment report (Kingdom Ecology Ltd, 2020) are considered appropriate to satisfy this test. The measures include sensitive site clearance (including hand search by a suitably experienced ecologist), Temporary Amphibian Fencing (TAF), creation of two new GCN hibernacula and creation of a new wildlife pond. These measures should be implemented in full and should be secured by condition.

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

- a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats & Species (EU Exit) (Amendment) Regulations 2019 authorizing the specified activity/development to go ahead; or
- b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/developments will require a licence.

An informative should be attached to any planning permission granted to state that a great crested newt licence from Natural England will be required in advance of works commencing. The applicant should also be aware of the length of time that survey data is valid for and that update survey work to inform the licence application may be required (in accordance with guidance from Natural England).

Himalayan balsam was recorded on site. A method statement for the control and treatment of this invasive species will need to be submitted to and agreed by the council prior to any works commencing. This will need to include a distribution map of the balsam on site and details of suitable control measures to prevent its spread along with a treatment plan and subsequent monitoring (to allow treatment of any future re-growth). This can be secured via a pre-commencement condition.

Developments are expected to achieve net gains for biodiversity. Tree planting should be maximised across the site. Submitted landscape plans include locally native species and comprise a mix of species known to be beneficial to biodiversity. The creation of a wildflower meadow is also a welcome inclusion within the scheme. Details of sympathetic management of habitats to benefit wildlife (e.g. a sensitive cutting regime in relation to the meadow) should be submitted to the LPA for review (this can be conditioned). It is also advised that a wildlife pond is created on site (as recommended in the GCN report – see above).

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: <https://www.bats.org.uk/news/2018/09/new->

[guidance-on-bats-and-lighting](#)).

Ecological conditions can change over time. In the event that works have not commenced within two years of the 2021 bat survey (i.e. June 2023) or within three years (as per current Natural England guidance for a development of this type/size) of the great crested newt 2020 survey (i.e. by June 2023), it is advised that update survey work is undertaken to ensure that the ecological impact assessment and protection measures are based on sufficiently up to date survey data. This can be secured by condition if necessary.

Drainage Engineer

We have reviewed

- Drainage Strategy ref 3274-FRA Jan 2021

The Drainage Strategy report does not incorporate any existing or proposed drainage layout drawings.

Existing Drainage

1. The drainage strategy indicates that this is a brownfield development but it is the redevelopment of derelict (albeit listed) building which does not have any positive drainage. Therefore it must be considered as a greenfield development.
2. There are no public sewers in the vicinity.
3. There is an existing unadopted pipeline which discharges to a local water course both of which are outside of the site.

The status, capacity and ownership of the pipeline and water course should be clarified.

Evidence that consent has been obtained, from asset owners, to make any connections must be provided.

Surface Water Drainage

4. The site investigation report has discounted infiltration because “...*impermeable clay stratum found at target depth of 1-2m bgl....*”. However, it is not clear why 1-2m is identified as a target depth and why this should be considered to be a constraint. In addition the trial hole logs and ground descriptions indicate a significant proportion of gravel and sand within the clay.

Furthermore 3 out of the 4 trial pits are identified as dry and excavations were terminated at 2.5m.

Our records show good infiltration in this location

5. We would therefore query the conclusion that the site is underlain by an impermeable stratum. It is considered that further site investigation to greater depths should be undertaken together with infiltration testing to BRE365.

If infiltration of all surface water is found not to be feasible there may still be opportunities for a partial / hybrid system with excess flows overflowing elsewhere.

6. The proposal to discharge to the existing unadopted pipe and watercourse discussed above is not fully explored with respect to ownership/consent, existing flow regime, capacity etc.
7. The surface water strategy is to discharge attenuated green field runoff. However the site is too small for this to be feasible and therefore a peak discharge of 5l/s has been adopted which is acceptable subject to further investigation of infiltration options and discharge consent.
8. The strategy states "...All feasible SuDS methods and surface water discharge destinations have been assessed...." However, no details have been provided of this assessment.
The site is in a rural location and incorporates various landscaping features and it appears feasible to incorporate other source control SuDS components such as permeable paving, swales, tree pits, rain gardens etc

Foul Drainage

9. It is proposed to discharge foul drainage from the 4 units to a single new sewage treatment plant (STP).
Notwithstanding any building regulation requirements the unit will need to comply with DEFRA General binding rules for small sewage discharges (attached).
If the unit does not comply then an Environmental Permit from the EA will be required.
10. The strategy should be revised to provide full details for the STP with respect to hydraulic design, location and compliance.
11. Evidence of owner consent to discharge treated effluent to the private pipe line and watercourse would be required.
12. In addition the future management of the single STP for the 4 dwellings should be addressed.

Any application would need to incorporate a more developed drainage strategy and provide a comprehensive assessment / response to the above points.

Environment Team (Land Contamination)

Given the amount of new additional sensitive receptors that the development will bring to site, proposed gardens and the former use as farm/storage buildings/yard, the developer will need to undertake a limited site investigation to ensure that the site is safe for its intended end use, particularly focusing on the proposed garden areas. As such I would recommend the CTM1-3 conditions :-

CTM1

- No development shall take place until an investigation and risk assessment into contamination at the site, in accordance with a scheme to be approved in writing by the local planning authority, has been carried out. The investigation

and risk assessment shall include recommendations for remedial action and the development shall not be occupied until these recommendations have been implemented.

Reason : The report submitted with the application has identified potentially unacceptable risks from contamination and further investigation is required to ensure that these risks to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

CTM2

- No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the specified use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme to be submitted shall specify but not be limited to :-the proposed remediation objectives and remediation criteria (ii) all remedial works to be undertaken including the quantities of materials to be removed from and imported to the development site. (iii) the proposals for sourcing and testing all materials imported to the site including testing schedules, sampling frequencies and actual and allowable contaminant concentrations (as determined by appropriate risk assessment in accordance with the document "Model Procedures for the Management of Land Contamination" (CLR11)).

Reason : To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

CTM3

- The development shall not be occupied until the approved remediation scheme required to be submitted by Condition XXX has been carried out. Within 6 months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation measures necessary and indicate how and when these measures will be undertaken.

Reason : To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

High Lane Village Neighbourhood Forum

The overriding consensus is that all involved are pleased that efforts are being made to conserve this listed building.

HLVNF have no objections to offer for this proposal, indeed, this application falls in line with many of the Forum's objectives.

High Lane Residents Association

HLRA does not oppose the proposed development but the property in question is a grade 2 listed building.

The council through their officers should inspect and check that the listed conditions are kept to and the property maintains its listed status.

Coal Authority

The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

United Utilities

No comments made.

ANALYSIS

Policy Principle – Green Belt

The site is allocated within the Green Belt, as defined on the UDP Proposals Map. The NPPF addresses the national approach to Green Belt policy under the heading entitled 'Protecting Green Belt Land' and takes as its fundamental starting point the importance of maintaining 'openness' on a 'permanent basis'. Paragraph 137 of the NPPF confirms that 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.

Paragraph 149 of the NPPF states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt, except in a number of limited circumstances, including within Paragraph 140 (c) :-

The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.

Paragraph 150 of the NPPF states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. Such forms of development include, within Paragraph 150 (d) :-

The re-use of buildings provided that the buildings are of permanent and substantial construction.

Saved UDP policy GBA1.2 states that forms of development other than new buildings, including changes in the use of land, will not be permitted unless they maintain openness and do not conflict with the purposes of including land in the Green Belt and that proposals for the re-use of buildings will be assessed against the provisions of saved UDP policy GBA1.6. Additionally, saved UDP policy GBA1.5 specifies, amongst other categories, that within the Green Belt new residential development will be restricted to the re-use of buildings, as provided for by saved UDP policy GBA1.6.

Saved UDP policy GBA1.6 confirms that the change of use or conversion of buildings of permanent and substantial construction will be permitted, provided that a number of criteria are satisfied, as outlined below :-

(i) Would be used for economic or other purposes other than wholly residential ones;

Whilst saved UDP policy is broadly consistent with the NPPF, criteria (i) of saved UDP policy GBA1.6, which precludes conversion of buildings to wholly residential uses, is in direct conflict with Paragraph 150 (d) of the NPPF, which makes no distinction between types of uses.

In this context, Paragraph 219 of the NPPF requires weight to be afforded to Local Plan policy, according to its degree of consistency with the NPPF. On this basis, the discrepancy relating to criteria (i) of the saved UDP policy GBA1.6 is outdated following the introduction of the NPPF and accordingly should not be apportioned any weight.

In view of the above, in Green Belt policy terms, it is therefore left to be considered whether or not the conversion satisfies the remaining criteria (ii), (iii), (iv), (v) and (vi) of saved UDP policy GBA1.6. Each of these will be assessed in turn :-

(ii) Would maintain openness and would not conflict with the purposes of including land in the Green Belt;

Information submitted in support of the application confirms that the volume of the original building was 3155 cubic metres. The volume of the proposed extensions to the building (420 cubic metres) and the volume of the proposed car port block (460 cubic metres) would amount to a 28% increase in the volume of the original building which would comfortably fall within the 'about one third' increase in volume guideline considered acceptable by saved UDP policy GBA1.5. As such, the proposed extension would not represent a disproportionate addition over and above the size of the original building, in accordance with the requirements of Paragraph 149 (c) of the NPPF. In addition, when considered alongside the volume of the existing extensions to be demolished (1075 cubic metres), the proposed development would result in a net reduction in built development at the site by 195 cubic metres, thus resulting in an increase in openness. On this basis, the proposal is considered to maintain openness and would not conflict with the purposes of including land in the Green

Belt. Should planning permission be granted for the proposed development, a condition would be imposed to withdraw domestic permitted development rights, in order to maintain openness.

(iii) Would safeguard or improve the appearance of the rural environment;

The proposal, which is supported by the Conservation Officer, would secure a viable, long-term future for the Grade II Listed Building which is currently in a poor state of repair. As such, it is considered that the sympathetic conversion of the building would safeguard and improve the appearance of the rural environment, in particular the Hazel Grove-High Lane Landscape Character Area within which the site is located.

All buildings should be structurally sound, well related to their surroundings and capable of :-

(iv) Accommodating the new use without the need for major rebuilding or extension;

Whilst it is acknowledged that the existing building is currently in a poor state of repair, information submitted in support of the application confirms that the building could accommodate the proposed residential use without the requirement for major external or internal intervention to the building. As stated above, the proposed rebuilding/extension required to accommodate the proposed use is not considered to be major. As such, the proposal satisfies the requirements of saved UDP policy GBA1.6 (iv), along with the requirements of Paragraph 150 (d) of the NPPF.

(v) Being provided with an adequate curtilage without adverse impact on the Green Belt; and

It is noted that the proposed dwellinghouses would be served by an appropriately sized curtilage to the North West of the building, on an existing hard surfaced area which would not extend outside the previously developed area of the site.

(vi) Being satisfactorily accessed and serviced without adverse impact on the Green Belt.

The proposed alterations to the existing access from Wybersley Road, the proposed parking and turning area and the proposed car port block would be accommodated within the previously developed area of the site and therefore would not have an adverse impact on the Green Belt.

In the case of buildings, which may be used by bats, barn owls or other protected species, satisfactory investigation must be carried out into the possible presence of such species and, where appropriate, measures must be implemented to ensure that legal obligations are met and that any damage to habitats is minimised.

On the basis of the suite of ecological information submitted in support of the application, in the absence of objections from the Nature Development Officer and subject to appropriate mitigation measures which would be secured by condition, any harm to protected species would be minimised.

In view of the above and in summary of Green Belt considerations, it is clear that the proposal complies with the requirements of criteria (ii), (iii), (iv), (v) and (vi) of saved

UDP policy GBA1.6. It is recognised that the proposal does not comply with the requirement of criteria (i) of saved UDP policy GBA1.6, being for a wholly residential use. However, due to the fact that this criteria is in direct conflict and inconsistent with Paragraph 150 (d) NPPF which was introduced after adoption of the UDP, it is considered to be outdated and should not be apportioned any weight, in accordance with the requirements of Paragraph 219 of the NPPF. On this basis, the proposal represents a Green Belt exception for the purposes of Paragraph 150 (d) of the NPPF, does not amount to inappropriate development in the Green Belt and is considered to be fully justified as a departure from the development plan.

Policy Principle – Residential

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), with Green Belt sites being last sequentially in terms of acceptable Urban Greenfield and Green Belt sites. 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 puts additional emphasis upon the government's objective to significantly boost the supply of housing, rather than simply having land allocated for housing development. Stockport is currently in a position of housing under-supply, with 2.6 years of supply against the minimum requirement of 5 years + 20%, as set out in paragraphs 74 of the NPPF. In situations of housing under-supply, Core Strategy DPD policy CS4 allows Core Strategy DPD policy H-2 to come into effect, bringing housing developments on sites which meet the Councils reduced accessibility criteria. Having regard to the continued position of housing under-supply within the Borough, the current minimum accessibility score is set at 'zero'.

In view of the above factors, the principle of conversion of the building to residential use is considered acceptable at the current time of housing under-supply within the Borough. On this basis, the proposal is considered to comply with Core Strategy DPD policies CS2, CS4 and H-2.

Impact on Heritage Assets

The existing buildings within the Wybersley Hall Farm complex, including Wybersley Hall Farm, Coachhouse and Barns, are Grade II Listed. The detailed comments received to the application from the Council Conservation Officer are contained within the Consultee Responses section above.

The Conservation Officer notes that the condition of the existing building, as well as other structures within the farm group, is very poor and at risk of falling into further decay. Large areas of the structure are unsafe and the building is only currently capable of partial use.

The proposed conversion of the building to a new use would provide a mechanism to achieve its long-term preservation and for Core Strategy DPD policy and NPPF purposes, residential conversion potentially represents an optimum viable use that is consistent with the conservation of the heritage asset. The degree of harm involved in the proposed alterations, extensions and demolition would be outweighed by the heritage benefits of its sympathetic repair and re-use. The proposed scheme also

provides an opportunity to enhance the setting of adjacent heritage assets, including the Hall, Farmhouse and Dower House.

Whilst the proposed conversion is supported by the Conservation Officer, careful design is required to ensure that its heritage significance and special historic/architectural interest is retained and the scheme has been amended since its original submission in order to address comments received by the Conservation Officer. Given the poor structural condition of the building, it will be essential that the methodology for structural interventions is prepared and overseen by appropriately qualified professionals with experience of conservation repair. Historic fabric should be retained in situ and/or re-used unless it is incapable of repair. Architectural details, selection of materials and finishes will all require detailed consideration. As recommended by Greater Manchester Archaeological Advisory Service, a scheme of building/architectural recording will be required once safe access is available. Landscape design will be an important element of the proposals, critical to ensuring that the carriagehouse/stables appear as part of a wider farmstead group. All such matters of detail would be secured by the imposition of suitably worded planning conditions.

In view of the above, in the absence of objections from the Conservation Officer and subject to conditional control, it is considered that the proposal would provide a long-term, viable future for this Grade II Listed Building, without causing undue harm to its heritage significance or special historic/architectural interest. As such, the proposal complies with Core Strategy DPD policies CS8 and SIE-3 and the advice contained within the NPPF.

Impact on Residential Amenity

The application site is adjoined to the North West by agricultural and equestrian uses, to the North East by Wybersley Road and to the South West by open fields/agricultural land. Whilst residential uses at Wybersley Hall and Wybersley Hall Farm adjoin the site to the South East, the proposed dwellinghouses would be sited over 30.0 metres from the habitable room windows of these properties, in accordance with the recommended separation/privacy distance of 21.0 metres, as defined by the Design of Residential Development SPD.

At the request of the Conservation Officer and to ensure that the development appears as part of the wider farmstead group, communal amenity space would be provided predominantly to the North West of the building, rather than dedicated private amenity space/curtilage to serve each dwellinghouse. The proposed amenity space would comprise a total of 462 square metres, which is considered appropriate to serve 3 no. three bedroomed dwellinghouses (Units 1, 2 and 3) and 1 no. four bedroomed dwellinghouse (Unit 4), in accordance with the requirements of the Design of Residential Development SPD.

In view of the above, it is considered that the proposed development could be accommodated on the site without causing harm to the residential amenity of surrounding properties or future occupants of the proposed development, by reason of overshadowing, over-dominance, visual intrusion, loss of outlook, overlooking or loss of privacy. On this basis, the proposal complied with the requirements of Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Highways Considerations

A Transport Statement has been submitted in support of the application and the detailed comments received to the application from the Council Highway Engineer are contained within the Consultee Responses section above. At the request of the Highway Engineer, amended and additional information has been submitted, seeking to address issues raised to the proposal from the Highway Engineer.

The Transport Statement submitted in support of the application states that the proposed development would be expected to generate 3 vehicle movements during the AM and PM peak periods and 27 vehicle movements each day and concludes that this should not have a material impact on the local highway network.

Wybersley Road is a rural, single-track country lane and is defined by saved UDP policy TD2.2 as a 'Quiet Lane'. As such, the proposal requires assessment against the requirements of this policy, along with Core Strategy DPD policies SIE-1, CS9, CS10, T-1 and T-3.

A traffic count carried out as part of the Transport Statement outlines that between the 14th December 2020 and the 20th December 2020, an average of 660 vehicles were recorded per day on Wybersley Road, with up to 62 two-way vehicle movements per hour. As such, vehicle movements generated by the proposed development would equate to approximately 4% of the daily figure. It is noted that as COVID restrictions were in force at the time of the survey, this would have resulted in fewer vehicle movements than usual and the number of vehicles generated by the proposed development is likely to equate to a smaller percentage in non-COVID times. As such, as the proposed development would be expected to generate just 3 vehicle movements at peak hour and provided that measures can be put in place to ensure that pedestrians can safely access the site and minimise risk of pedestrian/vehicle conflict on Wybersley Road, the Highway Engineer considers that the proposal would not be contrary to policy and a refusal of the application on the grounds of highway impact would be difficult to justify.

The proposed development would be served by an existing access to the site which would be improved as part of the scheme and would continue to serve Wybersley Hall and Wybersley Hall Farm along with the proposed development. A new access is also proposed to be constructed to serve an existing paddock to the North.

The submitted Transport Statement outlines that the proposed amended access would benefit from a level visibility that accords with vehicle speeds, which would be achieved by building the kerb line into the carriageway. At the request of the Highway Engineer, speed surveys have been carried out midway between the sites main access and the proposed paddock access. The Highway Engineer considers that the vehicle speeds recorded are applicable for the splay to the North of the main access and the splay to the South of the access. Ideally, the speed of vehicles should also be recorded on the Northbound approach to the main access and the Southbound approach to the paddock access. Due to the geometry of the road, it is however envisaged that Northbound vehicles approaching the main access would be unlikely to be travelling at a materially greater speed than where the speed surveys were carried out and, as such, it is considered that the Northbound speeds recorded by the speed survey could be used to determine the level of visibility at the main access. It is considered that Southbound vehicles approaching the paddock access may be travelling slightly quicker than they do where the survey was carried out, which would require the provision of a 48.0 metre visibility splay to the North of the access. The Highway Engineer considers that the provision of such a splay would be possible by trimming/cutting back the existing hedge and could be dealt with by condition.

At the request of the Highway Engineer, vehicle swept-path tracking drawings have been submitted to demonstrate that 7.5T box-vans and fire appliances would be able to turn into and out of the site and turn within the sites parking area. The swept-path drawings show that refuse vehicles would not be able to turn into or out of the site unless the main site access was widened. Due to the size of the development, the fact that it would be served by a private access drive and noting that it would be possible for occupiers of the proposed development to put bins on Wybersley Road on bin day, the Highway Engineer considers that there would be no need for refuse vehicles to enter the site. Noting that other types of service vehicles would be able to enter the site and due to the fact that it would be undesirable to widen or amend the access for heritage reasons, the Highway Engineer considers the proposal acceptable in this respect. The swept-path drawings also demonstrate that vehicles would be able to pass each other in the vicinity of the site access following the proposed amendments being made to the kerb and show that 7.5T box vans, such as horse boxes, would be able to turn in and out of the proposed paddock access.

The Highway Engineer has raised concerns to the erection/retention of gates at the main site access serving the proposed dwellinghouses and has recommended that such gates are not incorporated within the proposed scheme. Whilst is acknowledged that there may be a requirement for gates at the proposed paddock access due to there being animals at the site, such gates should be set back 10.0 metres from the highway, which would be secured by condition. Concerns have also be raised by the Highway Engineer to the proposal for a gravel surface for the proposed access, however it is considered that an appropriate surface for the proposed access could be secured by condition. At the request of the Highway Engineer, amended plans have been submitted to show that the footpaths to the North East and North West of the building tie up.

An 8-bay car port with electric vehicle (EV) charging points and 4 secure cycle store within it are proposed, together with external car parking facilities. Subject to matters of detail in relation to the cycle stores, EV charging points and how the parking area would be surfaced, drained and lit, which would be secured by condition, these elements are considered acceptable. At the request of the Highway Engineer, the number of general parking spaces has been amended to provide 2 visitor spaces and 1 space for disabled persons, which is in accordance with adopted standards and likely demand.

As requested by the Highway Engineer and in order to ensure that pedestrians can safely access the site and improve the sites accessibility, the applicant has submitted a scheme to provide a footway along parts of Wybersley Road to the South of the main access, remove vegetation on an existing section of footway and provide 'Quiet Lane' signage and gateway features to inform road users of pedestrians in the road. The submitted scheme is along the lines of the scheme recommended by the Highway Engineer and subject to further development to include reviewing street lighting, is considered to be generally acceptable. Due to the fact that the scheme would involve works in the public highway, including the formation of build-outs adjacent to the site access and the proposed pedestrian access improvements, there is a requirement for the submission of a Stage 1 Road Safety Audit. At the time of report preparation, the Stage 1 Road Safety Audit has not been submitted and Members will be advised verbally at Committee of the Highway Engineers comments following review of the Stage 1 Road Safety Audit. However, subject to no issues being raised within the Stage 1 Road Safety Audit, the scheme would be considered acceptable from a highway safety perspective.

Due to the location of the site in relation to public transport provision, shops, services and employment and in view of the lack of footways, street lighting cycle facilities in the vicinity of the site, concerns are raised to the proposal from the Highway Engineer on the grounds of accessibility. As such, it is considered that the majority of trips would be by the private car and the scheme would not comply with relevant policies on accessibility. As such and at the request of the Highway Engineer, a scheme to improve pedestrian access to the site has been submitted. The scheme comprises the provision of a footway along parts of Wybersley Road to the South of the main access, the removal of vegetation on an existing section of footway and the provision of 'Quiet Lane' signage and gateway features to inform road users of pedestrians in the road. Whilst the Highway Engineer considers that the proposals to improve pedestrian access would go some way to improving the sites accessibility, notably from a pedestrian safety perspective, it is still questioned whether the sites location would mean that the majority of trips would be by the private car and, as such, the scheme would not comply with policies on accessibility. At the request of the Highway Engineer, additional information has been submitted by the applicant in relation to accessibility. Members will be advised verbally at Committee of the Highway Engineers comments following review of the submitted information and whether or not the proposal complies with policies on accessibility.

Notwithstanding the concerns raised by the Highway Engineer regarding the accessibility of the site, given the position of housing under-supply which Stockport is currently experiencing, Paragraph 11 (d) of the NPPF is engaged, which requires that planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF as a whole. Members will need to consider this 'tilted balance' in assessment of the proposal, however it is considered that the benefits of the scheme, in securing a viable, long-term future for the Grade II Listed Building, coupled with boosting the supply of homes, would outweigh the concerns raised by the Highway Engineer on accessibility grounds.

In summary of highways considerations, on the basis of the submitted amended scheme, the Highway Engineer is satisfied that the proposal is acceptable from a traffic generation and parking perspective and that the proposed development could be accessed in a safe manner. Subject to no issues being raised within the requested Stage 1 Road Safety Audit in relation to the proposed works within the highway and subject to the submitted additional information demonstrating that the proposal would comply with policies on accessibility, the proposal would be considered acceptable from a highway safety and accessibility perspective.

Impact on Trees

Existing trees on the site are protected by way of Tree Preservation Order. The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

On the basis of the submitted Tree Survey, the Arboricultural Officer considers that the proposed development would not impact on existing trees on the site. Conditions are recommended to ensure that no works are undertaken to existing retained trees and to require the provision of tree protection measures during construction. A further condition is recommended to require additional landscape planting to improve the visual amenity of the site.

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

Impact on Protected Species and Ecology

A suite of ecological surveys have been submitted in support of the application. The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultation Responses section above.

The site has no nature conservation designations, legal or otherwise and the Nature Development Officer considers that sufficient ecological information has been submitted in order for the application to be determined.

Buildings and trees have the potential to support roosting bats, a protected species. The site is located near to suitable bat foraging habitat and there are recent records of bat activity for five bat species in the local area, which increases the likelihood of bats being impacted by the proposed works. A number of bats surveys have been submitted in support of the application. No signs of bats were observed during the surveys but numerous potential roosting opportunities were identified. The barn was assessed as offering moderate to high roosting potential. Low level common pipistrelle activity was recorded on site but no bats were recorded roosting in the barn. None of the trees on site were identified as offering bat roosting potential. As no evidence of a bat roost was recorded during the surveys, the risk to roosting bats is considered to be low. Nevertheless, it is recommended that sensitive working measures are followed, as detailed within the submitted ecological survey. Bat roosting facilities within the development would be secured by condition, to mitigate for the loss of potential roosting habitat. The applicant will also be advised of the potential for bats to be present on site, legislation in place to protect biodiversity and procedures to follow should bats or other protected species be discovered by way of informative.

Buildings, trees and vegetation on the site have the potential to support nesting birds and it was noted during the ecological surveys that a number of areas within the barns were being used by nesting swallows. As such, a condition is recommended by the Nature Development Officer to ensure that no works are undertaken within the bird nesting season, unless detailed checks are undertaken and appropriate measures put in place to protect nesting bird interest on the site. The provision of appropriate measures relating to the provision of bird nesting habitat for swallows and house martins, as detailed within the submitted ecology survey, would also be secured by conditions.

Ponds and their surrounding terrestrial habitat have the potential to support Great Crested Newts (GCN), a protected species. The GCN Assessment submitted in support of the application identified three ponds within 250 metres of the site. Due to the fact that GCN have been recorded adjacent to the site and the site offers suitable newt terrestrial habitat, a GCN license from Natural England and appropriate mitigation will be required.

In view of the above, the proposed development would result in the destruction of GCN terrestrial habitat, with the potential to kill, injure or disturb GCN and damage their habitat without appropriate mitigation and compensation measures. When determining planning application, legal cases demonstrate that the Local Planning Authority has a requirement to have regard to the 3 Habitats Regulation derogation tests :-

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

In assessment of each of the tests, Members are advised of the following :-

1. It is considered that the proposed development would be for a reason of over-riding public importance, due to the fact that the proposed residential use of the building would secure a viable, long-term future for the Grade II Listed Building which is currently in a poor state of repair.
2. It is considered that there is no satisfactory alternative solution to the proposed development. If the development was not implemented, the existing building would fall into a condition of further disrepair, with the potential for collapse.
3. The Nature Development Officer considers that the proposed mitigation measures contained within the submitted GCN Assessment Report are appropriate to satisfy this test. Such measures would include sensitive site clearance, the provision of temporary amphibian fencing, the creation of two new GCN hibernacula and the creation of a new wildlife pond. Such measures would be secured by condition.

In addition to the above, a condition would be imposed to ensure that the development is not commenced until an appropriate GCN license has been issued by Natural England or confirmation has been received from the licensing body that such a license is not required.

Himalayan Balsam was recorded on the site. As such, a Method Statement for control, treatment and prevention of spread of this invasive species will need to be submitted, approved, implemented and subsequently monitored. This would be secured by way of a suitably worded planning condition.

Further conditions are recommended by the Nature Development Officer in relation to proposed tree and landscape planting; to ensure that any external lighting is sensitively designed in order to minimise impacts on wildlife; and to require the submission and approval of update ecological assessment should the development have not commenced within two years of the original survey work.

In summary, on the basis of the submitted information, in the absence of objections from the Nature Development Officer and subject to conditional control, it is considered that any potential harm resulting from the proposed development to protected species, biodiversity and the ecological interest of the site could be appropriately mitigated. As such, the proposal complies with Core Strategy DPD policies CS8 and SIE-3.

Flood Risk and Drainage

The application site is located within Flood Zone 1, which is deemed to have the lowest risk of flooding. Core Strategy DPD policy SIE-3 states that all development will be expected to comply with the approach set out in national policy, with areas of hard-standing or other surfaces, should be of a permeable construction or drain to an

alternative form of Sustainable Drainage Systems (SuDS). Core Strategy DPD policy SD-6 requires a 50% reduction in existing surface water runoff and incorporation of Sustainable Drainage Systems (SuDS) to manage the run-off water from the site through the incorporation of permeable surfaces and SuDS.

A Drainage Strategy has been submitted in support of the application and the detailed comments received to the application from the Council Drainage Engineer are contained within the Consultee Responses section above. At the time of report preparation, discussions between the applicant and the Drainage Engineer in terms of the drainage scheme for the site are ongoing, with the applicant seeking to address the comments raised by the Drainage Engineer and Members will be updated verbally in relation to these ongoing discussions. Nevertheless, it is noted that appropriate drainage for the proposed development could be secured by the imposition of suitably worded planning conditions. Such conditions would require the submission, approval and subsequent implementation of a sustainable surface water drainage system, including management and maintenance of such at all times thereafter, which should incorporate a Sustainable Urban Drainage System (SUDS), based on the hierarchy of drainage options identified by National Planning Practice Guidance and taking into account ground conditions. Subject to compliance with such conditions, it is considered that the proposed development could be drained in an appropriate and sustainable 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.

Land Contamination

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

Given the number of additional sensitive receptors that the proposed development would bring to the site, the Environment Team considers that a limited site investigation will be required to ensure that the site is safe for its proposed use. This would be secured by suitably worded conditions, which should be applied as a phased approach, to require the submission, approval and implementation of an investigation, risk assessment, remediation scheme and remedial action into contamination at the site. Subject to compliance with such conditions, it is considered that the proposed development would not be at risk from land contamination, in accordance with Core Strategy DPD policies CS8 and SIE-3.

Energy Efficiency

As the proposed development would not exceed 10 residential units, the proposed development does not trigger the Council's carbon reduction targets, as defined by Core Strategy DPD policy SD-3. Nevertheless, an Energy Statement has been submitted in support of the application, to confirm that energy efficiency measures would be incorporated within the fabric of the building, in order to comply with current Building Regulations. With regard to low and zero carbon technologies, the use of solar photovoltaics, wind power, micro-hydro, district heating, heat pumps and biomass have been discounted on the grounds of technical feasibility and restrictions of the forms of such development that can be undertaken on a Grade II Listed Building. As such, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3.

Developer Contributions

With regard to affordable housing, notwithstanding the requirements of Core Strategy DPD policy H-3 and the Provision of Affordable Housing SPG, the NPPF states that the provision of affordable housing should not be sought for residential developments that are not major developments (10 residential units or more). As such, on the basis of the proposal for 4 no. dwellinghouses, there is no requirement for affordable housing provision within the development.

In accordance with saved UDP policy L1.2, Core Strategy DPD policy SIE-2, the Open Space Provision and Commuted Payments SPD and the NPPG, there is a requirement to ensure the provision and maintenance of formal recreation and children's play space and facilities within the Borough to meet the needs of the residents of the development. On the basis of the population capacity of the proposed development (3 no. 3 bedroomed/4 person dwellings and 1 no. 4 bedroomed/5 person dwellings = 17), this would require a commuted sum payment of £25,432, which would be secured by way of a Section 106 Agreement.

SUMMARY

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and indicates that these should be sought jointly and simultaneously through the planning system.

The existing building to which the proposed residential conversion would relate is a Grade II Listed Building, a designated heritage asset, and is currently in a very poor state of repair. The proposed residential conversion scheme is supported by the Council Conservation Officer, who considers that the proposed residential conversion would secure the optional viable use for the building and secure its long-term future. Securing a viable, long-term use for the building should be afforded significant weight by Members in considering the proposal. Weight should also be afforded to the provision of much needed residential development at the site during the current period of housing under-supply within the Borough.

In its amended form, in the absence of objections from the Highway Engineer, the proposal is considered acceptable from a traffic generation and parking perspective and could be accessed in a safe manner. Subject to no issues being raised within a Stage 1 Road Safety Audit in relation to the proposed works within the Highway and subject to the submitted additional information demonstrating that the proposal would comply with policies on accessibility, the proposal would be considered acceptable from a highway safety and accessibility perspective. Notwithstanding this, in accordance with the requirements of Paragraph 11 (d) of the NPPF, the concerns raised by the Highway Engineer on accessibility grounds are considered to be outweighed by the benefits of the scheme, in securing a viable, long-term future for the Grade II Listed Building, coupled with boosting the supply of homes.

In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable with regard to the issues of impact on residential amenity; impact on trees; impact on protected species and ecology; flood risk and drainage; land contamination; and energy efficiency.

The application site is located within the Green Belt and it is considered that the proposed conversion and associated extensions and external alterations could be undertaken without causing any adverse harm to the openness of the Green Belt, in accordance with the requirements of criteria (ii), (iii), (iv), (v) and (vi) of saved UDP policy GBA1.6. It is recognised that the proposal does not comply with the

requirement of criteria (i) of saved UDP policy GBA1.6, being for a wholly residential use. However, due to the fact that this criteria is in direct conflict and inconsistent with Paragraph 150 (d) of the NPPF, it is considered to be outdated and should not be apportioned any weight, in accordance with the requirements of Paragraph 219 of the NPPF. On this basis, the proposal represents a Green Belt exception for the purposes of Paragraph 150 (d) of the NPPF, does not amount to inappropriate development in the Green Belt and is considered to be fully justified as a departure to the development plan.

In view of the above, in considering the planning merits of the proposal against the requirements of the NPPF, the proposal is considered to represent sustainable development. On this basis, the application is recommended for approval.

Given the conflict with criteria (i) of saved UDP policy GBA1.6, the proposal remains a Departure from the Development Plan. Accordingly, should Members of Marple 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.

Should Marple Area Committee be minded to agree the recommendation and grant planning permission, the application should be referred to the Planning and Highways Regulation Committee as a Departure from the Development Plan.

Should the Planning and Highways Regulation Committee agree the Officer recommendation and resolve to grant planning permission, the decision should be deferred and delegated to the Head of Planning, pending the applicant entering into a Section 106 Agreement to secure the relevant contribution towards open space and to meet the cost of a public/stakeholder exercise to enable 'Quiet Lane' signage and features to be provided.