

ITEM 3

Application Reference	DC/091420
Location:	Marple Library Memorial Park Marple Stockport SK6 6BA
PROPOSAL:	Demolition of existing Marple Library, Marple Clinic and Marple Police Station buildings and erection of leisure and community building (Use Class E, F1, and F2) with associated parking, landscaping, drainage, pedestrian and highways improvements and other supporting infrastructure.
Type Of Application:	Full Application
Registration Date:	14/03/2024
Expiry Date:	13/06/2024 (Extension of Time Agreed)
Case Officer:	Mark Burgess
Applicant:	Stockport Metropolitan Borough Council
Agent:	Stantec

DELEGATION/COMMITTEE STATUS

Planning and Highways Regulation Committee – Development of a site of 3 hectares or more. Application referred to Marple Area Committee for comment and recommendation.

BACKGROUND AND INTRODUCTION TO THE SCHEME

In March 2023, Stockport Metropolitan Borough Council (the Council) were awarded £20 million under the second phase of the Governments Levelling Up Fund to develop high quality local infrastructure.

The successful bid put together by the Council secured funding for the redevelopment of the existing Marple Library site to deliver a new 'Marple Community Hub' with associated pedestrian and highways improvements. As the Council moves towards a 'Neighbourhood Model' in the delivery of services, local services are being co-located for efficiency and convenience of local people.

The Marple Community Hub project is central to this agenda and the Councils long-term vision for a healthy and prosperous Marple. The new Marple Community Hub will incorporate active health, wellbeing and leisure facilities, along with new community facilities within a single location.

STATEMENT OF COMMUNITY INVOLVEMENT

In accordance with the requirements of the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG) and the Councils adopted Statement of Community Involvement, the application is accompanied by a 'Statement of Community Involvement', detailing the range of engagement and consultation methods which have been employed by the application prior to the

submission of the planning application.

The applicants Statement of Community Involvement confirms that the following pre-application consultation was undertaken :-

- Pre-application discussions, including two meetings and a written response, with Council Planning Officers.
- Four Stakeholder Workshops with local community groups and organisations, including Marple Neighbourhood Forum, Marple Civic Society, Friends of Marple Memorial Park, Climate Action Marple, Walk Ride Marple, Marple Park Veterans Bowling Club, Marple Senior Citizens Association and Marple Scouts.
- Consultation with the local community, including distribution of over 11,000 notification letters with public engagement flyer, providing a background to and summary of the scheme. A dedicated website was created for local people to view the scheme and to provide comments. Two public exhibitions were held at Marple Library to allow local people to provide feedback and comments on the scheme.
- Publication of a press release on the Council website.

Members of the community and stakeholder groups were invited to provide feedback on a number of matters such as what they liked about the scheme and what could be improved, along with an opportunity to provide other comments. As a result of the community consultation exercise, 758 completed forms were submitted via the consultation website, 13 handwritten copies of the consultation form and 15 additional letters of comment were received, along with feedback from stakeholder groups.

Following the consultation exercise, the applicant analysed the feedback received and a number of amendments were made to the scheme where possible. Amendments made include but are not limited to - reduction in the number of floors from three to two; improving patient accessibility to the health clinic; measures to minimise impacts on neighbouring properties; relocation of the entrance to the Eastern side of the building; increased on-site car parking provision; retention of as many trees as possible and provision of replacement planting; deletion of a proposed bus lay-by on Station Road; deletion of two of the proposed pedestrian crossings; inclusion of sustainable features; provision of publicly accessible toilets; provision of convenient cycle and disabled parking and improvements to the children's play facilities and communal outdoor space. Where concerns were raised, the applicant has sought to mitigate such concerns as part of the suite of supporting information submitted with the application.

In view of the above, it considered that the applicant has actively engaged public consultation with local people and stakeholders and the feedback received has resulted in positive changes to the scheme. As such, the applicants approach to pre-application consultation is considered to reflect national and local policy and guidance.

DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the demolition of the existing Marple Library, Marple Clinic and Marple Police Station buildings and the erection of

a leisure and community building (Use Class E, F1, and F2) with associated parking, landscaping, drainage, pedestrian and highways improvements and other supporting infrastructure, within the site of the Marple Memorial Park.

In order to accommodate the proposed development and associated car parking, the existing Marple Library building, along with the existing Marple Clinic and Marple Police Station buildings, would be demolished. Hollins House, the existing Scout Hut and Senior Citizens buildings would be retained as part of the proposal, along with existing facilities within the wider Memorial Park, including the skate park and bowling green.

The proposed 3,782 square metre Gross External Area (GEA) 'Marple Community Hub' building would be sited to the North of Hollins House in a broadly similar position to the existing Library building to be demolished and would have a maximum width of 39.3 metres, a maximum length of 56.5 metres and a maximum height of 14.2 metres. The proposed building would be of two storey scale, the massing of which would be broken up into three gable roofed elements. The materials of external construction for the proposed building are specified as a mixture of red brickwork, metal standing seam cladding, timber effect cladding and PPC aluminium for the external walls and metal standing seam cladding for the roof covering.

Internally at ground floor level, the proposed Marple Community Hub building would accommodate the following facilities :-

- 25.0 metre, 5 lane swimming pool, with associated splash pad, spectator seating area, changing village, store and plant room.
- Community facility, comprising replacement library, community room, meeting rooms, café and administrative/reception/storage areas. The entrance to the proposed community facility would be to the East of the proposed building and would include enhanced public realm externally to create a public plaza style area to the East of the proposed building.

Internally at first floor level, the proposed Marple Community Hub building would accommodate the following facilities :-

- Fitness facility, comprising a 60-station fitness suite and 2 multi-purpose fitness studios, with associated changing facility and operators office, staff room and storage rooms.
- Replacement health clinic facility, including 4 consulting/treatment rooms and associated clinical office, meeting room, reception and waiting room.

Information submitted in support of the application outlines that the Clinic and Library would operate in a similar manner to at present. Police Station activities would be relocated within Hollins House.

A new outdoor play area would be provided to replace the existing toddlers play area which would be removed to accommodate the proposed development.

Vehicular access to the site would continue to be from Stockport Road via Memorial Park Drive to the South of the site, which would include the resurfacing of Memorial Park Drive and the introduction of a vehicle passing bay.

The existing car park to the West of the site, following demolition of the existing Clinic and Police Station buildings, would be amended and reconfigured to provide a total of 64 car parking spaces, including 7 spaces for disabled badge holders and would continue to operate on a pay and display basis. 8 car parking spaces would be provided for use by the Police. The central area of the proposed car park is able to accommodate a breast screening clinic vehicle and includes a pop-up power point.

Pedestrian routes would be provided through the car park and around the proposed new building and the existing path between Hollins House and the band room to the North would be realigned around the proposed new building.

The proposed development would require the removal of 11 individual trees, 1 group of trees, part removal of 2 groups of trees and retention of 4 recently planted trees. A total of 55 individual trees are proposed to be planted, along with 4,602 square metres of new planted woodland and 2,500 square metres of windflower meadow, as part of a comprehensive landscape strategy and biodiversity enhancements scheme.

The proposal would also include a comprehensive scheme of pedestrian and highway improvement works to improve the accessibility of the site. The proposed measures would include :-

- Provision of a TOUCAN crossing on Stockport Road by the site access.
- Raised pedestrian crossings at the site access on Stockport Road and at the Church Street and Queen Street junctions.
- Shared footways/cycleways along the first section of Memorial Park Drive and on Stockport Road.
- Provision of a Zebra crossing on Hollins Lane.
- Pedestrian improvements on Hollins Lane, including new dropped kerbs with tactile paving.
- Extension to the existing 20mph speed limit on Hollins Lane.
- Provision of a Puffin Crossing on Station Road, in the vicinity of Hollins Green Road.
- Provision of a Puffin crossing on Station Road, in the vicinity of St. Martins Road.
- Pedestrian improvements on Station Road, including new dropped kerbs with tactile paving, new pavements and amendments to junction radii.
- Widening of existing shared use paths within the Memorial Park.
- Provision of a new shared use path within the Memorial Park, from Hollins House to the band room.
- Provision of a footway link/ramp to the Hollins Lane car park.

The application is accompanied by the following supporting documents :-

- Statement of Community Involvement.
- Planning Statement.
- Design and Access Statement.
- Heritage Assessment.
- Archaeological Desk Based Assessment.
- Transport Assessment.
- Road Safety Audit.
- Framework Travel Plan.
- Arboricultural Impact Assessment.
- Landscape Strategy.
- Phase I Ecology Survey (Preliminary Ecological Appraisal).

- Phase II Ecology Survey (Nocturnal Bat Survey Report).
- Biodiversity Net Gain Assessment.
- Statutory Biodiversity Metric Calculation Tool.
- Daylight and Sunlight Assessment.
- Noise Assessment.
- Air Quality Assessment.
- External Lighting Note.
- Construction Environmental Management Plan.
- Phase I Preliminary Risk Assessment (Ground Conditions)
- Flood Risk Assessment and Drainage Strategy.
- Energy Statement.
- Sustainability Checklist.
- Crime Impact Assessment.
- Utilities Report.

The plans and drawings submitted with the application are appended to the report.

SITE AND SURROUNDINGS

The 6.2 hectare application Marple Memorial Park site is located to the North of Stockport Road and to the South of Station Road in Marple and comprises a number of single use buildings, access road and car park, alongside the wider Memorial Park.

Existing buildings on the site include the two storey Marple Library building, single storey Police and Health Clinic buildings, two storey Hollins House, single storey public W.C building and single storey bowling club buildings. Additional structures within the site include a War Memorial, stocks and a sundial.

The wider park occupies the Northern, Eastern and Southern portions of the site and accommodates children's playgrounds, a bowling green, a skate park and multi-use games area. A mature wooded area exists to the North of the existing Library building.

Vehicular access to the site via Memorial Park Drive is taken from Stockport Road to the South. There are a number of pedestrian paths within the site, providing pedestrian access from Stockport Road, Station Road, Garth Road and the Peak Forest Canal towpath.

To the North of the site are predominantly residential uses on Station Road, Ley Hey Road, Oakdene Crescent and Garth Road. The site is adjoined to the West by residential properties on Parkfield Avenue and Hollins Lane, along with Marple Fire Station, the 'Asda' superstore, Marple Senior Citizens Hall and Marple Scout Hut. The wider Memorial Park site is bounded to the East by the Peak Forest Canal, with predominantly residential uses beyond. A variety of commercial and residential uses on Stockport Road lie to the South of the site.

POLICY BACKGROUND

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

The Statutory Development Plan for Stockport comprises :-

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

The Western portion of the site is allocated within a Predominantly Residential Area and the Eastern portion of the site is allocated as Local Open Space, as defined on the Proposals Map of the adopted Stockport Unitary Development Plan Review. The site is adjoined to the North by the Station Road/Winnington Road Conservation Area and to the South by the Peak Forest Canal Conservation Area. Hollins House to the South of the existing Library building is a Grade II Listed Building. The following policies are therefore relevant in consideration of the application :-

Saved UDP policies

- NE1.2 : SITES OF NATURE CONSERVATION IMPORTANCE
- NE3.1 : PROTECTION AND ENHANCEMENT OF GREEN CHAINS
- HC1.1 : DEMOLITION AND TREE FELLING IN CONSERVATION AREAS
- HC1.3 : SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS
- EP1.7 : DEVELOPMENT AND FLOOD RISK
- EP1.9 : SAFEGUARDING OF AERODROMES AND AIR NAVIGATION FACILITIES
- UOS1.3 : PROTECTION OF LOCAL OPEN SPACE
- L1.1 : LAND FOR ACTIVE RECREATION
- L1.2 : CHILDREN'S PLAY
- L1.10 : CANALS AND DISUSED RAILWAYS
- CTF1.1 : DEVELOPMENT OF COMMUNITY SERVICES AND FACILITIES
- CDH1.2 : NON RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS
- CDH1.9 : COMMUNITY FACILITIES IN PREDOMINANTLY RESIDENTIAL AREAS
- 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
- CS5 : ACCESS TO SERVICES
- CS6 : SAFEGUARDING AND STRENGTHENING THE SERVICE CENTRE HIERARCHY
- AS-1 : THE VITALITY AND VIABILITY OF STOCKPORTS SERVICE CENTRES
- AS-2 : IMPROVING INDOOR SPORTS, COMMUNITY AND EDUCATION FACILITIES AND THEIR ACCESSIBILITY

- AS-3 : MAIN TOWN CENTRE USES, HOT FOOD TAKE AWAYS AND PRISON DEVELOPMENT OUTSIDE EXISTING CENTRES
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- SIE-5 : AVIATION FACILITIES, TELECOMMUNICATIONS AND OTHER BROADCAST INFRASTRUCTURE
- CS9 : TRANSPORT AND DEVELOPMENT
- CS10 : AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

Marple Neighbourhood Plan policies (MNP)

Following an Independent Examiners Report in October 2023 and a referendum vote in favour in March 2024, the MNP has been adopted and forms part of the Development Plan. Full weight to the relevant policies of the MNP should be afforded in the determination of planning applications. Relevant policies include :-

- GA1 : WALKING AND CYCLING WITHIN MARPLE
- NC1 : NATURAL CAPACITY AND BIODIVERSITY
- NC2 : RENEWABLE ENERGY
- CS1 : OUTSIDE COMMUNITY SPACE
- CS2 : INDOOR COMMUNITY SPACE
- CS3 : CANAL TOWPATHS
- HT1 : BUILT HERITAGE
- HT2 : ARCHAEOLOGICAL HERITAGE
- HT3 : TOURISM

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 :-

- SUSTAINABLE DESIGN AND CONSTRUCTION SPD
- TRANSPORT AND HIGHWAYS IN RESIDENTIAL AREAS SPD
- SUSTAINABLE TRANSPORT SPD

National Planning Policy Framework (NPPF)

The NPPF, initially published in March 2012 and subsequently revised and published in December 2023 by the Department for Levelling Up, Housing and Communities, 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 225 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

- DC091260 : Listed Building Consent for internal alterations including the removal of stud partitions, installation of new lighting, flooring and internal decoration (Hollins House) : Granted – 17/04/2024.
- DC077132 : Non Material Amendment to Planning Permission DC068076, to comprise amendments to siting and height of skate ramps and provision of 1.2 metre high safety barrier : Granted – 08/07/2020.
- DC074524 : Non Material Amendment to permission DC068076 to re-site the Grind Rail, deletion of Euro Gap feature, extension of the Hubba and alteration to the style of the Quarter Pipe : Granted – 02/10/2019.
- DC068076 : Extension of the existing skate area and the refurbishment of the existing basketball court, to allow for all weather multi-sport use : Granted – 16/10/2018.
- DC067933 : Removal of the existing planting area and resurfacing works to increase the car parking area available at the police station : 31/01/2018.
- DC066172 : Provision of free standing edge protection to flat roof to Marple library to enable maintenance of roof, boiler flue and PV panels (Library Building) : Granted – 15/08/2017.
- DC062740 : Conversion of and external alterations to existing car port and double garage to form locker room and welfare facilities (Police Station) : Granted – 28/10/2016.
- DC057967 : Refurbishment of and extension to existing skate park facility : Granted – 29/04/2015.
- DC039748 : Listed Building Consent for removal of existing outer and inner entrance porch and replace with curtain walling : Granted – 05/11/2008.
- DC027318 : Installation of fencing (Basketball Court) : Granted – 26/09/2007.
- DC021864 : Listed Building Consent for re-roofing of existing pitched and flat roof area and renovation to rooflights and chimney stacks and painting of sash windows (Hollins House) : Granted – 09/08/2006.
- DC009796 : Listed Building Consent for installation of internal security shutters to windows and doors (Hollins House) : Granted – 17/03/2003.

- DC003076 : External alterations to police station including partial bricking up of existing windows : Granted – 12/03/2001.
- J.72001 : Listed Building Consent for proposed external disabled access ramp and internal alterations (Hollins House) : Granted – 18/08/1999.
- J.71320 : Proposed external two storey lift shaft and single storey pump room (Library Building) : Granted – 26/11/1998.
- J.46027 : Construct a small extension (Clinic Building) : Granted – 16/08/1989.
- J.13835 : Proposed Police U.H.F. Radio Mast (Hollins House) : Granted – 09/11/1978.

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 notices on site and in the press.

Letters of objection have been received to the application from 8 properties. The main causes for concern raised are highlighted below :-

Insufficient Consultation

- The properties closest to the proposed development were not sent any information or consultation on the project.
- Many residents found out about the project from a third party. The level of communication to some of the closest residents to the site is questionable.
- Concerns raised by residents have not been fully addressed, despite attempts to engage during the public consultation phase. It was anticipated that a direct follow-up would take place to residents concerns about the impact, which did not transpire.
- The Planning Statement refers to consulting, meeting with and considering the opinion of some Parkfield Avenue residents, however there is no mention of the necessity to meet with other residents of Parkfield Avenue. Why were such residents not taken into consideration to discuss matters?
- There has been little consultation, despite the Councils statements about “listening to the people of Marple” and “Extensive consultation process”.
- There is a seeming lack of regard from Council Planners to listen to residents voice and be shown more sensitivity.
- Not all generations are online and traditional channels of communication still apply.
- Residents remain open to dialogue and are willing to engage in further discussions to reach a mutually satisfactory outcome.

Design and Impact on Visual Amenity

- Negative impact on the inherent beauty of the immediate area, given its location in front of an Arts and Crafts house, the Lock Keepers Cottage and a Grade II Listed Building.
- The design of the building has done little to fit in with the surroundings. More use of natural materials, such as wood and living walls, should have been factored in. The view of the building will be like looking at a warehouse, especially during winter months.
- The proposed building looks industrial and unimaginative.
- Do not feel that the visual impact of the development has been properly addressed.
- Little attempt has been made to visualise the plans or show the building in the environment of the park itself to see the impact.
- It is important to make sure the development visually fits within the area.
- Hope and pray that the design will be completed in an exterior finish nothing like the industrial obscenity that is the present Library – residents are not hopeful.

Impact on Residential Amenity

- The site and proposed development is located in close proximity to a number of neighbouring residential properties.
- The submitted Design and Access Statement acknowledges the impact on privacy of neighbouring residents and the development suggests a significant decrease in privacy to residents due to the removal of mature trees and foliage currently serving as a natural screen.
- The close proximity and direct line of sight of the proposed building will impede upon personal privacy.
- There would be several windowed areas and a viewing area facing neighbouring properties, which would impact on privacy.
- The proposed first floor windows of the new building, particularly those from the clinic office, would directly overlook neighbours gardens and into their homes, presenting a significant privacy infringement.
- Any proposed first floor windows should be fitted with frosted glass to prevent direct lines of sight and view into neighbouring properties private spaces and personal areas.
- Currently neighbours privacy is safeguarded by mature trees and foliage. Removal of such as proposed would jeopardise neighbours right to privacy and impede ability to enjoy their homes and gardens peacefully without intrusion.

- The proposed replacement planting is inadequate for immediate privacy needs. The installation of substantial fencing along the border should be provided to maintain and provide immediate and lasting privacy.
- Significant impacts on residents in terms of noise, disruption and reduced quality of the life from the duration of construction of the development and beyond.
- Noise disruption and effect on quality of life from dismantling the current library, debris disposal, digging out the ground for a swimming pool, constructing the proposed building and widening the path close to neighbouring properties. This would involve heavy plant and machinery and would be for a considerable period of time.
- Noise from demolition and construction activities would be prolonged and loud. Is there a plan in place to minimise this or stagger the stages to allow some respite?
- Concerns regarding activities such as evening spin classes with high energy music and disco lights. With the combined gym, there are concerns of noise outside normal business hours, quite the opposite of the existing peaceful library. It would be reassuring to hear that there will be restrictions in place to minimise such.
- Nothing has been mentioned about to what degree sound proofing of the building has been addressed. When in use as a swimming pool and gymnasium, noise can be considerable and would run from morning until late at night.
- Noise and disturbance from plant room, internal machinery, associated vents and extractors.
- The submitted Noise Assessment indicates a potential significant noise impact, particularly at night.
- Concerns about the statement within the submitted Noise Assessment, indicating that noise mitigation will be a challenge.
- It is stressed that, as external plant areas are proposed at roof level at the closest point to receptors, meeting the plant noise limits may be a challenge. Pool and roof plant areas are shown approximately 6.0 metres from the boundary of residential properties on Parkfield Avenue. Given the close proximity of the proposed plant room and associated vents to residential properties, the impact on residents quality of life is concerning.
- The proposed plant room should be relocated away from neighbouring properties.
- Impacts would need to be addressed at the detailed design stage when accurate information on the proposed plant is available.
- There should be a commitment that noise levels will comply with local noise regulations.

- Noise mitigation strategies, such as relocating the plant away from residential boundaries, ensuring sufficient insulation of noise-producing elements and positioning vents and pipework to minimise noise travel and transmission towards residents should be incorporated.
- Concerns over the unproven effect of noise of the required heat pumps.
- Lack of information regarding mitigation of external chlorine odours. Clarification should be provided on the measures taken to prevent such odours from affecting residents, including technology to be used and its proven effectiveness in similar developments.
- The technical nature of the submitted lighting plan has left residents unable to assess the impact on surrounding properties. There should be a simplified presentation of this plan or a residents meeting to discuss implications and mitigation of light pollution to ensure minimal impact on residents, particularly during night-time hours.
- The submitted Crime Impact Statement notes the existing physical border provided by trees and hedges is a natural deterrent, contributing to security. The loss of this barrier, along with proposed new pathways, would expose residential to increased vulnerability to crime. Adequate compensatory security measures, such as substantial fencing along the borders should be provided to provide security and deter crime.
- The proposed start of construction activities at 07.30 will adversely affect the local community. This should be modified to an 08.00 start on weekdays and a 09.00 on Saturdays, aligning with local noise ordinances and community routines.
- There is an increasing foreboding and anxiety at the thought of the project on residents quality of life, over the duration of the project and once it is operational.
- Residents would be subjected to anxiety, stress and major disruption. For such a massive project, no consideration for local residents has been taken into account.

Traffic, Parking, Access and Highway Safety

- Due to the disparity between the initial proposals and the current scheme, it is wondered how much the project will escalate in size and scope before its conclusion. Does not give confidence about estimates on likely effect on local traffic and road safety.
- The impact on parking and traffic increase on Parkfield Avenue, a cul-de-sac with young children, has not been thoroughly assessed. A comprehensive parking study during peak hours and inclusive discussions with residents to devise effective solutions, such as residents permits, parking restrictions or highway adjustments, should be undertaken.
- The Travel Plan acknowledges that parking provision for the development is insufficient but fails to mention the obvious impact on Parkfield Avenue residents.

- The proposed construction boundary at the edge of the existing police station will eliminate essential turning space in Parkfield Avenue, currently facilitated by the police car park. The positioning of the security boundary to maintain this necessary provision, especially for service and emergency vehicles, should be reconsidered.
- As a result of increased footfall, parking issues on Ley Hey Road will get worse. Health care workers and library staff park on Ley Hey Road, leaving cars all day. Can something be done, such as a residents parking scheme, to help the parking issues created by the development, which will only get worse if there are additional leisure centre staff?
- Station Road is very busy and at peak times the stretch bordering the park is dangerous from speeding vehicles. The impacts will be increased by the development. Consideration should be given to reducing the speed of vehicles travelling along Station Road, for example making the whole stretch of Station Road bordering the park 20mph.
- The proposed creation of a coach inlet on Station Road is very suspect from a road safety aspect. The curve and ascending incline of the road at this point gives very little time for residents to avoid oncoming vehicle when exiting their drive. Will this proposal reduce or increase the risk?
- It has not been communicated well how access to the site during construction will be managed and how disruption will be minimised. Increase in traffic and parking will have an impact on the area. Parents with children visiting the play area will have to park further away. Access through the park will be obscured and funnelled between Hollins House and the new complex.
- Objection to proposed Puffin Crossing between the Canal and Winnington Road. The Road Safety Audit lists only two problems; location of a grid and location of speed awareness signs. The visit was carried out at a quiet time which may not provide a realistic view of potential road safety issues. Residents have a good understanding of road behaviour and the following issues, not noted in the report, should be looked at :-
 - A) There are several utility service grids at the site, which United Utilities require regular access to for maintenance and resolve issues. This involves parking vehicles and bowsers on the pavement which is cordoned off, sometimes over several days. The crossing will deny access to the vehicles and create a safety hazard at the crossing.
 - B) The reports states that there have been no accidents. The site is located after a blind bend where vehicles approach at excessive speeds. The warning sign and BT box was demolished due to a car out of control along with other serious accidents.
 - C) If the proposed crossing lights are on red, causing a build up of vehicles towards Winnington Road, there will be an increased risk of collision, as approaching vehicles will not see the tailback due to the blind bend.
 - D) The single track road next to the proposed crossing is used for access to Aqueduct Business Park and vehicles for canal and railway maintenance.

There is often a build up of traffic on Station Road to allow other vehicles out of the road and sometimes vehicles back out onto Station Road to allow others out. These vehicles would end up on the crossing causing more danger.

- E) People using the canal towpath from the park tend to walk downhill to use the dropped kerb crossing at St Martins Road to access the other towpath or station, as do those coming up the hill from the station. Could the existing dropped kerb crossing be enhanced?
- F) Concerned that the proposed site will lead to more accidents and danger, creating more risk than a crossing further down where the road is straight.
- G) It is unlikely that there will be much increased pedestrian traffic as a result of the new development as expected footfall would come from the back of Ley Hey Road and beyond where there is direct access to the park/proposed development.
- H) Given all the issues, the money would be better spent putting a crossing outside the Railway Station or enhancing the existing crossing at St Martins Road.

Impact on Trees and Ecology

- Destruction of mature deciduous trees which provide screening between residential properties and the Library. This has been designated as a 'wild area'. The removal of the trees, apart from being a form of environmental vandalism, would detract from the main purpose of enhancing the ambience of the Park.
- What is the scheme of biodiversity to take this opportunity to make this a net positive building? Trees are being removed with limited action to offset the impact. This could be minimised by the planting of tall trees to the North to make the new building blend in.
- Biodiversity actions could be taken, such as fitting plentiful bird, bat and insect boxes round the site.
- Bizarre that, being in a preservation area, neighbouring properties have to notify the Council if they want to lop branches from trees in their own garden.

Other Concerns

- The current fabulous views from neighbouring properties of the hills of Mellor would be impinged on due to the siting, size, scale and height of the proposed development.
- During initial meetings, Council Officials assured residents that the buildings 'would occupy the same footprint as the present Library', which is preposterous and patently untrue, given the disparities between the initial proposal and the current scheme. This makes residents wonder how much further the project will escalate in size and scope before it reaches its final conclusion and represents a serious credibility problem that the Project Management Team seem to have in respect of likely effects.

- The proposed clinic would occupy the top floor of the building, which Council officials states that the staff 'were very happy about'. Has anyone asked the patients, such as those who are frail, elderly, with mobility problems and parents with prams about this? This reflects an appalling dismissal of an important demographic cohort. How does this fit with the idea of 'levelling up', what are the priorities and who are the true beneficiaries?
- The Memorial Park was created for good reason by people who saw its value. Visitors remark about the wonderful views to the Derbyshire Hills and its healthy green space. Hope that the project does not destroy its unique ambience, transforming it into a concrete suburban car parking and diminishing its attraction for everyone.
- Where will children play whilst construction is taking place?
- The project to is going to be of benefit and interest for many outside the area, however it is going to be a heavy price to be paid by local residents in terms of quality of life.
- For many years, nearby residents have enjoyed the green space of the park in their vicinity and it is upsetting that it is to be built upon.
- Upsetting that there is a lack of regard by Planners to properly listen to residents voice and be shown more sensitivity.
- Planners know the price of their projects but choose to ignore the cost to those most affected.
- The Council appear a little bit duplicitous and blinded by the sight of levelling up funds.

Letters of comment to the application have been received from 2 properties, which assert the following :-

- There is no view of the proposed building from the perspective of the park entrance by the band room.
- The building will project into the park across the existing toddler play area, which would be relocated beyond the existing older-kids play area. There will be a loss of a lot of grass, whilst keeping the 'woodland' area to the side of the existing library. The 'woodland' area would only be used by dog walkers so it would make more sense to transfer the toddler play area here, losing less of the grass and reducing the hard-paved creep into the park.
- When will the demolition/construction occur? Concerns regarding noise and dust disruption for children studying.
- How long will the development take?
- Will attempts be made to reduce the amount of dust that is inevitable?
- It is understood that some of the woodland adjacent to the Library would be removed. With BNG in mind, where is new tree and shrub planting proposed?

- Will redirection of traffic take place during demolition/construction? When traffic has been directed away from Station Road and redirected up Oldknow Road, significant increases in pollution and noise have occurred.

Letters of support have been received to the application from 2 properties, expressing their support to the proposed development and recognising the effort that the Planning Team has invested in creating a well-designed facility that promises to enhance the community.

The following comments have been received to the application from the Marple Civic Society :-

Original Comments

- Aware of the acute logistical problems faced, resulting mainly from the project's funding mechanism, and an awareness that much has been achieved in less than ideal circumstances.
- There are many minor issues with the external works layout but of key importance is that, although the entrance has now moved to a point where it is no longer actually visible from the car park, it still looks as if the designers are regarding the alleyway as the main pedestrian route from the south side of town. The car park is a very poor and compromised layout and hacking a pedestrian dominant diagonal footpath across it will lose around 6- 8 parking spaces and will still not create a pleasant route.
- It seems that a building whose main entrance now addresses the park, should really have a major access from the park. Is it possible to consider a route around the east and north side of Hollins House, so that the entrance can be seen from 30 metres away rather than from 3 metres as would be the case at the moment?
- It is probable that the majority of Hub-bound motorists will use the car parks on the south side of town, so a well thought out direct and convenient pedestrian route straight to the front door, avoiding the carpark and bin store, substation, and miniscule planting areas, would greatly improve the amenity of the approach. It would also enable vehicles, including ambulances and minibuses, to park temporarily close to the entrance. This would be important for elderly and infirm people, and others being dropped off as close as possible by car.
- It appears that a link is proposed between the Hollins Lane car park and the Hub car park but is not resolved clearly on the site plan. The Transportation Assessment shows what appears to be a slope for pedestrians and mobility scooters but it is not apparent on the site or any other plans whether this actually connects into the footpath system in the main Hub car park. It is however included as a separate entity within the red line of the application site.

- Note that there is a single passing place for vehicles on Memorial Park Drive. Could consideration be given to the provision of another bay on the east side of the drive right opposite the Scout Hut? Cars will be turning the corner into the car park at this juncture, (intervisibility may not be so good), dropping people off to the Senior Citizens Hall and Scout Hut etc. There appears on the site plan to be a gap between existing trees where it may be possible to create one.
- The possible location for a future band stand shown on the site plan is cause for concern. Spectators would crowd on to the path, blocking the way for pedestrians and mobility scooters; and would be too close to the children's playground in noise terms. Traditionally band stands are circular in form to allow spectators to congregate on all sides. A position closer to the more formal war-memorial features of the park might be more appropriate.
- Pleased to note that a separate toddlers playground, neglected in previous site plans, is to be tacked on to the existing older children's playground. There is no footpath leading to it, and young children may not wish to gain access to it through the part for older children because they would feel intimidated by them. This is very important for parents and grandparents who would be supervising them. Could an alternative less obtrusive site for a toddlers' play park be found separate from the main one?
- The form of the building with a series of pitched roofs is now established after consultation. However the red and red-brown colouring is more typical of the urban environment of Stockport. An external material closer to the colour of natural stone rather than to brick would be more appropriate on the edge of, and within sight of, the Peak District, and would provide the relief sought by users of Memorial Park, from the urban environment.
- Acknowledging the budgetary constraints on the proposal, consideration should be given to the use of ground source heat pumps rather than air source being a less visible and perhaps more appropriate in an open site.
- The application documents list twelve occasions when the Council carried out local consultations with stakeholders and the public. This welcome process should continue throughout the passage of this application, through to the approval of conditions.

Further comments following submission of amended/additional information

- Welcome the continued consultation on the development. The post-submission letter responds positively to comments by other bodies, both statutory and voluntary.
- The passing bay on Memorial Park Drive is now in a more satisfactory position.
- The reduction in internal floor area has enabled the public realm area between the new hub building and the extension to Hollins House to be

widened thus creating a better circulation space on the approach to the main door of the building.

- An air source heat pump is now to be installed making a useful contribution to sustainability.
- Whilst the concern about the police car park and its accessibility, most of the comments relate to cycling and footway matters. This should be more properly attributed to Marple Walk and Ride Group?
- The response does address the substantive comments of the Society.
- The related issues of access from car parks and the amenity of the approaches to the main entrance of the Hub have obviously given cause for thought to the designers. It is acknowledged that these are difficult to reconcile entirely but the promise of a high-quality public realm is welcomed. The Circulation Strategy, hints at, but does not entirely embrace, the use of the route around the east side of Hollins House as a regular access route. With appropriate signage this route could be a useful, if not the main, route to the main entrance of the Hub.
- The link between the Hollins car park and the Hub car park could be wider and more clearly integrated with the projecting edge of the site boundary at this point. As the most closely-related external car park to the Hub, a more landscaped approach with welcoming signage would help those approaching from this quarter.
- The relocated passing place on Memorial Drive is welcomed.
- Understand that the indicative location of the band stand was the suggestion of Friends of Memorial Park and note that it is not for the time being proposed.
- The toddlers Play area is shown as still projecting awkwardly out into the park beyond the existing children's playground and still no separate access is provided for it. The separation of the existing toddlers playground from the older children's playground is important to avoid intimidation of the younger ones. The toddlers playground shown on the earlier site plan consisted merely of a collection of logs and was equally as open to dogs as to children. It would better to use the space proposed for the water attenuation tanks on the site where it could be accessible to parents on the path and enclosed by fencing.
- The justification for the elevational design of the building is noted 'The first volume has been assigned as a red multi brick to reflect all surrounding commercial and residential buildings.' It is difficult to understand a justification which imports the urban character of the surrounding town environment of Marple into Memorial Park. Precisely the opposite reference should have been used which recognized that a park of all places is a place where people seek *relief* from the urban environment. It is hoped that it is not too late to reconsider the red/brown brick of the first volume for a warmer, lighter and more appealing material; and it might be anticipated that the timber cladding

is likely to change colour in time and buff appearance may be lost. Perhaps alternatives might be considered for this volume also.

- Still keen to consider the possibility of ground source heating as an alternative to more visible air source heat pumps. However it is noted that consideration continues to be given to appropriate and viable options to promote sustainability.

The following comments have been received to the application from the Friends of Marple Memorial Park :-

- The application is supported in principle and it is recognised that the vast majority of suggestions during the consultation have been actioned, so that the final submission is a significant improvement on the consultation starting point.

We have only one substantive but non-material comment.

- The area with new tree planting is considerably in excess of what we expected from the proposed Civic Society Scheme, which this will satisfy. That planting was intended to be around the existing woodland path, adjacent to the properties on Stockport Road. We fully understand and accept that a 3:1 ratio of tree replacement means 51 trees are for planting, and this will not be covered by the Civic Society Scheme. We believe space for these trees exists farther along the woodland path adjacent to the canal. The area presently allocated (next to the main walkway from Stockport Road to the War Memorial) will be completely covered by trees and is an important amenity space. It is used for the Carnival event annually and for other smaller events. It is also a valued picnic and recreation area due to the flat topography on the former tennis courts. The planting proposed will prevent this usage

We have other comments of detail which do not require any changes to the application :-

- The formalising of the existing cycle route across the park will bring together walkers and cyclists and steps should be taken to ensure there is a workable method of sharing between them. We would prefer there isn't excessive signage and that means are found to foster and encourage a sense of consideration from all users to all users, bearing in mind this route will also be used by hand pushed wheelchairs, prams and electric wheelchairs.
- We note the Bowling Hut erected by ex-servicemen after the First World War is not mentioned in the heritage assessment. We understand the nature of this building doesn't qualify it for formal inclusion. The building is, of course remaining, but there should be some acknowledgement, if possible of the importance of this building, embodied in the inscription over the entrance.
- The toddlers play park will need to be relocated which has always been accepted. A location is shown on the drawings. We know this isn't finalised and we would encourage the Council to be ambitious in the size and design of

this area. It replaces a large area that is much loved and used. The Friends groups has already said we may look to fund some additional play equipment ourselves and this is still an aim. Hence the area needs to be designed on that basis. We would also like to ensure that the plaques in the toddlers play park are removed, retained and replaced elsewhere in the park.

- On an issue not strictly under our concern, we note the swimming pool changing area appears to have 5 WCs and 4 showers. Based on users' experiences of the Romiley Baths new changing area, the number of WCs could be reduced and the number of showers would benefit from being increased.

CONSULTEE RESPONSES

Planning Policy Officer : Energy and Sustainability

The UK has set into law a target to bring all its greenhouse gas emissions to net zero by 2050. In March 2019, Stockport Council declared a climate emergency, and agreed that Stockport should become carbon neutral by 2038, in advance of the UK 2050 target. The Stockport CAN strategy was developed to underpin this agreement and was approved by the Council in October 2020. The strategy sets out to ensure that Stockport achieves carbon neutrality by 2038 in order to support global efforts to prevent global warming going above 1.5°C. The Environmental Law Foundation has suggested that climate emergency declarations should be regarded as material considerations in the determination of planning matters.

Meeting our 2038 carbon neutrality target will require new development to achieve net zero carbon in advance of then, and we should not be building homes, workplaces, community uses or schools which will require retrofitting in the near future. The definition of net zero carbon development has been established by the UK Green Building Council. <https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/> It is important to note that most microgeneration technologies (e.g. solar panels and heat pumps), and other climate change mitigation / adaptation measures are significantly easier to install at the time of building rather than retrofitting later.

Our local approach reflects the [Greater Manchester Five Year Environment Plan](#). The Five-Year Environment Plan includes a commitment to be carbon neutral by 2038, and an accompanying science-based carbon budget. (Carbon neutrality is defined by the Tyndall Institute's study for GM as below 0.6 Mt CO₂/year across GM).

Paragraph 8 of the NPPF places mitigating/adapting to climate change as an overarching objective for the planning system, to ensure sustainable development.

Objective 1 of the Core Strategy relates to climate change, this is supported by a number of policies that seek to deliver this primary objective.

- Policy CS1 states that: *"The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and*

consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough's carbon footprint by achieving carbon management standards.”

- Policy SD-3 sets out CO2 reduction targets for different types of development across the borough.
- Policy SD-6 states that: *“Development should be designed in such a way as to avoid, mitigate or reduce the impacts of climate change.”*
- Paragraph 3.68 of Policy SD-6 states that: *“Development, particularly within the urban area of the Borough, that takes into account the urban heat island effect and incorporates measures to reduce this phenomenon will be given positive consideration. Measures might include:*
 - *Provision of appropriate greencover (shaded green space and tree cover);*
 - *Provision of green roofs, walls and boundaries;*
 - *Urban design that encourages air flow throughout the development;*
 - *Passive cooling that allows natural ventilation to cool the building or development in preference to mechanical cooling;*
 - *Solar shading designed into buildings to avoid internal overheating; or*
 - *Water features such as lakes, ponds, fountains and watercourses.”*

I have reviewed the 'Part L Compliance & Energy Strategy Report' Rev. D updated to July 2024 (hereafter referred to as the 'energy strategy'), the amended roof plans, the planning statement and the landscape strategy submitted in support of the proposal.

The energy strategy provides a high-level overview of the approach taken for the scheme. The EPC included within the energy strategy makes it clear that the development will be energy efficient, targeting an 'A' rating. The energy strategy has been updated to confirm that the scheme has designed from the outset to aim for net zero carbon emissions in operation ('NZCiO'). The building is designed to be highly thermally efficient and surpasses building regulation standards, however due to the high energy consumption of the swimming pool, the limitations of onsite electricity generation from solar PV and the current carbon intensity of electricity provided from the national grid, it is not feasible to fully achieve NZCiO on site.

The energy strategy sets out that the design of the scheme will include solar PV panels on the roof of the development to cover approximately 235m², and updated roof plans demonstrate the intended location of the panels. The amount of electricity generated from these panels will offset some of the electricity demands of the development. It has been calculated that 70,085 kgCO₂ per annum of additional carbon credits would need to be purchased to achieve NZCiO. Over time, as the national grid decarbonises, this development will become truly net zero in operation without the need for any costly retrofit.

It is my understanding that all roof planes with suitable inclination are proposed for supporting solar PV, and that every opportunity has been taken to maximise solar PV in a sensitive manner into the design of the scheme. Given the updated information that has been submitted, the provision of solar PV is supported, however a glint and glare assessment may be required due to the proximity of Manchester international airport, as the airport is within 30km of the proposed development. Once the precise

location of the panels is confirmed, the use of a planning condition could be used to seek advice from MAG (Manchester Airport Group) on the matter.

A high-performance thermal envelope with reduced air permeability and mechanical ventilation with heat recovery (MVHR) is proposed for the building, coupled with the use of air source heat pumps for low carbon heat generation, and this holistic approach in line with the principles of the energy hierarchy is supported. The U values and airtightness values surpass building regulation standards and should aim to be delivered within the development as built to avoid the “performance gap” between the design stage and construction of the buildings.

Furthermore the project has been designed to adhere to the key principles endorsed by BREEAM methodology, to ensure that the development is sustainably designed and constructed. In line with policy SD1 of the Core Strategy, the council will look favourably upon development that seeks to achieve high ratings under BREEAM. I am very supportive of this design approach.

I am disappointed with the levels of green infrastructure proposed for inclusion within the scheme to help reduce the impacts of the urban heat island effect, to help adapt to extreme weather events associated with the climate emergency. The energy strategy has been updated with a commentary of the provision of a green wall which concludes: “While green walls offer aesthetic and environmental advantages, we think these are outweighed by the financial, structural, and technical drawbacks in our context”. I would hope to see green roofs, green walls, swales and additional tree planting to help combat the urban heat island effect and to respond to the requirements of policy SD-6. However given this scheme is providing sustainably designed and constructed development on a brownfield site for community benefit, and a landscaping scheme is proposed, I do not raise an objection on this point.

In conclusion the development exhibits principles of sustainable design and construction, responding to challenges posed by the climate emergency, and sets out measures to ensure that the development will be net zero carbon in operation.

Conservation Officer

Marple Memorial Park was created from the grounds of Hollins House, formerly a high status private house. Hollins House is a Grade II listed building of special architectural and historic interest and it remains a key focal point of the park.

There are a number of other listed structures within the park, including a war memorial, stocks and a sundial, located to the south of the house.

I can confirm that the buildings/structures identified for demolition within the submitted plans are not curtilage listed for the purposes of S.1[5] of the Planning (Listed Buildings and Conservation Areas) Act 1990 and their demolition would not be harmful to the significance of the various designated and undesignated heritage assets in their vicinity.

Given its size and scale, the proposed new hub building will have a dominant impact upon the character and appearance of the park, weakening the visual and historic relationship between the listed house and its original grounds, and this will inevitably

have a harmful upon its significance and setting. However, it is acknowledged the new building is to be located to the north of Hollins House, in close proximity to a C20th two-storey rear extension which has no particular architectural merit or historic interest. The form of the new building has been designed to respond to its wider setting and there has been a clear attempt to break down its apparent mass in order to reduce the level of potential harm. The nature of the harm to the setting of the listed building is indirect and therefore, for planning policy purposes, represents a 'less than substantial' level of harm. NPPF para 208 states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.' Whilst Hollins House is excluded from the scope of the current proposals, it is understood that the demolition of the Marple Clinic and Police Station buildings will enable Hollins House to become actively re-used through decanting of these facilities. This will represent a public benefit, assisting to secure its future preservation, and it is noted that an application for listed building consent has been recently approved to facilitate its re-use (DC/091260 | Listed Building Consent for internal alterations including the removal of stud partitions, installation of new lighting, flooring and internal decoration | Hollins House Memorial Park Marple Stockport SK6 6BB).

To the north, a small part of the site edged in red lies within the Station Road/Winnington Road, Marple Conservation Area. The conservation area contains a number of locally listed buildings, located outside the site boundary but close to pedestrian access points, including Stonehouse and Memorial Park Lodge. On the basis of the submitted plans these designated and undesignated heritage assets appear to be unaffected by the current proposals. However any future intensification of these entrances may have a detrimental impact upon their significance.

It is recommended that the design of the enlarged car park located immediately west of Hollins House is given further consideration in order to reduce its visual impact. Its design and landscaping could be developed to create a more appropriate response to its parkland setting, with potential for the introduction of a greater level of soft landscaping and trees and for closer attention given to the treatment of boundaries and selection of surface materials.

Should the current proposal be approved, it is recommended that matters relating to the selection of external materials and architectural detailing of the new hub building are subject to conditional approval to ensure that the design of the new building represents an appropriate response to the setting of Hollins House and the level of any harmful impact is minimised.

Highway Engineer

Original Comments

This application seeks permission for the demolition of the existing library, clinic and police station at Marple Memorial Park and the erection of a leisure and community building (Use Class E, F1, and F2) in their place, together with associated parking, landscaping, drainage, highways improvements and other supporting infrastructure. The proposed leisure and community building (to be known as Marple Community Hub) will incorporate a replacement library and clinic (with 4 consulting rooms), swimming pool, fitness suite, two studios, a community room, reception area (with

small café) and ancillary accommodation. Hollins House (housing Council and NHS services, including district nurses), together with the existing scout hut and senior citizens building will be retained as part of the proposals, as will facilities at the park, including skate park and bowling green. A new outdoor play area will be provided to replace an existing play area that will be lost as part of the proposals. Information submitted in support of the planning application outlines that the clinic and library will operate in a similar manner to at present, police station activities will be relocated to within Hollins House and other facilities at the site, including the scout hut, senior citizens hall and park will continue to operate in the same manner as at present. Submitted information also outlines that the swimming pool will be used by schools in the morning, for swimming lessons late afternoon and general swimming at other times.

After reviewing the submitted drawings and information, including a Transport Assessment, Framework Travel Plan, Design and Access Statement, Stage 1 Road Safety Audits and Designer’s Responses to the Audits, I would make the following comments:

- *Traffic generation and impact on the highway network*

A Transport Statement (TA) has been submitted in support of the application to review highway and transport issues relating to the development. This outlines that surveys carried out in November 2023 recorded Hollins House, the clinic and library generating 521 two-way trips on a weekday, with 77% of people travelling by car. A Saturday survey recorded 208 two-way car trips with 68% travelling by car. Peak time, the surveys recorded the uses generating between 40 and 49 two-way vehicle movements at peak hour. These surveys, however, did not record all those visiting the site (e.g. those visiting the park or scout hut). Traffic counts, however, have recorded these, with these recording 68 two-way vehicle movements on Memorial Park Drive during the AM peak, 42 during the PM peak and 97 during the Saturday peak.

As outlined above, many of the uses in the site will be retained and the library, clinic and police station will operate in the same way as existing, with similar hours of operation and staff numbers. As such, only the proposed leisure uses will result in additional trips to the site. Using data contained in the TRICS database, the TA outlines that the leisure uses (pool, fitness suite and studios) would be expected to generate 27 two-way vehicle movements during the AM peak, 67 movements during the PM peak and 83 movements at peak hour on Saturday (11:15-12:15) and would generate a total of 36 (AM), 91 (PM) and 140 (SAT peak) person trips (trips by all modes, including walking and cycling). The impact of these vehicular trips on the local highway network has then been assessed using junction-modelling software (PICADY and LinSig). A summary of the results is presented below:

Junction	Impact
Memorial Park Drive / Stockport Road	The junction currently operates within capacity with limited queuing (<1 vehicle) at peak time. In 2030, modelling shows the amended junction will continue to operate within capacity, with no material increase in queuing (both without and with development).
Stockport Road / Trinity Street	The junction currently operates within capacity with limited queuing (<1 vehicle) at peak time. In 2030, modelling shows it will continue to operate within capacity, with no

	material increase in queuing (with and without development).
Station Road / Hollins Lane	The junction currently operates at capacity at peak time, with queues of 7-10 vehicles on the Hollins Lane arm at peak time. In 2030, modelling shows a slight worsening of the situation, with queues increasing to 11-14 vehicles (or 11-15 based on a sensitivity test). With vehicle movements from the development added, however, the modelling shows no increase in queues.
Stockport Road / Hollins Lane	The signal-controlled junction currently operates close to capacity at peak time, with queues of 5-8 on Hollins Lane and 4-11 on Stockport Road. In 2030 and with the development occupied, the modelling shows the junction will continue to operate close to capacity, with a small increase in queuing (1 vehicle).
Stockport Road / Hibbert Lane	The signal-controlled junction currently operates close to capacity at peak time, with queues of 4-9 on Hibbert Lane and 3-5 on Stockport Road. Queuing on Stockport Road from Hollins Lane can extend back to affect right-turn movements out of Hibbert Lane. In 2030, modelling shows the junction will continue to operate close to capacity, with a small increase in queuing (1-2 vehicles).

Based on these results, the TA concludes that the traffic generated by the development will only have a marginal impact on the local highway network.

After reviewing the modelling, I can confirm that I concur with the conclusions of the TA and would conclude that the development should not have a severe impact on the local highway network which would justify a recommendation of refusal (as defined by the NPPF) or justify the need for any junction / capacity improvements (other than the proposed works to the site access). Whilst there are limitations in respect to how the modelling has been carried out (due to interactions between each junction), I consider the modelling is adequate at assessing the impact on the network and to outline the impact of the development on the network. Whilst I understand that TfGM (who are responsible for the operation of signal-controlled junctions) have reviewed the modelling and previously confirmed that they consider the development will have a “*marginal network impact*”, this position will need to be confirmed by them. The modelling, however, highlights that some delays and queuing presently occurs on the local highway network and any increase in this would not be desirable. As such, I do consider measures to encourage staff, customers and visitors to travel by sustainable modes should be implemented to maximise the number of trips made by sustainable modes and to minimise the additional vehicle movements on the local highway network. Consequently, I recommend that any approval granted is subject to the production and implementation of a robust Travel Plan (for the whole site) and a package of measures to permit and encourage travel by foot, cycle and public transport. This is discussed further below.

- Access

The site (other than the police station) is currently accessed from Stockport Road via Memorial Park Drive, an unadopted access road that takes access from Stockport Road by means of a priority junction which has a large pedestrian refuge. In addition, there are pedestrian / cycle accesses from Station Road, Garth Road the Peak Forest Canal Towpath, a pedestrian access from the Asda car park and an informal pedestrian access from Parkfield Avenue. Vehicular access to the small car park that serves the existing police station is via Parkfield Avenue. Within the site, there are a number of shared use paths, which are used by pedestrian and cyclists to access facilities at the site, as well as to pass through the park.

The proposed Community Hub, as well as retained buildings within the site, will continue to be accessed from Stockport Road and Memorial Park Drive following completion of the development and the small car park that will be retained for use by the police will continue to be accessed from Parkfield Avenue. No changes are proposed to be made to the Parkfield Avenue access, but amendments are proposed to be made to the Memorial Park Drive and its junction with Stockport Road. These include:

- 1) Amending the junction to a simple priority junction, with a raised crossing point, no pedestrian refuge and amended give-way line (to improve visibility)
- 2) Providing a shared-use path on the east side of the road (up to the shared use path through the park)
- 3) Providing a passing place halfway along the access road

Vehicle swept-path tracking diagrams are included in the TA to demonstrate that vehicles will be able to negotiate the amended access and access road and a Stage 1 Road Safety Audit which reviews the highway works from a safety perspective has been submitted in support of the application.

After reviewing the proposed amendments to Memorial Park Drive and its junction with Stockport Road, I can confirm that, subject to detail, I consider them acceptable from a design perspective. Improvements to the junction and associated works on Stockport Road will improve access into the site for pedestrians and cyclists (notably from the south) and the proposed passing place on the drive will provide a location for service vehicles to wait if a vehicle is approaching from the car park (noting the road to too narrow to allow large vehicles to pass and the full length of road could not be widened without the loss of a number of mature trees). I would, however, recommend that parts of the footway along the east side of the road are widened in places where they are less than 2m (this may need to be carried out using a no-dig solution due to the proximity of trees) to improve pedestrian access along the length of the road, although this matter can be dealt with by condition. In addition, I note that the TA has outlined that there is a drainage issue on the road (ponding occurs) which could affect pedestrian and cycle access. This, however, could be addressed at detailed design stage / by condition.

With respect to pedestrian and cycle access from other directions, the proposed widening of the paths within the park will improve access for pedestrians and cyclists from Station Road, the Peak Forest Canal towpath and Hollins Lane, as well as pedestrian and cyclist safety through the site. Full details of these improvements (including reviewing lighting) will need to be agreed and I consider wayfinding signage should be provided to sign these routes. These matters, however, can be dealt with at detailed design stage / by condition.

- *Parking*

There is currently a 68-space car park within the Memorial Park, which contains 6 disabled spaces and is operated on a Pay and Display basis between 8am and 6pm Monday to Saturday. In addition, there is an 8-space car park accessed from Parkfield Avenue which serves the police station. Based on the adopted parking standards, the TA outlines that the current level of parking equates to approx. 27% of the maximum permitted and is deficient in terms of parking for disabled people, cycles and motorcycles. Parking surveys, however, indicate that parking demand does not currently exceed supply (peak demand is 55 spaces (81% of total) on weekdays and 62 spaces (91%) on Saturdays), indicating many people are likely to be travelling to the site by alternative modes or parking elsewhere. There are 8 public car parks within the vicinity (500m) of the site, providing a total of 309 spaces, including 22 disabled spaces. 3 of these car parks, with a total of 111 spaces, are within 250m of the site. In addition, there are 154 spaces within the Asda car park, which surveys have found is used by some existing visitors to the site. Parking surveys found that all 6 public off-site car parks are well used, with 82% (weekdays) / 91% (Saturdays) of spaces occupied at peak time, resulting in a minimum of 56 spaces (weekdays) / 27 spaces (Saturdays) available at peak time (with 20 / 10 being available within the car parks closest to the site). Peak time on weekdays was found to be between 10am and 3pm on weekdays and 10am and 1pm on Saturdays.

As part of the scheme, the existing car park will be amended and reconfigured so as to provide a total of 64 car parking spaces, including 7 spaces for disabled badge holders, and these will continue to operate on a P&D basis. 8 parking spaces will also be provided for use by the police.

As outlined above, the library and clinic will be relocated from existing buildings within the site to the proposed new community building, the police accommodation will be relocated into Hollins House and there will be no material change in how they operate. As such, parking demand for these uses is not expected to change. Other uses within the site also remain unaffected by the proposal. As such, increased parking demand would only arise from the leisure use. In respect to meeting this demand, the TA outlines that, based on TRICS data, the leisure uses would be expected to generate a peak parking demand of 34 vehicles on weekdays (between 4pm and 5pm) and 52 on Saturdays (between 10am and 11am). Added to existing demand at the site, the TA outlines that at peak time on weekdays (11am-12 noon) on site demand would increase to 80 vehicles. On Saturdays, peak parking demand is expected to be 109. As such, the TA outlined that the on-site car park would not be able to meet the parking demand of the existing and proposed use for parts of the day, both during the week and at weekend, with demand exceeding supply between 9am and 5pm on weekdays and between 9am and 3pm on Saturdays. As outlined above, there are other public car parks within the vicinity of the site, with these having some spare capacity. When these are taken into account (not including ASDA – whilst it is noted that some people use this car park, it cannot be assumed that this will always be possible), the TA outlines that these would be able to accommodate the displaced car parking on weekdays, with total demand reaching 275 (leaving 26 spaces available). On Saturdays, however, the TA outlines that demand will exceed supply between 11am and 12 noon (by up to 11 cars). As such, the development will put additional pressure on car parks throughout the town centre, although these should be able to accommodate the demand (albeit only just) for most of the time. With demand approaching demand in many of the car parks, however, space will not always be available in each car park and car parks may not always be able to function. As such, it is considered that measures are required to reduce demand and manage car parking and vehicle movements to them.

The need for mitigation measures has been recognised by the applicant and therefore various measures are proposed to manage parking demand. These include:

- 1) The provision of Variable Message Signs (VMS) to inform drivers of parking availability in town centre car parks.
- 2) The production and implementation of a Travel Plan which includes measures to discourage car travel and encourage sustainable modes of transport.
- 3) Pedestrian and cycle infrastructure improvements to improve access to the site by foot, cycle and public transport (see below).

Subject to the Travel Plan being robust and including all uses at the site, cycle and scooter parking being provided (to complement the pedestrian cycle improvements), an additional VMS sign being provided on Oldknow Road (for drivers approaching via this road) and parking restrictions being reviewed in the vicinity of the site (e.g. to ensure that the proposal does not result in overspill parking taking place in unsafe or unsuitable places on the local highway network), I would conclude that parking demand should be able to be reduced and managed so as to ensure that the development does not adversely affect highway safety, the operation of the local highway network (including roads such as Station Road and Parkfield Avenue) or the operation of car parking in Marple District Centre. Delivery of the majority of these measures can be dealt with by condition, whilst the provision of additional parking restrictions will require the applicant to enter into a legal agreement in respect to the payment of a financial contribution to fund the associated Traffic Regulation Orders.

As outlined above, the pool is expected to be used by schools each morning and the TA outlines that one school would use the pool at each time, with arrival and departure times for each school overlapping, resulting in the need for parking to be provided for two coaches. Due to the constraints of the site, a two-vehicle coach parking bay is proposed to be provided on Stockport Road in front of the Regent Cinema by converting existing limited waiting parking bays to a coach parking bay. The TA recommends that this would be in operation between 9am and 3pm on weekdays (at other times it could be used for general parking, as presently occurs). I would consider such arrangements acceptable. Formation of the coach parking bay will require a Traffic Regulation Order and therefore any approval granted will need to be subject to the applicant entering into a legal agreement in respect to the payment of a financial contribution to fund this.

With respect to cycle parking, there is currently parking for 6 cycles in front of the library and parking for 2 cycles by the bowling green. It is assumed that the later will be retained and a covered cycle store for 12 cycles is proposed to be provided close to the main entrance of the proposed leisure and community building for staff and users of the building (library, clinic and leisure use). With respect to this, whilst I consider such a facility would be suitable and should meet the needs of visitors to the community building, I consider a long-stay (covered and secure / gated) cycle store for a minimum of 6 cycles needs to be provided for staff. In addition, I would recommend that a rack for the parking of children's scooters is also provided. Whilst full details could be agreed by condition, as can the requirement to provide lockers and make available shower / changing facilities for all staff within the building, I would recommend that a revised site layout plan is sought which indicates where staff cycle parking and a scooter parking rack would be located. In addition, whilst amendments to Hollins House are not subject to this application, I would recommend that the applicant consider providing a secure cycle store for staff employed within this building, as well as a Sheffield stand for visitors.

No motorcycle parking is presently provided within the site, and none is proposed. As such, the scheme would be contrary to Policy T-1 'Transport and Development' of the Core Strategy DPD in its present form. As such, I consider this needs to be addressed through the submission of a revised plan which shows the provision of motorcycle parking spaces. Parking standards require 3 spaces to be provided for the leisure uses and clinic and I consider that 1 space should meet demand from the library. Locking anchors, or similar, should be provided.

Finally, the TA outlines that 4 spaces will be provided with EV charging points (two in accessible spaces) and ducting will be provided to all other spaces to allow additional points to be provided in the future. 4 charging points equates to a 6% provision. If the development is to be occupied in 2025, however, Council guidance outlines that a minimum of 13% of spaces (8 spaces) should have EV charging points and a minimum of 17% of spaces (11 spaces) should have EV charging points if the development is to be occupied in 2026. As such, I consider additional provision is required. The provision of a suitable number of EV charging points, however, can be secured by condition.

- *Servicing*

At present there is no formal servicing area within the site and service vehicles currently service the library, clinic and other uses within the site via the site access road and car park. Service vehicles presently include refuse vehicles and parks maintenance vehicles and a traffic survey carried out for the TA outlines that approx. 15 service vehicles visit the site each weekday, the majority of these being vans. In addition, a breast screening unit visits and is parked at the site once a year or so, occupying 6 parking spaces for a 2-3 month period during each visit.

The proposed development will result in additional service vehicles accessing the site, including vehicles associated with maintaining the pool. Most service vehicles will visit the site weekly although postal deliveries will be daily. The breast screening unit will continue to visit the site. A turning / servicing area is proposed to be provided adjacent to the proposed building and bin store and vehicle swept path tracking diagrams are included in the TA to demonstrate that service vehicles will be able to turn within the site and the breast screening unit will be able to manoeuvre into position. This will require spaces to be empty when this takes place but the TA outlines that this would take place outside normal working hours. This could be managed as part of a servicing method plan / statement, secured by condition. Subject to servicing of the site being managed in accordance with an agreed methodology, I would consider the proposed servicing arrangements acceptable.

- *Accessibility*

Marple Memorial Park is located adjacent to Marple District Centre, close to various shops, services and facilities and is within reasonable walking distance of Marple Train Station, a bus route served by a number of bus services (358, 383, 384, 375/385, 394) and various residential areas within Marple. Marple Rose Hill Station is approx. 1.1km from the site. Footways and footpaths in the area are, in general, good quality and illuminated and there are various controlled and uncontrolled pedestrian crossings at nearby junctions. Local bus services provide direct access to areas including New Mills, Romiley, Bredbury, Offerton and Stockport (some being fairly frequent and operating at weekends and evenings) and train services from Marple Station provide access to towns on the Manchester to Sheffield line every 30 minutes. The park is within reasonable cycling distance of residential areas around the edge of Marple, as well nearby settlements such as High Lane, Strines, Marple Bridge and parts of

Offerton, and there are various cycle routes and facilities in the area, including the Middlewood Way, Peak Forest Canal and Alan Newton Way. New cycle facilities have recently been provided on Church Street and Hibbert Lane. There are, however, no formal / controlled crossings on Station Road, crossing facilities on Stockport Road and Hollins Lane are limited, some footways in the area and shared use paths in the park are sub-standard in width and the site does not fully connect to existing pedestrian and cycle routes in the area. As such, whilst the site is centrally located to the community that the proposed facility will serve, is fairly accessible and its construction will negate the need for residents of Marple to travel out of the town to visit a leisure facility, connectivity is limited in places, which could deter or prevent staff and users to travel by sustainable modes of transport.

The applicant has therefore developed a comprehensive scheme to improve the site's accessibility, with measures including:

- 1) The provision of a TOUCAN crossing on Stockport Road by the site access.
- 2) Raised pedestrian crossings at the site access and at the Church Street and Queen Street junctions.
- 3) Shared footway / cycle ways along the first section of Memorial Park Drive and on Stockport Road.
- 4) Widening existing shared use paths within the Memorial Park.
- 5) Providing a new shared use path within the Memorial Park (from Hollins House to the band room).
- 6) The provision of a footway link / ramp to Hollins Lane car park.
- 7) The provision of a Zebra crossing on Hollins Lane.
- 8) The provision of a Puffin crossing on Station Road (in the vicinity of Hollins Green Road).
- 9) The provision of a Puffin crossing on Station Road (in the vicinity of St. Martins Road).
- 10) Pedestrian improvements on Hollins Lane including new dropped kerbs with tactile paving, new kerbing and amendments to junction radii.
- 11) Extension of the existing 20mph speed limit on Hollins Lane.
- 12) Pedestrian improvements on Station Road, including new dropped kerbs with tactile paving, new kerbing and amendments to junction radii.

The TA outlines that these have been designed having regard to LTN 1/20 and have been the subject of a Stage 1 Road Safety Audit (RSA). Copies of the RSAs for the highway works are included in the TA, together with designer's responses.

After reviewing of the proposed improvements, I would conclude that they will significantly improve access to the site for pedestrians and cyclists, as well as those accessing the site using public transport, which should encourage staff, customers and visitors to travel by foot, cycle and public transport (at present, approx. a third of trips are by sustainable modes). This includes providing improved pedestrian and cycle routes to Marple Station, Marple Bridge, Romiley, the Peak Forest Canal and areas to the south of Marple and improved pedestrian routes to residential areas to the north and west of Marple. They will also improve pedestrian and cycle access within Marple, encouraging trips by sustainable modes by the wider population and will improve pedestrian and cycle safety in the area (e.g. as the crossings will provide safer places to cross the road and wider paths will reduce conflict between pedestrians and cyclists). A review of the RSAs that have been produced concludes that these have not raised any issues that cannot be addressed at detailed design stage (e.g. they highlight the need for corduroy paving and cycle signage to be provided and an interactive sign and road gulley to be relocated) and I note that the designer has accepted the recommendations. I would therefore conclude that the proposal accords

with local and national policies on accessibility and these measures, together with the provision of wayfinding / directional signage and the operation of a robust travel plan, should reduce the number of people travelling to the site by car, thus reducing the impact of the scheme on the local highway network, as well as car parking facilities within the District Centre. Delivery of the majority of these measures can be dealt with by condition although some measures, including the 20mph speed limit, will require a Traffic Regulation Orders and a notification process will be required for the controlled crossings. A financial contribution to fund the TRO and notification processes will need to be secured by means of a legal agreement. Notwithstanding the above comments, I do not consider the drawings of the highway improvements are sufficiently detailed to allow them to be referred to in conditions to specify the works. This has been raised with the applicant and more detailed drawings have been requested. These will need to be received and reviewed before conditions can be drafted.

- *Travel Plan*

As required by Policy T1 and to ensure that staff and visitors to the proposed development are able and are encouraged to travel by sustainable modes of transport, a Framework Travel Plan (FTP) has been produced for the development and has been submitted in support of the application. The document outlines that it has been developed using travel survey information for the site obtained in 2023, it will be developed into a full Travel Plan once the site is open (taking into account information obtained from further surveys that will be carried out once the development is operation) and will operate for the life of the development.

A review of the FTP that concludes that it provides some general information on the site, the proposed development and the site's accessibility (much of it drawn from the TA), policy on travel plans, modal share of the existing uses (Hollins House, Marple Clinic and Marple Library), the results of the 2023 travel surveys, initial targets, how the travel plan would operate (including appointing a Travel Plan Co-ordinator) and various measures that would or could (marked as a * below) be implemented to encourage sustainable travel, including:

- 1) Production of Welcome Packs for staff.
- 2) Providing patients with travel information in appointment letters.
- 3) Providing travel information on a website*.
- 4) Providing an on-site travel information point*.
- 5) Providing new infrastructure (e.g. pedestrian improvements and EV charging points).
- 6) Providing clear signage.
- 7) Promoting walking, cycling, car sharing and the use of public transport
- 8) Promotion of the use of travel websites and apps
- 9) Offering staff the ability to work flexibly*.
- 10) Developing a car share scheme for staff*.
- 11) Providing cycle parking and reviewing its use.
- 12) Promoting the Cycle to Work cycle purchase scheme.

A review of the FTP concludes that whilst aspects of the Plan are acceptable and results from the travel surveys show that there is a potential for increasing the number of people who travel to the site by sustainable modes of transport, it is considered it needs further development, it needs to clarify that it will relate to all uses within the site / park, measures should be firmed up, additional measures should be implemented and a target should be to ensure that the proposal does not result in a parking demand being generated that cannot be accommodated in nearby public car parks. With respect to operation, further details of how the Plan will operate are required and

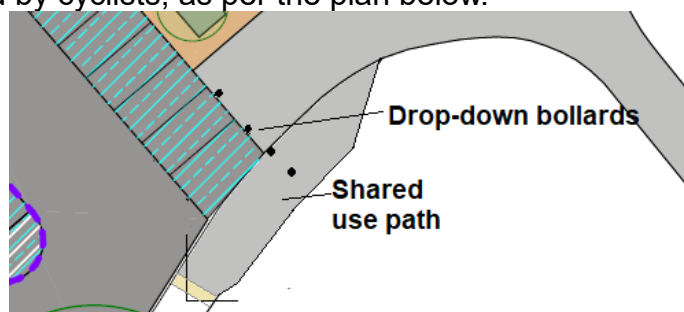
details of how each organisation (Life Leisure, the NHS and, GM Police and SMBC) will be involved in the operation will need to be determined and agreed. With respect to travel plan measures, it is considered that additional measures should be implemented, including providing welcome packs to new members of the leisure facility and library members, social media promotions, providing information on taxis and cycle training, offering personalised travel planning and promoting national events to encourage walking and cycling. The requirement to address these issues and develop the plan into a robust plan which will meet its aims and objectives and minimise the number of trips to the site by car and parking demand can be secured by condition, which requires the development of suitable Travel Plan prior to occupation of the development.

- *Site layout and design*

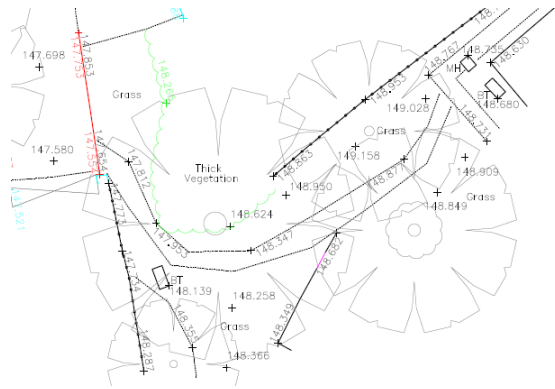
The Community Hub is proposed to be constructed to the north-west of Hollins House on the site of the existing library, one of the park's two children's playgrounds (the toddler playground) and on part of the site's car park. The existing police station and clinic will be demolished to allow replacement parking spaces to be provided and the retained areas of car park will be reconfigured. Access to the reconfigured car park will continue to be via Memorial Park Drive, pedestrian routes will be provided through the car park and around the new building and existing path between Hollins House and the band room will be realigned around the new building.

A review of the layout concludes that, in general, the car park, access routes and servicing area should function in a safe and practical manner, with pedestrian routes provided on key desire lines. I do, however, have a number of concerns regarding the design and layout which I consider need to be addressed, namely:

- 1) The layout of the police car park is very tight, with little manoeuvring area provided. It is unclear whether vehicles could be manoeuvred into / out of each parking space and, as such, I would request the submission of vehicle swept-path tracking diagrams to demonstrate that all parking spaces could be accessed.
- 2) The shared path in front of Hollins House is presently accessed from the site access road. The reconfigured car park will, however, result in two parking spaces blocking access to this when in use. Whilst the use of these spaces could be managed, access to for cycles will be restricted. As such, I would recommend that the existing path adjacent to the spaces is widened to allow this to be used by cyclists, as per the plan below.



- 3) The drawings do not accurately reflect the corner of the site adjacent to the southern end of Parkfield Avenue and do not show how the footpath through the car park will tie in to Parkfield Avenue. The site layout drawings need to be amended to reflect what is on the ground (as per the topo below) and clearly show how the footpath will tie into Parkfield Avenue (I would suggest it follows the line of the existing path).



- 4) There is a discrepancy between the SMBC and OOB drawings in respect to the shared use path to the east of Hollins House and around the new building.

Revised and additional drawings are therefore required to address these issues.

Regarding lighting, I note that a lighting design has been produced and submitted in support of the application. A review of this concludes that the reconfigured car park and access route to the entrance to the proposed building should be adequately lit. The shared use path around the north-east side of the building, however, would not be adequately lit and I consider lighting of the pedestrian access route to Hollins Lane car park and along Memorial Park Drive needs to be reviewed. This can be dealt with at detail design stage / by condition.

Other matters of detail, such as the need for tactile and hazard paving, wayfinding signage and CCTV to be provided can also be dealt with at detail design stage / by condition.

- *Construction*

Construction of the development will have an impact on the local highway network, residents and businesses, as well as users of the park, scout hut and Senior Citizens Hall. The TA outlines that detailed information on how the development would be constructed is currently limited, but it does outline that a Construction Traffic Management Plan (CTMP) would be produced for the development to ensure that the construction impact is mitigated. This, it outlines, would include details of the contractor, the construction programme, vehicle routing and access, vehicle movements, measures to reduce construction impact and a monitoring regime.

The details in the TA, however, appear to have been superseded as a Construction Environmental Management Plan (CEMP) has been submitted in support of the application. Although it outlines that this will need to be developed, it does note that:

- 1) Hollins House will remain open and in use during construction.
- 2) The Memorial Park car park will be closed to allow demolition works to take place and the development to be constructed.
- 3) A construction compound (including site cabins) will be provided on the west side of the existing car park.
- 4) Contractor parking will be off site in public car parks (not on street).
- 5) Access will primarily be from Memorial Park Road (no public access will be permitted) although a secondary access will be provided from Parkfield Avenue (for smaller deliveries if access via Memorial Park Road is not available).
- 6) Vehicle movements will be staggered, managed by a banksman.
- 7) A hoarding will be erected around the site.

- 8) The existing access pedestrian / cycle route between Hollins House and the band rooms will be closed.

Consideration of the measures outlined in the draft CEMP concludes that they need some further development, and a number of issues need to be addressed. These include:

- 1) How access to the Scout Hut and Senior Citizens Hall will be managed.
- 2) How Hollins House, the Scout Hut and Senior Citizens Hall will be serviced.
- 3) Disabled parking / drop-off for Hollins House, the Scout Hut and Senior Citizens Hall
- 4) Access routes within the retained park (to each use).
- 5) Management of the Parkfield Avenue.
- 6) The need for suitable signage.
- 7) How works to the access drive will be carried out.

With respect to point 4, consideration should be given to providing temporary paths to ensure access is provided to the play park, band rooms and bowling club, as well as through the park (noting the path between the band rooms and Hollins House is well used). This could include providing a temporary path to the north of the bowling green, along the lines shown below.



The requirement to produce and implement a suitably robust plan prior to the commencement of any development could be secured by condition. This will need to address the issues above and specifically ensure that construction activities do not adversely affect use of the park, retained uses within the park and pedestrian and cycle access through the park.

- *Conclusion*

I raise no objection, in principle to the proposed development. Construction of the Community Hub will mean that residents of Marple will not have to travel out of Marple to visit a leisure centre, the site is centrally located to the community that the proposed facility will serve, is fairly accessible and the proposed pedestrian and cycle improvements should significantly improve access to the site for pedestrians and cyclists, as well as those accessing the site using public transport. The improvements will also improve access for pedestrians and cyclists in Marple in general. Vehicle movements generated by the proposal should not have severe impact on the local highway network and subject to the implementation of a robust Travel Plan, measures to manage parking and to direct drivers to available parking, I would conclude that public car parks within the site and wider District Centre should be able to meet demand and overspill parking will not adversely impact on the local highway network. Subject to detail, I consider servicing and construction can be effectively managed. I do, however, consider additional cycle parking and motorcycle and scooter parking

should be provided within the site and a number of minor amendments should be able to the site layout. In addition, I consider more detailed drawings of the highway improvements are required and additional vehicle swept-path tracking diagrams need to be produced to demonstrate that the police car park will be fit for purpose. Subject to the receipt of satisfactory drawings and vehicle tracking diagrams, I would raise no objection to the application subject to conditions and the applicant entering into a legal agreement in respect to the payment of a financial contribution to fund Traffic Regulation Orders on streets in the vicinity of the site and the notification process for the proposed controlled crossings.

Recommendation: No objection, subject to :-

- 1) The receipt of revised plans and vehicle tracking diagrams which demonstrate that the police car park will function in a safe and practical manner.
- 2) Conditions.
- 3) The applicant entering into a legal agreement in respect to the payment of a financial contribution to fund Traffic Regulation Orders on streets in the vicinity of the site (amount to be advised in due course) and the notification process for the controlled crossings.

Further comments following submission of amended/additional information

I write with reference to the revised drawings and reports that were submitted on the 29th May, alongside a covering letter. I note that various amendments have been made to the scheme including:

- 1) The application site boundary has been amended (moving it away from the canal).
- 2) The proposed passing place on Memorial Park Drive has been relocated.
- 3) The footprint of the building has been reduced slightly (resulting in additional public realm area between the building and Hollins House).
- 4) An air source heat pump is now proposed to be provided.
- 5) Additional trees are proposed to be planted.
- 6) The lighting strategy has been revisited.

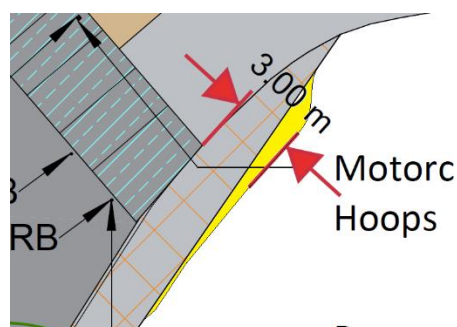
In response to specific issues raised in respect to highways issues, I note that the applicant has outlined that:

- 1) Swept path analysis of the existing and proposed Police car park layout has been undertaken and this demonstrates that the proposed car park layout will work, albeit manoeuvring is tight. In addition, GMP consider the layout an improvement over the existing car park.
- 2) Previous feedback on the need for further development of the Travel Plan is noted by the applicant and they have confirmed that they will engage with the LPA in respect to updating the Travel Plan as part of a planning condition.
- 3) In response to comments regarding the need to widen a path between the car park and the path in front of Hollins House so it can be used by cyclists, the applicant has outlined that it will be widened to 2.4m.
- 4) The pedestrian route between the site and Parkfield Avenue has been amended to better reflect what is on the ground.
- 5) The applicant considers that widening of existing paths on Memorial Park Drive could impact on root protection areas.
- 6) Memorial Park Drive is to be resurfaced and, as part of this work, areas where ponding occurs can be addressed.

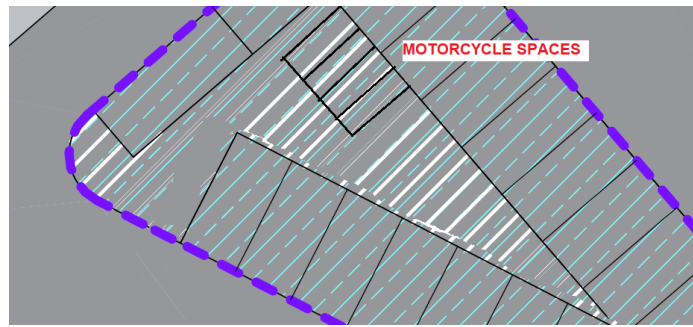
- 7) They consider all off-site works, including TROs, can be dealt with by means of a S278 Agreement, rather than financial contribution.
- 8) The applicant is not intending to provide cycle parking for staff at Hollins House.
- 9) They consider that motorcycle parking cannot be provided without the loss of car parking spaces due to the site's constraints and they consider it more important to provide car parking spaces. They will, however, provide 4 locking hoops / ground anchors in two car parking spaces so the spaces can double as motorcycle spaces.
- 10) The existing lighting along the shared path to the north-east of Hollins House and along Memorial Park Drive will be retained and new lighting will be installed on the new path around the building, with minimum levels of illumination of 10 Lux being provided.

After reviewing the revised drawings and the applicant's response, I would make the following comments:

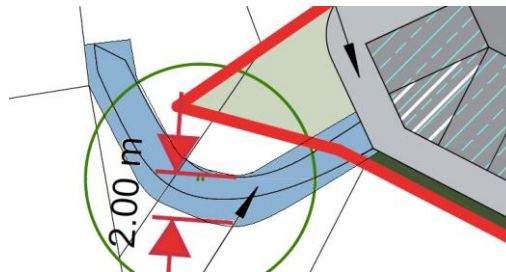
- 1) The proposals to resurface Memorial Park Drive is noted and welcomed.
- 2) The public realm area between the building and Hollins House will be approx. 1m wider than previously proposed, providing slightly more circulation space for pedestrians and cyclists.
- 3) The additional trees proposed should not have any highway implications.
- 4) Whilst it is accepted that proposals to widen the footways along Memorial Park Drive should not adversely impact on trees, the use of no-dig solutions should enable the paths to be widened without impacting on the trees. The requirement to do this could be dealt with by condition. If the applicant, however, considers a no-dig solution cannot be used, the reasons for this need to be outlined.
- 5) Whilst the new location for the layby on Memorial Park Drive will be slightly less beneficial, noting that it will still provide a benefit and the frequency that service vehicles will access the site, I would not object to its repositioning.
- 6) Whilst the proposal to widen the path between the car park and the path in front of Hollins House so it can be used by cyclists is noted and welcomed, shared use paths should be a minimum of 3m in width. As such, it should be widened from 2.4m to 3m in width, along the lines shown on the drawing below.



- 7) Although it is acknowledged that the site is fairly constrained and it would be beneficial to maximise the number of car parking spaces within the site, it is considered that dedicated motorcycle parking should be provided (as required by Policy T-1 and in line with the adopted standards) and I note that there are locations where it could be provided. One option would be to provide them in the centre of the car park, as shown on the drawing below. As shown, sufficient room is available for 4 no. 1.5m by 2.8m spaces to be provided. By moving the spaces in the central bank of spaces to the south slightly to the south-east, adequate space to access them can also be provided.



- 8) I note that the revised layout better reflects the existing pedestrian route between the site and Parkfield Avenue. This, however, is narrow and not properly surfaced. Noting that it will be a key route to the west (and will link with the new ramp into Hollins Lane car park) it is considered that this should be improved. It should therefore be shown to be widened to 2m and surfaced in bitmac, along the lines shown on the drawing below. The drawing should be based on the topographic survey for this location, however, as the oobe drawings do not accurately reflect what is on the ground (notably the drawing shows the tree in the path which is not the case).



- 9) I note that the air source heat pump compound that is now proposed does not affect the site's access, parking or servicing arrangements.
- 10) I note that the swept path analysis of the proposed Police car park demonstrates that the proposed car park layout will work, albeit with tight manoeuvring. As such and noting that it won't be a public car park and the car park's users (GMP) consider the layout acceptable, I would not object to such a layout.
- 11) With respect to the applicant's comments regarding dealing with financial contributions as part of the S278 agreement, such agreements are completely separate to a planning permission and there would need to be some form of requirement as part of any planning approval for the measures to be implemented. I would therefore recommend that advice is sought from Legal in respect to whether the requirement to implement parking restrictions, coach parking bays etc. can be secured by condition, as part of a wider highway works condition.
- 12) Whilst it is disappointing that the applicant is not intending to provide cycle parking for staff at Hollins House, as the re-fit of Hollins House does not form part of the planning application, an objection on these grounds could not be justified.
- 13) I consider proposals to illuminate the car park and path around the building with an illumination level of 10 Lux being provided acceptable. As previously advised, I consider the pedestrian access route to Hollins Lane car park (including the proposed access ramp into the car park) also needs to be lit. The requirement to agree and implement a suitable lighting scheme can be dealt with by condition.

In conclusion, whilst the revised drawings and information have addressed some of the issues raised and I would have no objection to the amendments to the building,

the revised location of the passing place, the air source heat pump and the additional trees, I do not consider all issues have been addressed. As such, I consider further amendments are required to the scheme to address the issues raised.

Finally, in my previous comments, I outlined that I did not consider the drawings of the highway improvements were sufficiently detailed to allow them to be referred to be referred to in conditions to specify the works. Whilst I have provided some feedback to the applicant on the draft revisions, revised drawings are still awaited.

As such, further deferral is required to enable the applicant to submit revised drawings which address the issues raised.

Further comments following submission of further amended/additional information

I write with reference to the revised drawings and email from Michael Conroy on Stantec received on the 17th July. I note that various amendments have been made to the scheme including:

- The path from the car park in front of Hollins House has been widened.
- 4 motorcycle parking spaces are now proposed to be provided.
- The footpath to Parkfield Avenue has been widened.
- Amendments to the off-site highway works.
- A lockable staff cycle store is now proposed to be provided.
- Scooter stands are now proposed to be provided.
- The introduction of swales and hydro planters in front of Hollins House and around the sub-station.
- Revised tree and shrub planting proposals, including additional trees in the parking area.

In response to specific issues raised in respect to highways issues, I note that the applicant has outlined that:

- 1) The submitted drawings now show proposals to resurface the footway along the east side of Memorial Park Drive but not to widen it, as I recommended. They note that pedestrians have the option of walking through the park instead.
- 2) The path in front of Hollins House has been widened, 4 motorcycle parking spaces are now proposed to be provided and the footpath to Parkfield Avenue has been widened, all as was requested.

After reviewing the revised drawings and the comments in the e-mail, I would make the following comments:

- 1) The path in front of Hollins House has been widened, along the lines I recommended. As such, I consider this acceptable. Details of this work can be agreed by condition.
- 2) The scheme now includes motorcycle parking in accordance with the adopted parking standards and I consider the location of the parking acceptable. Details will need to be agreed but this can be dealt with by condition.
- 3) The scheme now includes proposals to provide both staff and customer cycle parking, as well as racks for children's scooters. This is noted and welcomed.
- 4) The path to Parkfield Avenue has been widened, along the lines I recommended. As such, I consider this acceptable. Details of this work can be agreed by condition.

- 5) The proposal to resurface the footway along the east side of Memorial Park Drive is noted. As previously advised, if it is possible to slightly widen this footway (to 2m) in areas where it is slightly less than this without adversely impact on trees (e.g. using no-dig solutions), I would recommend this is done as part of these resurfacing works. This, however, could also be dealt with by condition.
- 6) The majority of the proposed tree and shrub planting should not affect the public highway, access or parking. Subject to detail, I consider the proposed trees in the car park acceptable.
- 7) The 3 drawings showing the proposed off-site highway works have been revised to provide further details on what is proposed. A review of these concludes that they more clearly show what is proposed, including which footways and sections of carriageway are to be resurfaced. They also show the proposed link path from the site to Parkfield Avenue and resurfacing works on Parkfield Avenue. The drawings do, however, outline that slightly less work is now proposed on Hollins Lane, with works to amend the existing accesses that serve the Asda foodstore no longer proposed. I consider these amended drawings acceptable, as they more clearly show what is proposed so as to enable suitable conditions to be drafted. I would not object to the removal from the scheme of proposals to amend the existing accesses that serve Asda, noting that these will not materially affect access to the site.

In conclusion, I consider the revised drawings acceptable, noting that they have addressed the issues I previously raised and the other amendments will not adversely affect access, parking or the local highway network. I therefore raise no objection to this application, subject to conditions and the applicant entering into a legal agreement in respect to the payment of a financial contribution to fund Traffic Regulation Orders on streets in the vicinity of the site and the notification process for the controlled crossings (unless Legal confirm that the requirement to implement parking restrictions, coach parking bays etc. can be secured by condition, as part of a wider highway works condition). Regarding conditions, these will include requiring a construction management plan, provision of car/cycle/motorcycle/scooter parking, pedestrian and vehicular access, path improvements within the park, off-site highway improvements, servicing, provision of EV charging points and the production and operation of a Travel Plan for the site.

Arboricultural Officer

The proposed development is within or affected by a Conservation Area (Station Road/Winnington Road, Marple).

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

The proposed development footprints is assumed to have an impact on trees on site as its sited within the formal hard standing area and at this time shown within the informal grounds of the existing site and it is assumed the proposed new developments including conversion works will impact on the trees and hedges on and adjacent to the site as the site is fairly tree covered on site and within the existing hard standing its essential that every opportunity to increase tree cover is assessed including hard landscaped tree pits.

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 with the proposal of 11 individual trees and several groups lost in part or in full which are mostly mature trees or are of a low

amenity groups and so the proposed replacements will extend the tree cover and introduce new younger trees for a prolonged lifespan of the tree population on site.

The proposed development no shows on the layout plan full consideration has been given to tree planting throughout the site to increase the amenity levels of the site with replanting of woodland whips, individual extra heavy trees, semi- mature trees and fruit trees. Further consideration has been given to the potential benefit urban tree planting throughout the site to enhance the biodiversity, the amenity and the SUDs capacity through the proposed three hard landscaped tree pits located along the realigned car parking area in between the footway and cycle path.

The demolition and construction works adjacent to the onsite wooded copse will need to be fully root protected in accordance with root protection areas for the species and include all specialist construction detail within the arboriculture impact assessment and arboriculture method statement to allay any concerns for damage during construction.

Whilst the surrounding site edge trees are subject to Conservation area status the proposed tree losses are not specifically subject to any protection and so whilst they are part of the greater treescape for Marple, the individual losses can be accepted with the proposed 3 for 1 ratio of replacements which will be of significantly greater biodiversity in species and lifespans.

A detailed landscaping scheme has been further considered with the current proposal stating appropriate species in both ornamental and woodland planting and so would be acceptable in the current format which clearly enhance the site and surrounding environment to improve the local biodiversity and amenity of the area.

In principle the main works and design will have a negative impact on the trees on neighbouring properties on all the boundaries.

In its current format it could be considered favourable with the increased details/consideration given to the existing trees in or around the site when designing the construction details, new access/boundary treatment and site compounds as well as improved landscaping design which includes a detailed landscaping scheme that includes the greater species diversity and actual number of new trees to improve the amenity and aesthetics of the site for users and local community for screening of any new development from any highway and increased native hedges throughout the scheme and fruit trees at every opportunity.

All tree planting details need to fully agreed with the council tree officer as all planting is proposed with the greenspace site adjacent to the construction site.

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

- No existing tree within the site shall be cut down, topped, lopped, uprooted, willfully damaged or willfully 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.

- 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.
- 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

Nature Conservation Designations

The red line boundary crosses land designated as Green Chain, although the main site is not Green Chain. Any future development proposals would need to demonstrate how the functionality of the Green Chain as a wildlife corridor would be maintained so as to ensure accordance with policy NE3.1 of the retained UDP. The site also runs alongside the Peak Forest Canal SBI. Although the proposed works are within the far west side of the site whereas the Green Chain and SBI are on the far east of the site measures to ensure protection of these ecologically important areas should be incorporated into the scheme.

The site has been identified as an opportunity area within the Local Nature Recovery Strategy (LNRS) pilot study for Greater Manchester. This is not necessarily a barrier to development and does not confer protection or prevention of land uses but shows that such areas have been prioritised for restoring and linking up habitats. It should also be noted that this designation means that the strategic significance of the site would score as high within the Biodiversity Net Gain (BNG) DEFRA Statutory Metric calculations that accompany this planning application.

Ecology Reports

The following reports, assessments and plans have been reviewed with this application :-

- Marple Community Hub Preliminary Ecological Appraisal report, Collington-Winter Environmental Ltd, March 2024 Updated May 2024
- Marple Community Hub Nocturnal Bat Survey report Collington–Winter Environmental Ltd September 2023
- Marple Community Hub Biodiversity Net Gain assessment report Collington-Winter Environmental Ltd, March 2024 Update May 2024, Updated July 2024
- Marple Community Hub Statutory Biodiversit Metric, Collington-Winter Environmental Ltd, March 2024 Updated May 2024, Updated July 2024

Habitats

Habitats on site include grassland, scattered trees, small area of woodland, ornamental planting and buildings. These habitats can function as habitat corridors and foraging areas beneficial for local wildlife.

This is further addressed in the recommendations section below.

Biodiversity Net Gain (BNG)

The development will need to deliver at least 10% Biodiversity Net Gain (BNG) as mandated by Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). A minimum 10% BNG will be required in each of the different types of biodiversity units present on site (i.e. Habitat Area Units and Hedgerow Units). Further information can be found at: <https://www.gov.uk/guidance/meet-biodiversity-net-gain-requirements-steps-for-developers>

A BNG Metric and Assessment report has been submitted by Collington-Winter Environmental in March 2024 and updated in May and then July 2024. Further comments from the LPA Nature Development Officer were issued via email in July 2024 and the updated Metric and report received on 13th July 2024.

Habitat Baseline: Habitats on the site comprise modified grassland, other neutral grassland, other broadleaved woodland, 32 urban trees, 2 tree lines and 2 hedgerows. Most of these habitats are in moderate condition except the modified grassland and hedgerows and the majority of these will be retained.

The following comments refer to these most recent updates;

- The statutory BNG Metric output is +13.58% Habitat Units and +10.84% Hedgerow Units. This is acceptable and considered achievable.
- Metric trading rules have been satisfied due to the inclusion of the (same distinctiveness or better) habitats where required.
- An area of modified grassland is to be enhanced to neutral grassland in moderate condition by the addition of Emorsgate EM2 seed mix. This is reasonably achievable as long as the areas can be adequately protected given the high public usage of the park.
- The previous Nature Development Officer comments have been addressed adequately;
 - The strategic significance of the areas have been changed to reflect their inclusion in the LNRS pilot study.
 - The scattered trees in the south-eastern area of the site are re-categorised as broadleaved woodland due to the creation of a continuous canopy over time.
 - An overall increase in scattered trees within the site and outside the woodland planting area.
 - The existing woodland is in moderate condition and it was questioned whether good condition could be achieved. It is recognised that achieving good condition could be difficult, however it would be helpful to provide justification for not aiming for a higher target condition.

The site is 6.4392ha in total and has an overall baseline score of 20.96 habitat units and 1.25 hedgerow units. All existing hedgerows are to be retained. In terms of habitats, 18.35 habitat units will be retained, 0.58 habitat units enhanced and 2.04

habitat units lost (modified grassland, introduced shrubs and a number of trees) before mitigation.

Overall there has been increase in biodiversity net gain in this most recent metric calculation.

- neutral grassland increased 0.75 to 1.71 habitat units,
- mixed scrub increased from 0.18 to 0.23 habitat units; and
- urban trees decreased from 1.73 to 0.07 because they've been re-categorised to
- broadleaved woodland i.e. creation of 2.39 units woodland.

Overall the site achieves a >10% net gain in habitat and hedgerow biodiversity units.

Landscaping Plan

The retention of the woodland block in the west of the site is welcomed along with additional woodland and tree planting, wildflower areas, scrub and native hedgerows. Habitat connectivity across the site and within the wider landscape has been improved to avoid isolation of the woodland block and facilitate movement of wildlife between the canal corridor and surrounding areas.

There is ecological value in both native and ornamental plant species which provide year round shelter and foraging opportunities for local wildlife including invertebrates, birds and mammals. The planting strategy for the site now includes a greater proportion of native species.

Legally Protected Species

Bats

Many buildings have the potential to support roosting bats and the proposed works. The proposed works include demolition of the 3 existing buildings. Two of these buildings were assessed as negligible bat roost potential (brp) and 1 was assigned low brp as a precautionary measure due to lack of internal access. A single activity survey (September 2023) was undertaken with a low level of bat activity in general (common and soprano pipistrelles) and no emergence was observed. Overall, given the type of structure and precautionary nature of the low BRP this is considered an adequate level of survey.

The site overall has moderate potential habitat suitable for bats to utilise for foraging and commuting purposes.

There are multiple mature trees within the site that have bat roost potential. The most recent version of the PEA confirms that 5 trees are proposed to be felled that have potential roost features. Therefore, further survey work is required. The PEA / PRA report (Collington Winter 2024) recommend that all identified trees undergo a climb and inspect survey to further investigate the potential of the roost features present.

Further risks to bats can be mitigated with a suitably worded lighting condition.

Please refer to the recommendations section below.

Great-crested Newts (GCN)

There is a single GCN record and a single common toad record within 1km of the site. There are no ponds within 250m (core GCN habitat) and overall risks to GCN have been reasonably discounted. However, given the close proximity to the canal and surrounding habitats, it is recommended that common amphibians should be considered during any vegetation works / management (see section 4.4.4 of the PEA, Collington Winter 2024).

Please refer to the recommendations section below.

Badgers

Badger are widespread through the area and suitable sett building and foraging habitat is available. During the 2023 surveys no badger activity was observed within the site or within the 30m buffer of the site. Nonetheless, it is recommended that badger are considered within the Precautionary Working Methods.

Please refer to the recommendations section below.

Nesting Birds

Buildings, trees and other vegetation on-site have the potential to support nesting birds.

Please refer to the recommendations section below.

Hedgehog

Hedgehog are considered to be likely to be present on the site (Collington-Winter 2023) and it is recommended that they are considered within the Precautionary Working Methods.

Please refer to the recommendations section below.

Otter

Three records of otter are present on the River Goyt within 1km of the site and the canal runs adjacent to the site boundary, connected to the Goyt by terrestrial habitats, making it a reasonable likelihood that otter are present within the area. The site itself however, does not comprise suitable habitat for otter.

Please refer to the recommendations section below.

Invasive Species

No invasive species were identified within the Collington-Winters surveys in 2023.

Relevant Planning Policies

Core Strategy DPD policy CS8 'Safeguarding and Improving the Environment' (Green Infrastructure : 3.286; Biodiversity and Nature Conservation : 3.296 and 3.297)

Core Strategy DPD policy SIE-3 'Protecting, Safeguarding and Enhancing the Environment' (A- Protecting the Natural Environment : 3.345, 3.346, 3.347, 3.361, 3.362, 3.363, 3.364, 3.365, 3.366, 3.367, 3.368 and 3.369).

Saved UDP policy NE1.2 'Sites of Nature Conservation Importance' (*The habitats and biodiversity of sites of biological importance, geological conservation sites and local wildlife sites will be protected and enhanced where possible. Proposals for development on sites so designated must demonstrate that there is a justification which overrides any harm to the nature conservation value of the site*).

Saved UDP policy NE3.1 'Protection and Enhancement of Green Chains' (*Development which would detract from the wildlife or recreation value of the Green Chains identified on the Proposals Map will not be permitted*).

Recommendations

The revised ecological report (Collington Winter, May 2024) provides an acceptable description of the habitats on site, and the likelihood of impact on protected species.

Bats

The application should not be determined in the absence of further bat survey work. In accordance with best practice guidance surveys of the trees with bat roost potential due to be felled is required to enable full assessment of potential impacts on protected species.

This ecological survey work should be undertaken by a suitably experienced ecologist, at an appropriate time of year following best practice guidance. Assessment of the impact of the proposed work on protected species and appropriate mitigation is also required. Once this information is available, I would be happy to comment on the application further. The requirement for the survey information prior to determination of the application is in line with national and local planning policy and is reinforced by legal cases which emphasise the duty the local planning authority has to fully consider protected species when determining planning applications.

During the PEA surveys (Collington Winter 2023), numerous trees were identified within the site boundary with bat roost potential. The revised report in 2024 confirmed that 5 of these trees are proposed to be removed during the site works. Therefore, additional bat survey effort is required on the trees. The report recommends that climb and inspect surveys are undertaken on these trees to ascertain whether the features identified from the ground-based surveys are suitable for roosting bats. These surveys may identify the need for further (nocturnal) survey or, if evidence of a bat roost is found, a Natural England mitigation license may be required before development can proceed. If the features are found to have no value to roosting bats then the trees may be soft-felled.

The buildings on site were assigned negligible apart from a single building with low bat roost potential (Collington Winter, 2024). A single emergence survey was undertaken on the building with low roost potential and no emergence observed or evidence of bat presence identified. It is therefore considered that an appropriate level of survey has been completed and no additional bat survey effort is required on the buildings.

The features on site important for bats, most notably the woodlands, tree-lines and canal corridor, will be protected by the lighting condition detailed below.

Lighting

The site was identified as offering moderate potential for foraging and commuting bats. In accordance with the BCT Guidance Note 08/18 (Bats and Artificial Lighting

in the UK), the application is accompanied by details of the proposed lighting scheme.

The scheme should consider both illuminance (lux) and luminance (candelas/m²). It should include dark areas and avoid light spill upon bat roost features, bat commuting and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on these features. At the moment the woodland edge / buffer habitats in the north-west corner of the site is subject to lux levels between 3 and 0.8 lux which is higher than recommended levels. A review of the existing lighting contour plan should be undertaken to assess whether lux levels along the edge of the woodland adjacent to the building can be reduced.

The scheme should also include a modelled lux plan and details of:

- Proposed lighting regime;
- Number and location of proposed luminaries;
- Luminaire light distribution type;
- Lamp type, wattage and spectral distribution;
- Mounting height, orientation direction and beam angle; and
- Type of control gear.

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

Biodiversity Net Gain (BNG)

A BNG Metric and Assessment report was submitted by Collington-Winter Environmental in March 2024 and updated in May and then July 2024. Further comments from the LPA Nature Development Officer were issued via email in July 2024 and the updated Metric and report received on 13th July 2024.

The latest BNG Assessment and metric provide the necessary details to show that a >10% net gain can be achieved on the site (+13.58% habitat units and +10.84% hedgerow units). This is satisfactory and can be secured with a landscaping condition and the following HMMP / BNG management plan condition.

To secure delivery of the required BNG the following condition can be attached to any planning consent. Prior to the commencement of the development, a Habitat Management and Monitoring Plan /biodiversity net gain management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall detail how the proposals within the submitted BNG Assessment Report (Collington Winter, 2024) shall be implemented and at least 10% BNG delivered. The management plan shall include:

- Detailed habitat creation proposals, for each habitat proposed on site;
- Detailed habitat management and enhancement proposals for retained and improved habitats;
- Maintenance measures during the establishment periods;
- Maintenance measures beyond establishment until target condition acquired;
- Management and maintenance beyond target condition up to a maximum of 30 years;
- Monitoring and review procedures with the Local Planning Authority (including regular update monitoring reports to be submitted to the LPA for

review to demonstrate delivery of the required BNG (i.e. in years 1, 3, 5, 10, 15, 20, 25, 30))

- Potential contingencies should a proposed habitat and/or target condition be concluded to be unachievable so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme; and
- Details of the organisations responsible for implementing, managing and monitoring the works.

The management plan shall also include details of mitigation and enhancement measures for other wildlife and other biodiversity enhancements that can't be reported in the metric. See recommendations below. The development shall thereafter be undertaken and maintained in accordance with the approved management plan. These measures would be particularly welcomed given the designation of the site as an opportunity area within the pilot LNRS for Greater Manchester.

Birds

In relation to breeding birds, the following condition would be relevant to any planning permission relating to the site:

'No vegetation clearance works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before vegetation clearance 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, including a minimum 4m exclusion zone left around identified active nests until nesting is confirmed complete by a suitably qualified person. Any such written confirmation should be submitted to the LPA. This can be incorporated into the CEMP if preferred.'

Hedgehog / badger / otter / amphibians

The PEA Report (Collington Winter 2024) makes recommendations for the avoidance of impact from the proposals on the above species i.e. pre-works walkover survey to check for badger / otter signs and precautionary working measures during demolition / vegetation clearance and construction phases. Please apply a condition requiring adherence to the recommendations to include;

- Hand searches should be undertaken prior to vegetation clearance / works to check for hedgehog and amphibians i.e. common toad / frog.
- All excavations to be carried out in a careful manner, if excavations breach any obvious mammal tunnels, works must immediately stop and an appropriately qualified ecologist must be contacted for further advice.
- Where any trenches or other excavations are to be left open overnight these should be fitted with mammal ramps or should have the sides battered to form a slope to allow badgers to escape.
- open pipework greater than 150 mm outside diameter being blanked off at the end of each working day.
- A tidy works area should be maintained during construction and any hazardous substances should be fenced off to remove any badger hazards from the site.
- If at any time during works evidence of badger (or any other protected species) is discovered on site then works must cease and a suitably experienced ecologist be contacted for advice.

Biodiversity Enhancement Strategy

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with these policies. I therefore recommend that an application should be accompanied by a biodiversity enhancement strategy which should include proposals for the provision of:

- features for nesting birds and roosting bats, this should comprise a minimum 6x bat boxes and 5x bird boxes, made from woodcrete and attached to mature trees / integrated into the building;
- brash/dead wood piles;
- hedgehog house located within a quiet area of the site away from potential disturbance;
- maximised native species planting, and;
- invertebrate provision e.g. bee tower, insect hotel and pollinator planting.

Details of these features including specifications and quantities locations should be submitted to the LPA on a plan for review. The proposals should be permanently installed in accordance with approved details.

The following condition can be used regarding ecological survey shelf-life.

Ecological conditions can change over time. If the development hereby approved does not commence (or, having commenced, is suspended for more than 12 months) within 2 years from the submitted ecological surveys (i.e. August 2025), the approved ecological measures secured through the above conditions shall be reviewed and, where necessary, amended and updated (including metric calculations for BNG). The review shall be informed by further ecological surveys commissioned to:

- I. establish if there have been any changes in the ecological baseline; and
- II. identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures and BNG calculations will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Environmental Health Officer : Noise and Amenity

Original comments

OBJECTION - Reason: INSUFFICIENT INFORMATION

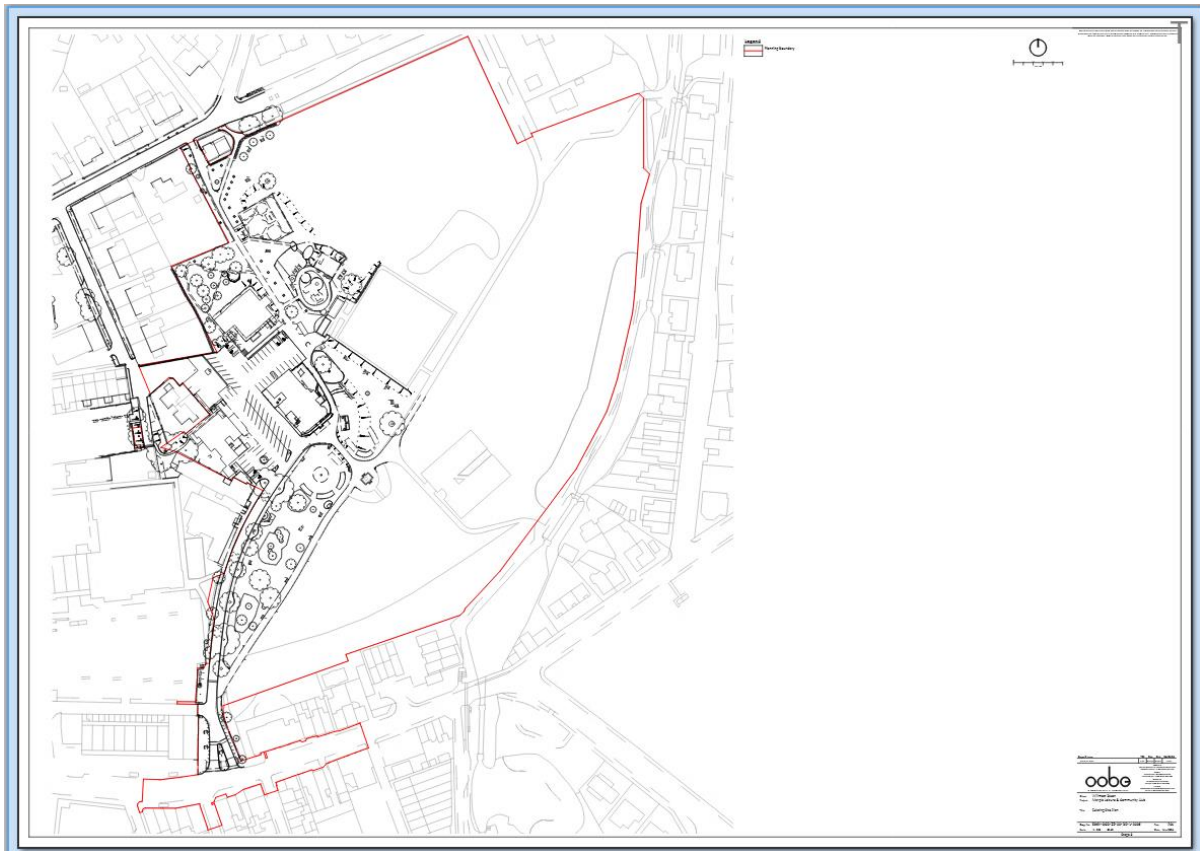
An additional 'Light Spillage Assessment' is required to be submitted in support of the application, in order for this service to adequately assess the impact of the external lighting scheme, upon the amenity and quality of life of residential receptors at 1 – 15 Parkfield Avenue.

The 'Objection' would be reviewed, only, if the following information is provided, demonstrating that the proposal complies with material planning considerations.

The proposal has been assessed - CEMP, NIA and EXTERNAL LIGHTING - in relation to impact upon the environmental quality of life to:

- EXISTING sensitive receptors, in proximity to the proposed development

SITE LOCATION



PROPOSAL



CONSTRUCTION PHASE

CEMP

The scale of the development is such that is considered likely to negatively impact sensitive receptors.

A Construction Environmental Management Plan has been submitted in support of the development:

Willmott Dixon Construction, Construction Environmental Management Plan, Marple Community Hub, Rev 002 – Feb 2024

The above document fulfils this services requirements for the preservation of environmental quality of life, residential and community amenity, during the demolition, construction phase of the development at this location.

RECOMMENDED CONDITION – DEVELOPMENT IN ACCORDANCE WITH CEMP

The demolition/ construction of the development shall be in accordance with:

Willmott Dixon Construction, Construction Environmental Management Plan, Marple Community Hub, Rev 002 – Feb 2024

PILE FOUNDATIONS

In the event that the foundations of any building require piling, a method statement shall be submitted to and approved in writing by the local planning authority detailing the type of piling to be used, potential noise and vibration levels at the nearest noise sensitive locations in accordance with British Standard 5228-2:2009+a1:2014, Code of Practice for noise and vibration control on construction and open sites – Part 2: Vibration. The method statement shall include the following details:

1. Details of the method of piling
2. Days / hours of work
3. Duration of the pile driving operations (expected starting date and completion date)
4. Mitigation measures to be undertaken in order to safeguard the amenity of adjacent residents.
5. Prior notification to the occupiers of potentially affected properties
6. Responsible person contact (e.g., site manager / office) For this purpose contact:

➤ 0161 474 4181

➤ environmental.health@stockport.gov.uk

CONCRETE POWER FLOATING

Should **Concrete Power Floating** (polishing large surface wet concrete floors) be required as part of the development, the applicant shall submit a method statement, to be approved by the LPA. All floor floating operations shall be undertaken using best practicable means to reduce the impact of noise and vibration upon sensitive properties. The **Concrete Power Floating** work shall be undertaken in accordance with the approved method statement. The method statement shall include the following details:

1. Details of the method of floor floating

2. Days / hours of work
3. Duration of the floor floating operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g., site manager / office) who could be contacted in the event of complaint.

OPERATIONAL PHASE

NOISE IMPACT ASSESSMENT (NIA)

An acoustic report has been submitted in support of the application:

PaceConsult, Marple Community Hub – Baseline Noise Survey & Noise Impact Assessment, 30th November 2023, PC-23-0160-RP1

PROPOSED DEVELOPMENT

The development consists of the construction of a new leisure centre which also includes NHS consulting rooms. Leisure facilities include a pool and studio. Noise impact from the development, due to building services and site activity.

A baseline noise survey and noise impact assessment has been completed by Pace Consult Ltd as part of the RIBA Stage 2 & 3 design. This technical report details the site, assessment criteria, baseline survey and noise impact assessment.

DESCRIPTION IN THE REPORT

The proposed development is for the construction of consists of the construction of a new leisure centre which also includes NHS consulting rooms. Leisure facilities include a pool and studio.

BASELINE NOISE MEASUREMENTS

Tuesday 21st & Wednesday 22nd November 2023 to measure representative noise levels at the site of the proposed development, and closest noise sensitive receptors, during a typical weekday period.

BS 4142 NOISE ASSESSMENT

The impact of the noise from the proposed development has been assessed in accordance with: BS 4142:2014+A1:2019, '*Methods for Rating and Assessing Industrial and Commercial Sound*', to determine the target rating level arising from the introduction of the proposed sound source, upon noise sensitive receptors.

The night-time background sound level will be the driving factor in assessing noise impact as the measured night-time level is typically lower than the daytime with the general background sound increasing - there is more road traffic, overhead aircraft and general sound-making activity in the area (plant and equipment) starts or increases productivity.

RECEPTORS

The residential houses on Parkfield Avenue are the closest noise sensitive receptor to the proposed development.

HOURS OF OPERATION

Possibility that these items may operate during the night-time period (23:00 – 07:00).

PLANT

A schedule of plant items and their operational hours is not available at this stage of the project. It is assumed that plant items may include mechanical ventilation equipment.

OUTCOME OF ASSESSMENT

A noise rating limit for new items of mechanical equipment equal to the prevailing background noise level should protect residents from adverse impact.

- 5.2.3. A noise rating limit for new items of mechanical equipment equal to the prevailing background noise level should protect residents from adverse impact. The following noise rating limits at the nearest sensitive receiver are therefore applicable:

Table 5 – MP1 noise rating limits

Position	Cumulative noise rating limit at closest sensitive receiver $L_{Aeq,T}$
Daytime (07:00 to 23:00)	46 dB
Night-time (23:00 to 07:00)	28 dB

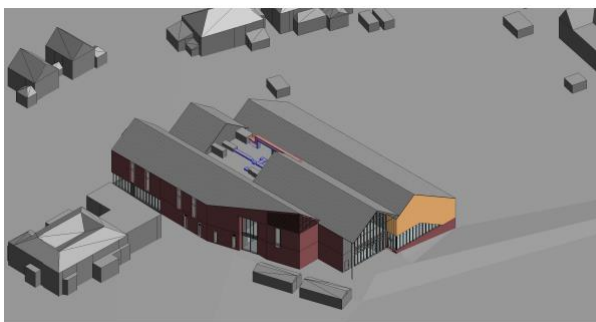
- 5.2.4. It is proposed that the rating limits above should apply at the boundary of the closest sensitive receptor to the site.

EH ASSESSMENT – NOISE IMPACT UPON AMENITY

The noise consultants proposed noise rating limit for new items of mechanical equipment equal to the prevailing background noise level at the boundary of the residential houses on Parkfield Avenue, is accepted by this service. Where the rating level does not exceed the background sound level this is an indication of the specific sound source having a low impact, depending on the context.

PROPOSED PLANT

A schedule of plant items and their operational hours is not available at this stage of the project. It is assumed that plant items may include mechanical ventilation equipment. Whilst Stockport MBC, Design & Access Statement, Marple Community Hub, February 2024, Rev. 01, page 20 details the rooftop location of the external plant and equipment and page 20 details air handling units and air source heat pumps.



ROOF TOP PLANT

The roof area also contains a large open space for air handling plant equipment open to the elements.

The roofscape has been designed so that the plant space is not visible from the neighbouring properties. Located over the central part of the building, the pitched roofs and gable ends which frame the plant deck shield views and noise from the air handling units and air source heat pumps contained within this space.

HOURS OF OPERATION

No details have been provided in the NIA or application form concerning the proposed hours of operation of the facility. It is noted that Marple Library opening hours are detailed at: [Opening times - Stockport Council](#)

It is assumed that the leisure facilities will have similar hours to other Stockport Life Leisure centres:

- Weekdays 6am – 10pm
- Weekend 8 am – 5pm

EH ASSESSMENT – NIA

To assist the planning officers 'planning balance' assessment of the application; to determine the weight given by this services comments to decide whether, on balance, the application should be recommended for approval, notwithstanding other factors associated with the application outside of this services remit.

- This service accepts the outcome of the BS 4142 assessment.

The conclusions of the report are accepted; however, this relies on the installed equipment (and any future replacement equipment) meeting the noise limits used for the assessment - noise rating limit for new items of mechanical equipment equal to the prevailing background noise level at the boundary of the residential houses on Parkfield Avenue

External Plant & Equipment in Accordance with BS 4142

At any time when measured at the boundary of the nearest noise sensitive receptor, the rating level from all fixed plant and machinery associated with the development (when operating simultaneously), shall be in accordance with the methodology of BS 4142:2014+A1:2019, 'Methods for Rating and Assessing Industrial and Commercial Sound'.

Noise Mitigation Completion/Verification Report

A 'Noise Mitigation Validation Report' shall be agreed in writing by the LPA.

The report shall demonstrate that the development shall achieve the noise rating limit for new items of mechanical equipment equal to the prevailing background noise level at the boundary of the residential houses on Parkfield Avenue, as detailed in:

PaceConsult, Marple Community Hub – Baseline Noise Survey & Noise Impact Assessment, 30th November 2023, PC-23-0160-RP1

Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report.

The report shall also undertake post completion testing to confirm that the noise criteria have been met.

Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

EXTERNAL ILLUMINATION SPILLAGE ASSESSMENT - into Residential Windows

An external lighting/ illumination assessment drawing has been submitted in support of the application: Willmott Dixon, Drawing Title: Proposed External Lighting Layout, 16.02.24, Drawing No TAC-Z0-XX-DR-E-9005, Rev P01.

The following table details the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*, and recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/ nuisance. The maximum value of vertical illuminance on premises (Table 3):

Light technical parameter	Application Conditions	Environmental Zone Ix		
		E2 Rural	E3 Suburban	E4 Urban
Illuminance in the vertical Plane	Pre-curfew*	5	10	25
	Post-curfew*	1	2	5

Limits apply to nearby dwellings / premises or potential dwellings / premises and specifically windows. The values are the summation of all lighting installations.

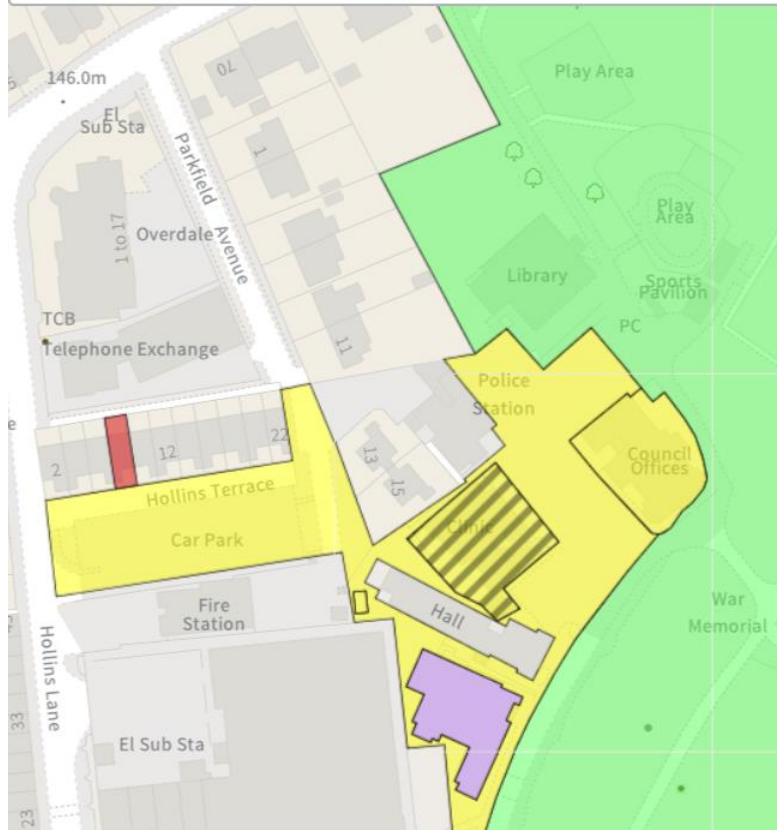
* *Curfew: The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors.*

This service considers the area to be an E3 Environmental Zone: Suburban Surrounding, a medium district brightness lighting environment – examples are: Well inhabited rural and urban settlements, small town centres of suburban locations.

RECEPTORS

This service considers the nearest sensitive receptors to the development to be 1 – 15 Parkfield Avenue:

Stockport Council Marple Library Memorial Park Marple Stockport S

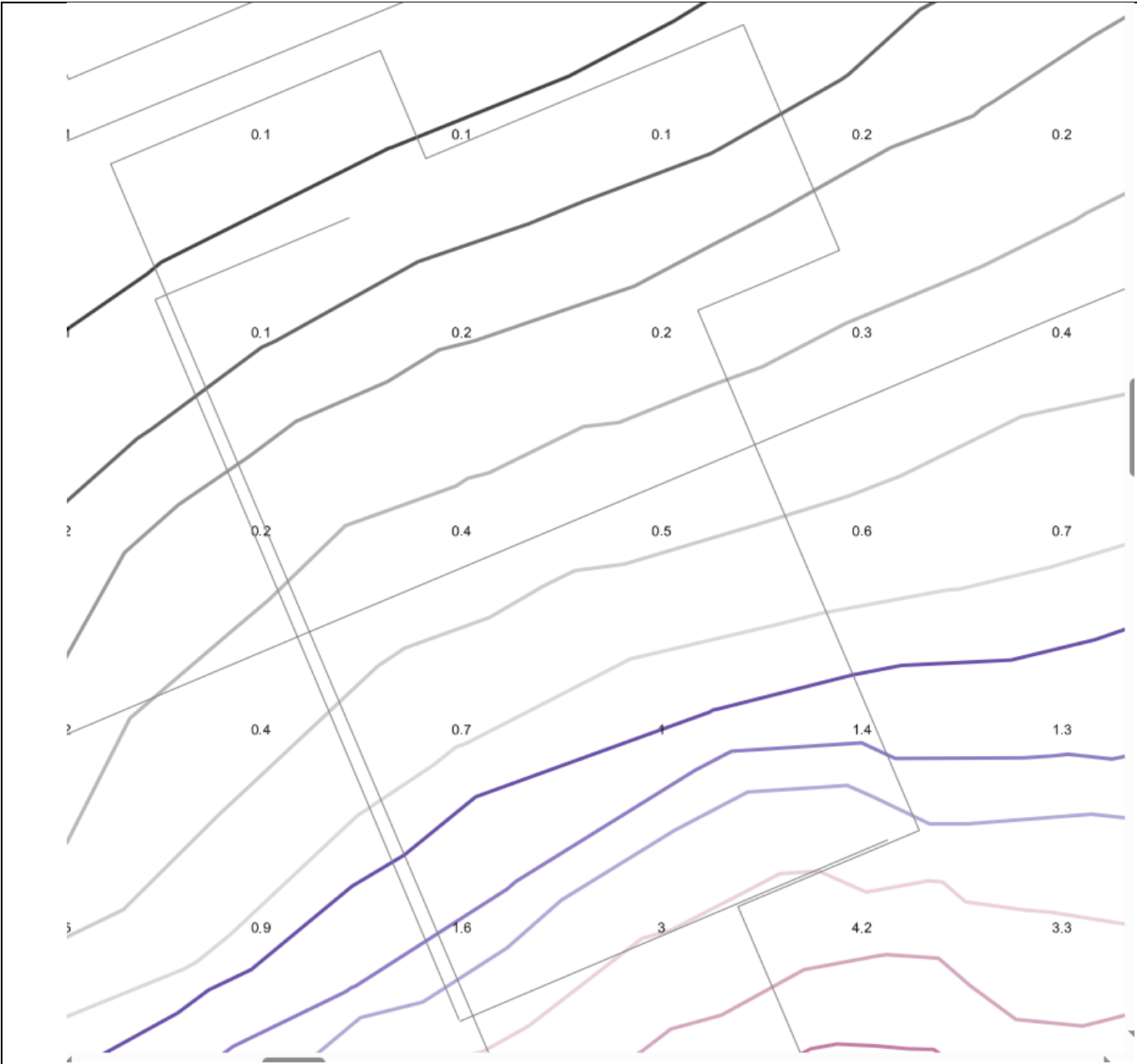


APPLICANTS LIGHT SPILLAGE ASSESSMENT

Willmott Dixon, Drawing Title: Proposed External Lighting Layout, 16.02.24, Drawing No. TAC-ZOXX-DR-E-9005, Rev P01.



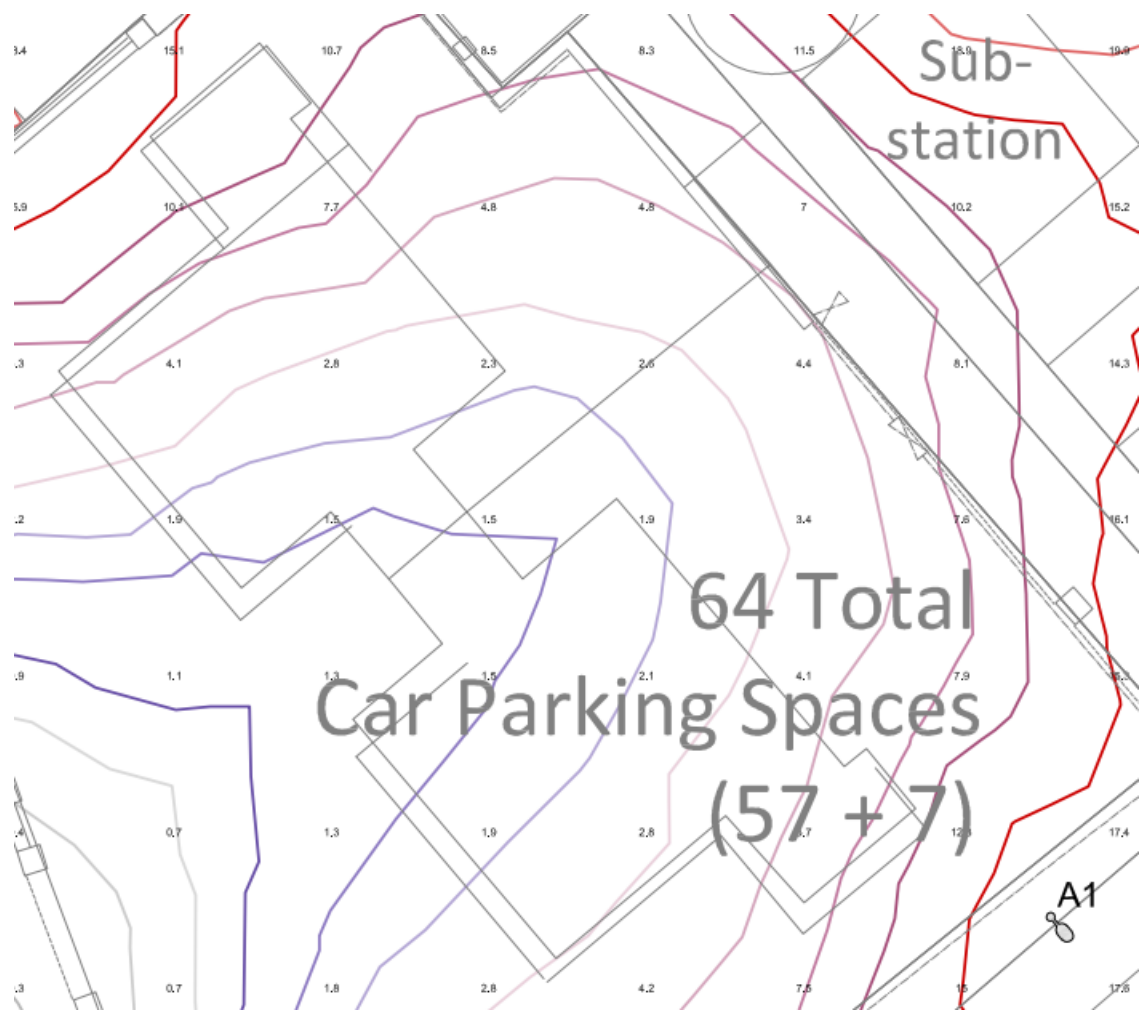
RECEPTORS 9 & 11 Parkfield Avenue



Assessment of the applicant's illumination assessment drawing; the lux levels at the residential windows of 9 & 11 Parkfield Avenue, appear to exceed the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*, and recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/ nuisance. The maximum value of vertical illuminance on premises, E3 Suburban, Pre-curfew 10 and post-curfew 2 on the south-east elevation of no. 11 Parkfield Avenue.



RECEPTORS 13 & 15 Parkfield Avenue



Assessment of the applicant's illumination assessment drawing; the lux levels at the residential windows of 13 & 15 Parkfield Avenue, appear to exceed the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*, and recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/ nuisance. The maximum value of vertical illuminance on premises, E3 Suburban, Pre-curfew 10 and post-curfew 2.

EH ASSESSMENT – LIGHT SPILLAGE ASSESSMENT

The proposed external lighting/ illumination scheme, does not comply the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*. The Lux levels are in

compliance with the lighting design guidance for an E3 environmental zone (SMBC does not have an external illumination curfew policy).

EQ OBJECTION - LIGHT SPILLAGE

An additional 'Light Spillage Assessment' is required to be submitted in support of the application, in order for this service to adequately assess the impact of the external lighting scheme, upon the amenity and quality of life of residential receptors at 1 – 15 Parkfield Avenue.

The 'Objection' would be reviewed, only, if the following information is provided, demonstrating that the proposal complies with material planning considerations.

ADDITIONAL INFORMATION REQUIRED TO SUPPORT PLANNING APPLICATION SUBMISSION

External Intrusive Illumination Assessment

Planning Practice Guidance – Light [Light pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/light-pollution)

INTRODUCTION OF NEW LIGHT SOURCE

Common causes of complaints to local authorities include domestic, shop or office exterior security lights, illuminated advertising and flood lighting, so these installations may require particular attention. Similarly, insensitively positioned decorative lighting, particularly in rural areas, can be a cause for concern (PPG – Light Pollution, Paragraph: 003 Reference ID: 31-003-20191101, Revision date: 01 11 2019).

The proposed external lighting/ illumination scheme, shall comply with the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*. The Lux levels shall comply with the lighting design guidance for the relevant E2, E3 or E4 environmental zone, that the proposal is situated.

Any external lighting shall be designed to minimise potential loss of amenity caused by light spillage onto adjoining properties.

The details of the location, height, design, and luminance of any external flood lighting shall be provided.

The external lighting scheme shall show levels of illumination around the site (isolux drawings) and any overspill lighting beyond the site boundary.

Mitigation measures or installation requirements shall be clearly identified on the external lighting scheme drawings: time controls/light sensors or other control methods.

Lighting Informative: Installation of Lighting Schemes

Any external area lighting shall be designed and installed by competent persons. The system shall be designed according to best practice in respect of glare, light spill, efficiency and appropriate hours of operation based on illumination required for the task or site operations. Advice can be obtained from the Institution of Lighting Professionals at <https://theilp.org.uk/> or other equivalent professional organisations.

REASON

Reason: to ensure that the impact upon the environmental quality of life to:
— EXISTING sensitive receptors, in proximity to the proposed development

— NEW sensitive receptors, introduced at this location

Accords with the National Planning Policy Framework, December 2023

- AMENITY: para. 135 (f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users*
- NOISE: para. 180 (e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution*
- POLLUTION: para. 191 *Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*
 - NOISE: para 191 (a) *mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life*
 - LIGHT: para. 191 (c) *limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation*
- AGENT OF CHANGE: para. 193 *decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.*

Further comments following submission of amended/additional information

In response to 09/04/24 EQ comments, the following have been submitted in support of the development:

- Amended 'Proposed External Lighting Layout' - TAC-Z0-XX-DR-E-9005 REV P02.PDF
- External Lighting Note – TACE, Marple Community Hub, PA1732, 14/05/2024

EXTERNAL LIGHTING



The amended illumination assessment, the lux levels at the residential windows COMPLY with the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*, and recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/ nuisance.

RECOMMENDED CONDITION – DEVELOPMENT IN ACCORDANCE WITH ILLUMINATION SPILLAGE ASSESSMENT

The external lighting scheme shall be installed and thereafter operated and maintained throughout the use of the development in accordance with the external lighting/ illumination assessment:

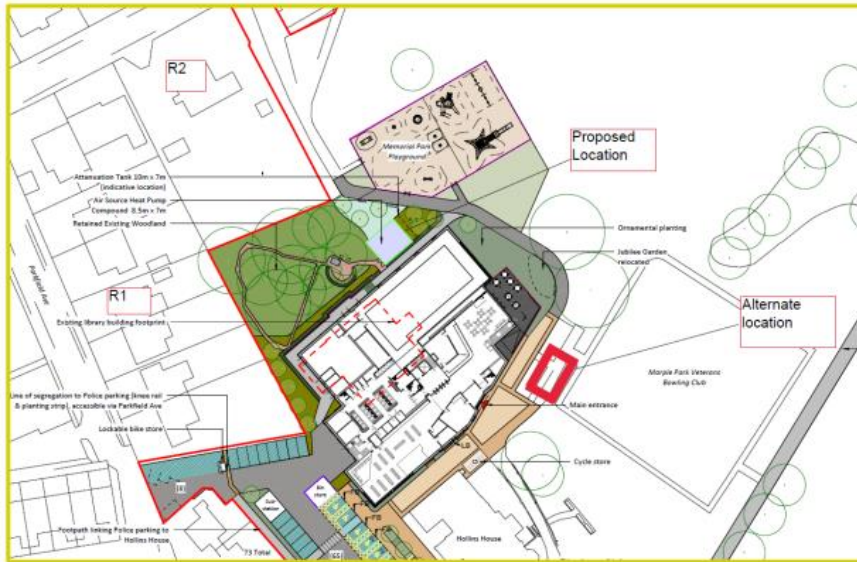
- Amended 'Proposed External Lighting Layout' - TAC-Z0-XX-DR-E-9005 REV P02.PDF
- External Lighting Note – TACE, Marple Community Hub, PA1732, 14/05/2024

NIA – ASHP

The project now includes an Air Source Heat Pump, an updated NIA has also been submitted: PACEconsult, Marple Community Hub – RIBA Stage 3 – Combined Acoustic Report, 16th May 2024 BIM Reference - MCH-PCE-XX-XX-T-J-00004 Pace Reference - PC-23-0160-RP4

Initial assessment has been completed based on the currently proposed location for the ASHP compound.

Figure 7: Potential ASHP compound locations.



The residential houses on Parkfield Avenue and Station Road are the closest noise sensitive receptors to the proposed development. Identified as R1 and R2 in Figure 7 above.

Figure 8: Calculated $L_{Aeq, T}$ sound pressure levels from ASHPs.

Receptor 1	Day (Limit = 46)		Night (Limit = 28)	
	At house	At boundary	At house	At boundary
Current Location	40	44	20	24
Alternate Location	36	38	16	18
Receptor 2	Day (Limit = 46)		Night (Limit = 28)	
	At house	At boundary	At house	At boundary
Current Location	41	52	21	32
Alternate Location	35	39	15	19

Further assessment is required as part of RIBA Stage 4, when accurate information on the proposed plant is available. For this purpose, this service recommends that a NIA verification report is conditioned.

RECOMMENDED CONDITION – Noise Mitigation Completion/Verification Report

Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report.

The report shall also undertake post completion testing to confirm that the noise criteria have been met.

Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

I have reviewed the Geo-Con Phase 1 Report dated December 2023, submitted in support of the above mentioned development.

The report recommends a Phase 2 intrusive investigation is undertaken.

As such, I would recommend the following 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.

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 :-

(i) 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)).

CTM3 : The development shall not be occupied until the approved remediation scheme required to be submitted by Condition XXXX above has been carried out. Within 3 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.

LFG1 : No development shall take place until (i) a method statement for the carrying out of an investigation and assessment of the potential for landfill gas being present on the land has been submitted to and approved in writing by the local planning authority and (ii) the investigation and assessment has been carried out in accordance with the approved method statement and (iii) a written report of the investigation and a copy of the assessment has been submitted to the local planning authority. All precautionary and remedial measures (whether relating to excavation and other site works, building development and construction, gas control measures or otherwise) recommended or suggested by the report and assessment shall be taken or carried out in the course of the development unless otherwise approved in writing by the local planning authority.

LFG3 : No part of the development shall be occupied until all works necessary to prevent landfill gas migration into the development have been approved in writing by the local planning authority and carried out in full.

CTM1, CTM2 and LFG1 would all need to be pre-commencement conditions.

Environmental Health Officer : Air Quality

I have reviewed the Air Quality Impact Assessment, reference PC-23-0160-RP2, which has been submitted in support of the above application for development of leisure and community buildings at Marple Library Community Hall.

The Air Quality Assessment report considers the proposed development's impact on local air quality, considering both the operational and construction phases, recommending mitigation where necessary.

Operational Phase

The air quality modelling data provided confirms that when compared to the national air quality standards, all impacts on annual mean NO₂ are predicted to be negligible, with reference to EPUK & IAQM impact descriptors. Annual mean concentrations of NO₂ at all receptors are below the annual mean Air Quality Standard and the indicative threshold for potential exceedances of the 1-hour mean standard (60µg.m⁻³). As such, the proposed development is not predicted to lead to an exceedance of any AQS for NO₂. The model further confirms that impacts from the development on local air quality in relation to particulate matter PM₁₀ and PM_{2.5} are also negligible. However, to ensure that any impacts associated with vehicle use are minimised I would recommend that the following condition is imposed :-

- The development hereby approved shall not be brought into use unless and until a scheme for electric vehicle charging points (minimum 7kWh) and infrastructure has been submitted to and approved in writing by the Local Planning Authority. The approved charging points and infrastructure shall be installed and made available for use upon the development being first brought into use and shall be retained thereafter.

Reason: In accordance with Development Management Policy SIE-3.

Demolition and Construction Phase

The Air Quality Assessment confirms that dust and emission mitigation measures will need to be employed during demolition and construction works to ensure there are no adverse impacts to nearby sensitive receptors and on local air quality. To ensure that the applicant provides sufficient controls during demolition and construction I would recommend the following condition is imposed :-

- No development shall take place unless and until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide for measures to minimise and control vehicle, plant and dust emissions from the demolition and construction phases and include a procedure to respond to complaints of fugitive dust emissions.

Reason: In accordance with Development Management Policy SIE-3.

Drainage Engineer/Lead Local Flood Authority

Having reviewed the documentation for this application. The LLFA would like to raise the following comments:

- Our records indicate that infiltration may be viable. Please provide results of infiltration investigations.
- Surface water discharge rates must be reduced by 50% on developments.
- This is a very conventional design and the inclusion of attenuation tanks are not sustainable.
- We require nature-based SuDS these include landscaping components such as swales, green roofs/walls, hydro-planters / tree pits, and rainwater gardens / harvesting.
- Establish if a connection to a watercourse is viable- the Peak Forest Canal is 150 metres away from the site. This would however likely require permission from the Canal and River Trust (CRT). Therefore, we require the applicant to investigate discharging the surface water into the canal, and also provide relevant correspondence with the CRT on the matter.
- Establish if a connection to a surface water sewer is viable- although the report states that the surface water sewer is not on United Utilities maps and the proposal does go to the surface water sewer on Station Rd- we require investigations to show that this surface water sewer exists.
- We will not allow the use of highway drains to be used as drainage.

Marple Neighbourhood Forum

The recently adopted MNDP has a number of policies and aspirations that are relevant to the development. Taken as a whole, these are strongly supportive of the proposed development:

- HT3 – Facilities that encourage people to visit or enjoy our area will be supported. The development is supported by this policy
- GA1 – Walking and Cycling within Marple. By formalizing the existing cycle route across Memorial Park, the development is compatible with this policy.
- CS1 – Outside Community Space. This policy seeks to retain OCS. While a small amount of OCS is taken by this proposal, it is for alternative recreational provision (swimming and other indoor sporting activities) where the benefits clearly outweigh the loss of the current use.
- CS2 – Inside Community Space. This policy suggests that ‘the development of new indoor community space will be supported’. Explanatory paragraphs 10.17 and 10.18 specifically refer to a replacement pool. The policy is therefore supportive of the new development.

The plan also contained ‘Aspirations’ for Marple. While these are not formal Development Management policies, they formed part of the plan that was put to referendum, and therefore have the support of almost 80% of people who voted.

Aspiration: A Placemaking Scheme for Marple included: • Reduction in car traffic and congestion • Prioritisation of pedestrian movement in streets with the main retail frontage • Safe and attractive cycling routes together with enhanced provision for public transport.

In general, the proposals accords with this aspiration.

Aspiration: Memorial Park Civic Area: This specifically refers to development of 'a modern, high quality community and leisure facility (including a new swimming pool) based on the redevelopment of the existing buildings in the Memorial Park. There is an opportunity to bring together existing activities in a new building based on the library and Old Town Hall that would provide a high quality, efficient, more cost-effective solution'.

The development fully accords with this aspiration.

RENEWABLE ENERGY

This is the most disappointing part of the application. Swimming pools/leisure facilities are large energy users, but also have huge potential for renewable energy production. The Energy Statement only appears to commit to meeting Building Regs part L, and only proposes 236m² of PV, despite the much larger roof area available. It commits to no other renewable elements. Most of the Energy Statement is taken up with generic information that would be in any ES. As proposed, with a design life of at least 40-50 years, it would be in operation well past national target dates for zero carbon. While the electricity supply can theoretically be de-carbonised, if any new buildings use more energy than is strictly needed, then this will make overall national decarbonisation more difficult.

It is understood that Air Source Heat Pumps are currently being investigated, although without commitment. These are very much second best. They are obtrusive, have a limited life, use a significant amount of electricity, are far less efficient than a borehole-based Ground Source Heat Pump (GSHP). We think it is essential that a borehole GSHP is installed from the start, preferably underneath the new building.

The Council has declared a Climate Emergency. The definition of an emergency is 'a *serious, unexpected, and often dangerous situation requiring immediate action*' As currently proposed, the development would not meet this definition. We urge the Council to provide an energy response that truly accords with the immediate action needed to tackle the Climate Emergency rather than just defaulting to the lowest-common-denominator of Part L.

We think that a suitably worded condition that required a greater effort to meet the declared Stockport Climate Emergency would be sufficient.

SUSTAINABLE TRAVEL

The most important factor in sustainable travel is location. The location proposed is ideal for people who are able to access the town centre by walking, public transport and indeed car, given the easy availability of car parking.

We note that the majority of responses (205/210) to the Travel Survey submitted as part of the application stated that '*current visit to existing facilities at the site*' was the sole purpose of their journey, with the remaining 5 responses also combining shopping (Asda primarily). This means that there is significant potential to promote additional linked trips once the new facility is open. We support:

- The relatively limited amount of car parking on-site – there is plenty of alternative parking available in Marple.
- The formalising of the existing cycle route across the park. It will be important in detailed design to make sure that both walkers and wheelers are comfortable and the key to successful operation will be both to avoid excessive engineering or signage, and to foster a sense of considerate use from all users.
- The provision of additional pedestrian crossings elsewhere in the town centre, although we would have preferred this development to have been taken as an opportunity to make all users including pedestrians and cyclists feel safe and comfortable in the wider town centre area rather than just provide crossings across a hostile environment dominated by motorised traffic.

ART

The development currently does not have any provisions for external art, either free-standing or as part of the building fabric, nor any places where any art could sensibly be placed either on or around the new building. This is a missed opportunity and will replicate the failure of the existing library building which has been a functional, utilitarian and essentially ugly building for the last 50 years. It would contravene national policies (now enshrined in the latest version of NPPF) to 'Build Beautiful'. We would like to see the Council work with the local art community to create something better, and in line with NPPF. This would of course need to be done sensitively.

We think this could be secured by a suitable pre-commencement condition.

We do not think that the art in itself would need stand-alone planning permission and could easily be coped with by a non-material amendment of the existing plans even after permission is granted.

OVERALL SUSTAINABILITY

The applicant has filled in the Council Sustainability Checklist. This appears to have been a rushed job, with many inaccuracies, and 'gold' colouring where this is simply not justified. As simple examples, 8.4 'Have you done a Health Impact Assessment and submitted it for validation to Stockport's DoPH' is ticked 'no' but coloured gold. 7.4 'Has landscaping contributed to sustainable urban drainage provision?' is ticked yes, but not coloured, and no evidence is provided at all that this is the case. Surely in a public park this was a 'gold' opportunity to provide a water feature that would also provide BNG but would also help to treat at least some water (perhaps roof run-off?) and provide a very visible public education tool. For that matter, why are there no rainwater retention tanks to mitigate water use?

There are many other examples in the Sustainability Checklist. While this is not in itself enough to refuse the application, we would ask the Council as scheme promoter to reassess and maximise the sustainability opportunities of the scheme.

Greater Manchester Archaeological Advisory Service

The application is supported by an archaeological Desk-Based Assessment (DBA) and a Heritage Statement, each compiled by MOLA in December 2023 and March 2024 respectively. The documents provide a good account of the historical context of the site and its development, including appropriate analysis of historic maps, and discussion borne out of a site visit and a review of existing archive and documentary records. GMAAS will not comment on impacts of the development on built heritage concerns as this will be covered by others. This response relates solely to the below-ground archaeological potential of the site and the potential impacts of the development.

GMAAS agrees with the conclusions in the DBA that development and landscaping of the site from the early 19th century is likely to have removed any archaeology from earlier periods within the proposed development site. An L-shaped wing associated with Hollins House falls just within the site boundary, but again later development and construction of the car park to the south of the library building is likely to have severely truncated, if not completely removed, remains of this building. If the foundations survived, then they would have negligible significance and limited potential to inform key research initiatives in the North West Historic Environment Research Framework.

On this basis there is no reason to seek to impose any further archaeological requirements upon the applicant.

Transport for Greater Manchester

The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process.

- *Background*

The application seeks approval for the demolition of the existing Marple Library, Health Centre and Police Station, located within Memorial Park, in Marple and construction of a new Leisure and Community building at the site.

- *Highways Overview*

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections :-

1. Road Safety

The road accident data presented within the TA is acceptable.

2. Trip Generation

It is noted that the existing trip rates have been determined via actual surveys. The trip generation exercise contained within the TA is acceptable.

3. Trip Distribution

Paragraph 6.2.1 of the TA states that, “Based on the number of postcodes within each sector, a distribution percentage was derived for each sector and each sector was then assigned a route. Figure 6-2 illustrates the routes against which trips are assigned.”

TfGM would query how the routes were assigned to each sector as this does not appear to be clarified within the TA.

TfGM consider that distribution based on turning movements is a more accurate reflection of the actual trip distribution compared to other methods.

4. Junction Assessment – Priority Junction of Station Road / Hollins Lane

The results demonstrate that certain arms are over capacity (RFC value above 0.85) with delays. The arms suffering congestion are :-

Junction of Station Road / Hollins Lane:

Hollins Lane Arm – Base 2023 AM – 0.93
Base 2025 AM – 0.95
Base 2030 AM – 0.99
Base 2030 plus development 0.99
Base 2023 PM – 0.96
Base 2025 PM – 0.97
Base 2030 PM – 1.01
Base 2030 plus development PM 1.02

5. LINSIG Modelling

The LINSIG modelling files have been received and reviewed by UTC. The modelling is acceptable.

6. Proposed Internal Access Arrangements

The TA confirms that the existing vehicle access at the junction of Stockport Road will be retained and upgraded to serve the development.

In terms of car parking provision, the proposals will provide 72 on-site car parking spaces (57 standard bays, 7 accessible bays & 8 spaces for police use). The Police car parking spaces will be accessed as per existing via Parkfield Avenue. These spaces will be separated from the public car parking spaces within Memorial Park by collapsible bollards.

The TA reports that it is expected that all service vehicles will access/ egress the site through the site’s main vehicle access via Stockport Road. Servicing swept path drawings are contained within Appendix G of the TA, to demonstrate that the intended service vehicles can undertake manoeuvres appropriately and safely.

Section 4.4.2 of the TA confirms that there will be a designated area for service vehicles to operate, with Figure 4-5 denoting the provision of removable bollards covering the last two parking bays, to ensure their use can be secured.

Additionally, a dedicated coach layby is proposed on Stockport Road.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, parking and servicing arrangements are acceptable.

7. Traffic Regulation Orders

TfGM would suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm. It is noted that a review of the TROs is referenced within Section 4.5 of the TA.

In particular, TfGM would suggest TROs are in place in the area immediately beyond the development to prevent any overspill parking.

8. Other

A robust Construction Traffic Management Plan should be employed as part of the development to minimise disruption during the construction period.

- *Site Accessibility*

1. Public Transport

The nearest bus stops are located within a few minutes' walk away on Stockport Road. These stops provide services to Stockport and Stockport Bus Station at regular intervals and less frequent services to Hayfield Bus Station.

Marple Train Station is located around a 7-minute cycle journey from the site and Rose Hill Marple Train Station is located around an 8-minute cycle journey from the site. Both stations provide services to Manchester Piccadilly.

It is therefore considered that there are some viable public transport alternatives to the private car.

2. Active Travel

It should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

Sections 4.5, 4.2.2 and 4.2.5 of the TA specifies the mitigation / improvements proposed as part of the development which are welcomed. In terms of the proposed puffin crossings, the applicant will need to liaise with colleagues within UTC Design to agree the location and design via gmutc@tfgm.com.

3. Cycle Parking

The TA confirms that 6 cycle stands (12 cycle parking spaces) will be provided for the development. It is stated that cycle parking will be provided for staff and short-medium stay (covered) cycle parking will be provided for customers, patients and visitors.

Cycle parking should be provided in accordance with Stockport Council's standards and where possible spaces in excess of the minimum provided. The staff cycle parking should be contained within an internal store, located within a central accessible area and with security measures such as CCTV and lighting. Short Stay / Medium Stay cycle parking should be provided within covered cycle stores and also be located within a central accessible area and with security measures such as CCTV and lighting.

Staff welfare facilities (lockers / showers / changing rooms) should be provided on site.

4. Travel Plan

It is noted that the application is accompanied by a Framework Travel Plan which is welcomed.

TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

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

Active Travel England

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

Coal Authority

We have reviewed the site location plans and the proposals and supporting information available to view on the LPA website and can confirm that part of the overall application site (Drawing No. L- 0000 Rev P05, Feb 2024) falls within the defined Development High Risk Area.

The Coal Authority records indicate that part of the application site lies in an area of probable historic unrecorded shallow coal mining. However on checking our records against the site location plan it is only the area to the east of the site that lies within

the Development High Risk Area (pedestrian and highway improvement works which are also being sought as part of this planning application). Accordingly, the part of the site where new built development is proposed lies outside of the defined Development High Risk Area. This has been confirmed by the Phase 1 Preliminary Risk Assessment (GSI 2010 IW Phase I V1, December 2023) prepared by GeoCon Site Investigations Ltd.

The Coal Authority therefore has no objection to this planning application.

Although the development proposed is outside of the defined Development High Risk Area as the site lies within an area where coal mining activity has taken place it is requested that the following wording is included as an Informative Note on any planning permission granted :-

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/coalauthority

Environment Agency

We have not undertaken a detailed review of the risk posed to controlled waters from land contamination and would therefore advise that you refer to our published Guiding Principles for Land Contamination which outlines the approach we would wish to see adopted to managing risks to the water environment from this site.

We also recommend that you consult with your Environmental Health/Environmental Protection Department for further advice on generic aspects of land contamination management. Where planning controls are considered necessary, we would recommend that you seek to integrate any requirements for human health protection with those for protection of the water environment. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

Canal and River Trust

The Peak Forest Canal passes to the East of the wider site and is within a Conservation Area. Listed Locks are next to the site here. Based on the site plan, the buildings to be removed and the replacement building are set some way from the Canal so would be unlikely to have any adverse direct impact on the Canal corridor.

- *Biodiversity Net Gain*

We previously set out concerns in relation to whether the Biodiversity Net Gain (BNG) Assessment should consider the impact on the canal corridor, due to the red line boundary being within 10m of the canal corridor (riparian zone). Since those comments, it is our understanding that this requirement is only required if habitat is being lost/degraded. Notwithstanding that point, the red line of the application site has now been amended to be over 10m from the riparian zone. Given this, the watercourse would not need to form part of the assessment. We have no further comments to make in relation to the BNG assessment.

- *Tree Planting*

Given the red line boundary has now been moved to be at least 10m from the canal edge, our previous comments about planting trees within 5m of the canal infrastructure would not be relevant and has been addressed by these amendments.

- *Construction Environment Management Plan (CEMP)*

The site generally slopes towards the Canal but most of the towpath is protected by the existing boundary wall. The ecological appraisal recommends the production of a CEMP Biodiversity, to detail how the canal habitat is to be protected through construction works. The CEMP looks to be comprehensive, however does not seem to include any specific measures to protect the Canal, just watercourses in general. However, given the distance to the Canal from the main works and that the main site will be contained hoarding, we consider this would be sufficient based on the submitted works. It would however be important that any existing drains should be protected as there may be unrecorded existing outfalls to the Canal.

- *Flood Risk and Drainage*

As set out in the Flood Risk Assessment (FRA), the Canal is lower than the site so not at risk from flooding from the Canal. The Surface Water Drainage (SWD) strategy has considered discharge to the canal and notes the Trusts requirement should a potential outfall to the Canal be created. Based on the submitted details, it would appear that the proposed SWD would be attenuated on site and discharged to existing surface water drainage sewer. If for any reason this is not feasible then drainage to the Canal could be an option, however this would need to be assessed agreed via the Trust's mandatory review process. We would recommend that the drainage details are conditioned and that the and the following informative included on the decision notice

The applicant/developer is advised to contact the Canal & River Trust Utilities Team (utilitiesenquiry@canalrivertrust.org.uk) to discuss the acceptability of discharging surface water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority and such discharges are not granted as a right. Where they are granted, they will usually be subject to completion of a commercial agreement.

- *Heritage and Design*

It is considered that the design of the new building is a significant improvement on the existing building. The Heritage Assessment considers the Canal and associated assets and the significance of views from the Canal towpath. Only filtered views will be possible from the Canal and framed by trees so there would be no greater impact on the Canal assets or Conservation Area.

- *Resurfaced Path*

The details show that the path between Hollins House and the canal at Lock 10 will be widened and resurfaced to become a shared cycle and walking route. The path meets the towpath at the footbridge and, as such, the works here would need to comply with the Trusts Third Party Works Code of Practice to ensure that Canal infrastructure and our users are safeguarded. Access to/from the towpath will likely need to be closed during these works and this will need to be managed by the

contractor via the Code of Practice. The contractor will also need to consider how they will prevent silty runoff to the canal during excavation and reconstruction of the path.

In relation to the proposed resurfaced path widening and connection to the Canal towpath, these works would need to comply with the Trusts Third Party Works Code of Practice. Therefore, if the Council is minded to approve the application, the following informative should be included on the decision notice :-

The applicant/developer is advised to contact the Canal & River Trust Infrastructure Services Team (01782 779 909 or Enquiries.TWP@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust 'Code of Practice for Works affecting the Canal & River Trust' to ensure that the waterways are protected and safeguarded.

Manchester Airport

We have no objections. The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Greater Manchester Police (Design for Security)

Having reviewed the submitted Crime Impact Statement DfS are comfortable with the recommendations.

We support the proposals and would recommend a planning condition is attached to the decision notice requiring the development to achieve Secured by Design accreditation pre-occupation.

United Utilities

- *Drainage*

Following our review of the submitted Drainage Strategy, we can confirm that whilst the proposals are acceptable in principle, there is insufficient information on the detail of the drainage design. Please can you clearly show the exact point of connection and discharge on the drainage plan, as currently this is unclear.

Should planning permission be granted we request the following condition is attached to any subsequent Decision Notice :-

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;*
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);*

- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;*
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and*
- (v) Foul and surface water shall drain on separate systems.*

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and/or the Environment Agency (if the watercourse is classified as a main river).

To discuss their drainage proposals the applicant should contact our Developer Services team by email at SewerAdoptions@uuplc.co.uk.

- *Management and maintenance of Sustainable Drainage Systems (SuDS)*

Without effective management and maintenance SuDS can fail or become ineffective which may have a detrimental impact on the surrounding area. There is also a risk ineffective SuDS could impact the performance of the public sewer network where the two systems interact. Therefore, when SuDS is included in a proposed development, we recommend the Local Authority include a condition relating to SuDS management and maintenance in any subsequent Decision Notice.

We provide an example condition below that may be suitable in many circumstances.

Please note United Utilities cannot provide comment on an asset that is owned by a third party management and maintenance company. Therefore, whilst we recommend the inclusion of a management and maintenance condition, United Utilities would not be involved in its discharge.

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

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

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

- *United Utilities Property, Assets and Infrastructure*

It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.

It is important that the supporting information contained in the Appendix, Section 2.0 'United Utilities' Property, Assets and Infrastructure', is read in conjunction with this letter. This provides information that might impact a proposed layout and additional guidance that an applicant or developer must consider when United Utilities assets are located in, or in the locality of, the proposed site.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

- *Water Main*

A water main is located in the vicinity of the site. It must not be built over, or our access to the pipeline compromised in any way. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines', which can be found on our website: <https://www.unitedutilities.com/builders-developers/your-development/planning/buildingover-or-working-near-our-assets/working-near-our-pipes/>. The applicant must comply with this document to ensure pipelines are adequately protected both during and after the construction period.

- *Public Sewer*

A public sewer crosses the site and we will not permit building over it. We require an access strip for maintenance or replacement and this access must not be compromised in any way. The minimum distances that might be acceptable to United Utilities are detailed within Part H of the Building Regulations however, we recommend the applicant determines the precise location, size, depth and condition of the pipeline as this is likely to influence the required stand-off distance from any structure.

ANALYSIS

Policy Principle – Open Space

The Eastern portion of the application site is allocated as Local Open Space, as defined on the UDP Proposals Map. Saved UDP policy UOS1.3 states that within areas of Local Open Space development will not be permitted unless :-

(i) It is clearly needed in connection with the outdoor recreational use of the land or is otherwise appropriate to the maintenance of the open nature of the land, and it would clearly enhance the overall quality of Local Open Space provision in the area;
or

- (ii) It can be demonstrated that there is an adequate provision of open space in the local area and that the loss of the site would not be detrimental to the well being of the local community or the amenities of the area; or
- (iii) The open space that would be lost as a result of the proposed development would be replaced by open space of equivalent or better quantity, quality, usefulness, and attractiveness, in a location at least as accessible to current and potential users.

Core Strategy DPS policy CS8 states that development that does not safeguard the permanence and integrity of areas of Local Open Space will not be allowed. The policy however acknowledges that there may be situations in which other factors determine that the need to continue to protect existing assets are outweighed by the interests of achieving sustainable communities, in particular with regard to delivering mixed communities, meeting wider leisure needs, improving participation in the use of recreation facilities and improving parks. In such situations the objective of achieving sustainable communities may be best served by the development of limited areas of open space. Such development must be designed to meet a high standard of sustainability and pay high regard to the local environment. In addition, there may be circumstances where satisfying overriding community needs may justify loss of open space.

MNP policy CS1 states that *'Existing open space, sports and recreational land, including playing fields, should not be built on unless an assessment has been undertaken which clearly shows the open space or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in an equally or more sustainable location; or the development is for an alternative recreational provision, the benefits of which clearly outweigh the loss of the current or former use'*. This policy is consistent with the advice in respect of development on open space contained within Paragraph 103 of the NPPF.

It is noted that the proposed development would encroach upon and result in the loss of 671 square metres or 0.06 hectares of Local Open Space to the North East, including the existing toddler play area. However, the Council's evidence base identifies that there is a healthy supply of Parks and Gardens provision within the Marple area when assessed against 'Field in Trust' guidance. In addition, the proposed development would include the relocation of the existing toddler play area which would be lost as part of the proposed development within the directly adjacent children's play area which would also be enhanced and upgraded. Furthermore, delivery of the proposed Marple Community Hub would clearly result in the provision of improved and enhanced recreational facilities at the site that would benefit the wider community.

In view of the above factors, the loss of 671 square metres/0.06 hectares of Local Open Space is considered to be justified on the grounds of the existing provision within the Marple area, the nature and location of the proposed replacement provision and the wider benefits resulting from the delivery of the recreational element of the proposed Marple Community Hub development. On this basis, the proposed development is not considered to conflict with saved UDP policy UOS1.3, Core Strategy DPD policy CS8, MNP policy CS1 and the advice contained within Paragraph 103 of the NPPF in respect of loss of and impact on Local Open Space.

Policy Principle – Proposed Uses

The proposed swimming pool (Use Class F2), Library (Use Class F1), community use (Use Class F2), café (Use Class E), fitness facility (Use Class E), health clinic

facility (Use Class E) and associated offices (Use Class E) are all listed as 'Main Town Centre Uses' as defined in the glossary of the NPPF. Paragraph 90 of the NPPF states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Due to the location of the application site in proximity to Marple District Centre, the site is considered to comprise an 'Edge of Centre' location, as defined in the glossary of the NPPF. Paragraph 91 of the NPPF states that main town centre uses should be located in town centres then edge-of-centre and then, only if suitable sites are not available, out-of-centre sites and also sets out the parameters for a sequential test for applications that are main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. As such, due to the nature of the proposed 'Main Town Centre Uses', the sites 'Edge of Centre' location and in view of the scale and floorspace of the proposed development, the sequential test is required and a Sequential Assessment has been submitted in support of the application. Due to the floorspace of the leisure use element of the proposed development at less than 2,500 square metres, as defined by Paragraph 94 of the NPPF, there is no requirement for the submission of an Impact Assessment for this proposed use as part of the application.

The submitted Sequential Assessment identifies four sequentially preferable commercial sites within Marple District Centre which are currently being marketed and are therefore available. However, due to their size, such sites are not considered to be suitable to accommodate the proposed Marple Community Hub development and are therefore discounted from the sequential test. The site of the former Marple Swimming Pool on Stockport Road is also available following its closure in 2018. However, due to the physical constraints of this site, it would not be possible to provide the required access, parking, servicing or landscaping in addition to the required floorspace and the siting and scale of the proposed development at this site would not be able to be accommodated without causing harm to visual amenity or residential amenity. As such, the former Marple Swimming Pool site is not considered to be suitable to accommodate the proposed development. On this basis, it is considered that that the sequential test is passed in so far that there are no suitable or alternative sites available in sequentially preferable locations to meet the requirements of the proposed development and therefore the requirements of Paragraph 91 of the NPPF are met.

Consideration should also be taken of the aspirations of Section 10 of the MNP which identifies Marple Memorial Park Civic Area as a location *"to develop a modern, high quality community and leisure facility (including a new swimming pool) based on the redevelopment of the existing buildings in the Memorial Park. There is an opportunity to bring together existing activities in a new building based on the library and Old Town Hall that would provide a high quality, efficient, more cost-effective solution"*.

In summary, on the basis of the submitted Sequential Assessment, the principle of the uses proposed within the Marple Community Hub development are considered acceptable within an 'Edge of Centre' location, adjacent and accessible to Marple District Centre. As such, the proposal is considered to comply with Core Strategy DPD policies CS5, CS6, AS-1, AS-2 and AS-3, MNP policy CS2 and the advice contained within the NPPF.

Impact on Heritage Assets

The site is adjoined to the North by the Station Road/Winnington Road Conservation Area and to the South and East by the Peak Forest Canal Conservation Area.

Hollins House directly to the South East of the proposed development is a Grade II listed building and there are a number of other listed structures, including a War Memorial, stocks and a sundial to the South. As such, a Heritage Assessment has been submitted in support of the application. The detailed comments received to the application from the Council Conservation Officer are contained within the Consultee Responses section above.

The Conservation Officer confirms that the proposed buildings and structures identified for demolition as part of the proposed development are not curtilage listed and such proposed demolition is not considered to be harmful to the significance of the various designated and undesignated heritage assets in their vicinity.

Due to the siting of and separation from the proposed development in relation to the Station Road/Winnington Road Conservation Area to the North and the Peak Forest Canal Conservation Area to the East and South, the Conservation Officer considers that these heritage assets would be unaffected by the proposed development.

The Conservation Officer considers that, given its size and scale, the proposed new building would have a dominant impact upon the character and appearance of the park, weakening the visual and historic relationship between the listed house and its original grounds, which would inevitably have a harmful upon its significance and setting. It is however acknowledged that the proposed new building would be located to the North of Hollins House, in proximity to a 20th century two storey rear extension which has no particular architectural merit or historic interest. The form of the new building has been designed to respond to its wider setting and there has been a clear attempt to break down its apparent mass in order to reduce the level of potential harm. The nature of the harm to the setting of the listed building is indirect and therefore, for planning policy purposes, is considered to represent a 'less than substantial' level of harm.

Paragraph 208 of the NPPF states that "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*". In assessment of the proposal against the requirements of Paragraph 208 of the NPPF, the undoubted public benefits resulting from the proposed development by way of the delivery of a modern, high-quality leisure, community and healthcare facility are considered to outweigh the 'less than substantial' level of harm to the significance of the designated heritage assets on the site. It is also noted that the proposed demolition of the existing Marple Police building would enable Hollins House to become actively re-used through decanting of such facilities, thus representing a further public benefit, assisting to secure the future preservation of Hollins House.

The Conservation Officers comments and recommendation as to consideration of the potential for additional soft landscaping and trees and alternative boundary treatment and surface materials within the proposed car park to the West of Hollins House are noted. The applicant has confirmed that, due to the practicalities of the car park requirements, such improvements are unable to be provided and consideration should be taken of the increased planting and landscaping within the wider site which would be delivered as part of the proposed development.

Conditions are recommended by the Conservation Officer in respect of external materials and architectural detailing of the proposed new building, to ensure that the design of the proposed building represents an appropriate response to the setting of Hollins House and the level of any harmful impact is minimised.

The detailed comments received to the application from Greater Manchester Archaeological Advisory Service (GMAAS) are contained within the Consultee Responses section above. In summary, GMAAS consider that development and landscaping of the site from the early 19th century is likely to have removed any archaeology from earlier periods within the proposed development site and, on this basis, there is no reason to seek to impose any further archaeological requirements.

In summary, the proposed development is considered to result in 'less than substantial harm' to the significance of existing designated heritage assets on the site and, when weighed against the clear public benefits of the delivery of a modern, high-quality leisure, community and healthcare facility at the site, such harm is considered to be justified. As such, the proposed development is considered acceptable in terms of its impact on the significance of existing heritage assets on the site, in accordance with saved UDP policies saved UDP policies HC1.1 and HC1.3, Core Strategy DPD policy SIE-3, MNP policies HT1 and HT2 and the advice contained within the NPPF.

Design and Impact on Visual Amenity

As recognised by the Conservation Officer, no concerns are raised to the proposed demolition of the existing Marple Library building, Marple Clinic building and Marple Police Station building, which are not considered to comprise buildings of any architectural or visual merit worthy of retention.

It is acknowledged that the siting, scale and height of the proposed Marple Community Hub building is informed by the need to provide the various community, leisure and health care facilities required as part of the scheme and the constraints of the site, including the need to minimise loss of open space, minimise impact on the amenity of surrounding residential properties and to retain existing trees, notably within the woodland area to the North.

The proposed Marple Community Hub building would be of two storey scale which would be broken up into three gable roofed elements in order to reduce its massing. The two storey scale of the proposed building is reflective of the scale of the adjacent Hollins House and the scale of surrounding residential properties to the North and West. The form of the proposed new building has been designed to respond to its wider setting and it is considered that there has been a clear attempt to break down its apparent mass in order to reduce the level of potential harm.

The relatively contemporary design of the proposed Marple Community Hub building is noted. However, the inclusion of gable roofs and window/opening forms take influence from the character of surrounding properties. As such, the proposed building is considered to represent a contemporary take on the traditional form and design of surrounding buildings.

The proposed materials of external construction, specified as a mixture of red brickwork, metal standing seam cladding, timber effect cladding and PPC aluminium for the external walls and metal standing seam cladding for the roof covering, have been chosen to respect the surrounding land uses. Brickwork would be used adjacent to Hollins House to the South, timber effect cladding would be used adjacent to the woodland to the North, with the proposed metal standing seam cladding and PPC aluminium glazed curtain walling to be provided within the central block of the proposed building. As recommended by the Conservation Officer, a condition would be imposed to require the submission and approval of the external

materials and architectural detailing, along with proposed hard and soft landscaping and boundary treatment, in order to ensure that such matters of detail are appropriate for the site and any harmful impact is minimised.

In view of the above, whilst the objections raised to the design of the proposed development are noted and acknowledged, it is considered that the siting, scale, height, design and materials of the proposed development provides a considered response to the site and surroundings and could be accommodated on the site without causing undue harm to the visual amenity of the area or the setting of the wider Memorial Park. As such, the proposal is considered to comply with saved UDP policies CDH1.2 and CDH1.9 and Core Strategy DPD policies CS8 and SIE-1.

Impact on Residential Amenity

The application site is adjoined to the North and West by residential properties on Station Road and Parkfield Avenue respectively. The proposed Marple Community Hub building would be sited closer to the residential properties to the North and West and would be of a greater size, scale and height than the existing Marple Library building which would be demolished. The neighbour objections raised to the application on the grounds of adverse impact on residential amenity are noted and acknowledged.

With regard to the issue of privacy, the proposed Marple Community Hub building would be sited a minimum of 23.0 metres from the boundary with and a minimum of 58.0 metres from the rear habitable room windows of the nearest residential property on Station Road to North and would be sited a minimum of 5.0 metres from boundary with and a minimum of 28.0 metres from the rear habitable room windows of the nearest residential property on Parkfield Avenue to the West. In terms of the relationship to the residential properties on Station Road to the North, the scheme has been sensitively designed to ensure that no first floor windows are proposed in the Northern elevation of the proposed Marple Community Hub building. Coupled with the separation of the proposed Marple Community Hub building from the boundary with and rear habitable room windows of the residential properties on Station Road to the North, it is considered that the proposed development would not result in undue overlooking or loss of privacy to these properties. Due to the siting of the proposed Marple Community Hub building close to the boundary with and rear habitable room windows of the nearest residential property on Parkfield Avenue to the West, a condition will be imposed to ensure that the proposed first floor windows in the Western elevation serving the proposed Clinical Office and Treatment Room 3 are fitted and retained with obscure glazing. Such a condition would ensure that the proposed development would not result in undue overlooking or loss of privacy to the residential properties on Parkfield Avenue.

Due to the siting of the proposed Marple Community Hub building in proximity to existing residential properties on Station Road and Parkfield Avenue, a Daylight and Sunlight Assessment has been submitted in support of the application, which considered the potential effect of the proposed development upon the surrounding properties and having regard to the methodologies and recommendations set out within the Building Research Establishment (BRE) Report 209 '*Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (third edition 2022)*'.

The submitted Daylight and Sunlight Assessment analyses the potential daylight and sunlight impacts resulting for the proposed development on the adjacent residential properties on Station Road and Parkfield Avenue. The results of the assessment conclude that all the windows of all the rooms within the surrounding properties will

meet the BRE recommended targets and therefore any alterations in daylight and sunlight to surrounding properties would not be noticeable. On this basis, it is considered that the siting, size, scale and height of the proposed development would not result in undue loss of residential amenity to surrounding properties by reason of overshadowing or loss of daylight.

A Noise Assessment has been submitted in support of the application and the detailed comments received to the application from the Council Environmental Health Officer are contained within the Consultee Responses section above. The impact of noise from the proposed development in respect of impact on existing noise sensitive receptors, in the form of surrounding residential properties has been assessed in accordance with 'BS 4142:2014+A1:2019 - *Methods for Rating and Assessing Industrial and Commercial Sound*'. The Environmental Health Officer accepts the conclusions/outcome of the BS 4142 assessment and subject to appropriate mitigation in the form of a sealed façade, it is considered that acceptable noise levels from the proposed development in relation to existing background noise levels could be met and would have a low impact on neighbouring properties. It is noted that a schedule of any proposed plant items and their operational hours is not available at the current time. In order to control noise levels from any such proposed equipment, a condition is recommended to require the submission and approval of a Noise Mitigation Validation Report, which would need to demonstrate that the development would achieve the noise rating limit for the proposed plant/mechanical equipment equal to the prevailing background noise level at the boundary of the neighbouring residential properties. In view of the above, on the basis of the submitted information, in the absence of objections from the Environmental Health Officer and subject to conditional control, it is considered that the proposed development could be accommodated and operated on the site without causing undue loss of amenity to surrounding residential properties by reason of noise and disturbance.

At the request of the Environmental Health Officer, an External Lighting Scheme has been submitted in support of the application. On the basis of this scheme, the Environmental Health Officer has confirmed that the proposed external lighting would comply with the *'Institute of Lighting Professionals, Guidance Note 01/21, The Reduction of Obtrusive Light, and recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/nuisance'* in respect of proposed lux levels at the windows of surrounding residential properties. As such and subject to the imposition of a condition to ensure that the external lighting is installed, operated and maintained in accordance with the submitted scheme, it is considered that the proposed development would not result in undue loss of residential amenity by reason of light pollution.

In summary of residential amenity matters, the neighbour objections received to the application are noted and acknowledged. However, on the basis of the submitted information, in the absence of objections from relevant Consultees and subject to conditional control, it is considered that the siting, size, scale and height of the proposed Marple Community Hub building and the operation of the proposed development could be accommodated on the site without causing undue harm to the residential amenity of surrounding properties by reason of overlooking, loss of privacy, overdominance, overshadowing, loss of daylight, noise, disturbance or light pollution. On this basis, the proposal is considered to comply with the requirements of saved UDP policies CTF1.1, CDH1.2 and CDH1.9 and Core Strategy DPD policies CS5, CS8, SIE-1 and SIE-3.

Highways Considerations

A Transport Assessment, Road Safety Audit and Framework Travel Plan have been submitted in support of the application. The detailed comments received to the application from the Council Highway Engineer, along with the comments received to the application from Transport for Greater Manchester (TfGM), are contained within the Consultee Responses section above.

Traffic Generation and Highway Impact

The Transport Assessment (TA) submitted in support of the application reviews highway and transport issues relating to the proposed development and outlines that surveys have been carried out in respect of trip generation associated with the existing site. The Highway Engineer notes that many of the existing uses at the site would be retained and the Library, Clinic and Police Station would operate in the same way as existing. As such, only the proposed leisure uses would result in additional trips to the site.

Using data contained in the TRICS database, the TA outlines that the proposed leisure uses (pool, fitness suite and studios) would be expected to generate 27 two-way vehicle movements during the AM peak, 67 movements during the PM peak and 83 movements at peak hour on Saturday and would generate a total of 36 (AM), 91 (PM) and 140 (Saturday peak) person trips. The impact of these vehicular trips on a number of junctions (Memorial Park Drive/Stockport Road; Stockport Road/Trinity Street; Station Road/Hollins Lane; Stockport Road/Hollins Lane; and Stockport Road/Hibbert Lane) has been modelled and assessed. Based on the results, the TA concludes that the traffic generated by the proposed development would only have a marginal impact on the local highway network, a conclusion which the Highway Engineer concurs with. As such, the proposed development should not have a severe impact on the local highway network to justify the refusal of the application or the requirement for any junction/capacity improvements, other than the proposed works to the site access. The Highway Engineer does however note that some delays and queuing presently occurs on the local highway network and any increase in this would not be desirable. As such, it is considered that measures to encourage staff, customers and visitors to travel by sustainable modes should be implemented to maximise the number of trips made by sustainable modes and to minimise the additional vehicle movements on the local highway network. This would be secured by way of the production and implementation of a Travel Plan for the site and a package of measures to permit and encourage travel by foot, cycle and public transport.

Access

Other than the Police Station, the site is currently accessed from Stockport Road via Memorial Park Drive, an unadopted access road that takes access from Stockport Road by means of a priority junction which has a large pedestrian refuge. There are pedestrian/cycle accesses from Station Road, Garth Road and the Peak Forest Canal Towpath, a pedestrian access from the 'Asda' car park and an informal pedestrian access from Parkfield Avenue. Vehicular access to the Police Station car park is via Parkfield Avenue. There are a number of shared paths which are used by pedestrians and cyclists.

The car park that would be retained for use by the Police would continue to be accessed from Parkfield Avenue with no changes proposed. The proposed Marple Community Hub, along with other existing retained buildings within the site, would continue to be accessed from Stockport Road and Memorial Park Drive. Amendments are proposed to be made to Memorial Park Drive at its junction with

Stockport Road, including amending the junction to a simple priority junction, with a raised crossing point, no pedestrian refuge and amended give-way line to improve visibility; providing a shared-use path on the East side of the road, up to the shared use path through the park; and providing a passing place halfway along the access road.

Vehicle swept-path tracking diagrams have been included in the submitted TA to demonstrate that vehicles will be able to negotiate the amended access and access road and a Stage 1 Road Safety Audit which reviews the highway works from a safety perspective has been submitted. The Highway Engineer considers that, subject to matters of detail, the proposed amendments to Memorial Park Drive at its junction with Stockport Road are acceptable from a design perspective, noting that improvements to the junction and associated works on Stockport Road will improve access into the site for pedestrians and cyclists and the proposed passing place on the drive will provide a location for service vehicles to wait if a vehicle is approaching from the car park. Conditions are recommended by the Highway Engineer in respect of matters of detail regarding the footway along the Eastern side of Memorial Park Drive and the resurfacing of Memorial Park Drive where drainage issues are experienced.

In respect to pedestrian and cycle access from other directions, the Highway Engineer considers that the proposed widening of the paths within the park will improve access for pedestrians and cyclists from Station Road, the Peak Forest Canal towpath and Hollins Lane, as well as pedestrian and cyclist safety through the site. Full details of such improvements, including reviewing lighting and the provision of signage, would be secured by condition.

Parking

As part of the scheme, the existing car park would be amended and reconfigured so as to provide a total of 64 car parking spaces, including 7 spaces for disabled badge holders, and these will continue to operate on a Pay and Display basis. 8 parking spaces will also be provided for use by the Police.

The Highway Engineer notes that the Library and Clinic would be relocated to the proposed Marple Community Hub building from existing buildings within the site, Police accommodation would be relocated into Hollins House and there would be no material change in how they operate, therefore parking demand for such uses is not expected to change. As such, increased parking demand would only arise from the proposed leisure use.

The submitted TA outlines that, based on TRICS data, the proposed leisure uses would be expected to generate a peak parking demand of 34 vehicles on weekdays (between 4pm and 5pm) and 52 on Saturdays (between 10am and 11am). Added to existing demand at the site, the TA outlines that at peak time on weekdays (11am-12 noon), on site demand would increase to 80 vehicles. On Saturdays, peak parking demand is expected to be 109. As such, the TA outlines that the proposed on-site car park would not be able to meet the parking demand of the existing and proposed use for parts of the day, both during the week and at weekend, with demand exceeding supply between 9am and 5pm on weekdays and between 9am and 3pm on Saturdays.

The Highway Engineer notes that there are 8 other public car parks within the vicinity of the site, with these having some spare capacity. Taking these car parks into account, the TA outlines that these would be able to accommodate the displaced car parking on weekdays, with total demand reaching 275 (leaving 26 spaces available). On

Saturdays, however, the TA outlines that demand will exceed supply between 11am and 12 noon (by up to 11 cars). As such, the proposed development would put additional pressure on car parks throughout Marple District Centre, although these should be able to accommodate the demand for most of the time. However, space will not always be available in each car park and car parks may not always be able to function. As such, the Highway Engineer considers that measures are required to reduce demand and manage car parking and vehicle movements to them.

As part of the scheme, the following required mitigation measures to manage parking demand have been submitted :-

- The provision of Variable Message Signs (VMS) to inform drivers of parking availability in town centre car parks.
- The production and implementation of a Travel Plan which includes measures to discourage car travel and encourage sustainable modes of transport.
- The provision of pedestrian and cycle infrastructure improvements to improve access to the site by foot, cycle and public transport.

The Highway Engineer considers that implementation of such measures, along with parking restrictions being reviewed in the vicinity of the site, should ensure that the proposed development would not result in overspill parking taking place in unsafe or unsuitable places on the local highway network and parking demand should be able to be reduced and managed so as to ensure that the development does not adversely affect highway safety, the operation of the local highway network or the operation of car parking in Marple District Centre. Delivery of the measures would be secured by way of appropriately worded planning conditions and/or Legal Agreement.

The Highway Engineer notes that the proposed swimming pool is expected to be used by schools each morning. The TA outlines that one school would use the pool at each time, with arrival and departure times for each school overlapping, resulting in the need for parking to be provided for two coaches. Due to the constraints of the site, a two-vehicle coach parking bay is proposed to be provided on Stockport Road in front of the Regent Cinema by converting existing limited waiting parking bays to a coach parking bay and the TA recommends that this would be in operation between 9am and 3pm on weekdays. The Highway Engineer considers such arrangements acceptable, subject to the imposition of an appropriate mechanism for the applicant to provide a financial contribution to fund the required Traffic Regulation Order that this would require.

A covered cycle store for 12 cycles for visitors is proposed close to the main entrance of the proposed Marple Community Hub building and, following discussions with the Highway Engineer, a cycle parking facility for staff and racks for children's scooters would be provided, to the satisfaction of the Highway Engineer. Following discussions with the Highway Engineer, the scheme now includes 4 motorcycle parking spaces, in accordance with adopted parking standards and to the satisfaction of the Highway Engineer.

The TA outlines that 4 parking spaces will be provided with EV charging points and ducting will be provided to all other spaces to allow additional points to be provided in the future. Council guidelines states that 8 spaces should have EV charging points if the development is to be occupied in 2025 and 11 spaces should have EV charging points if the development is to be occupied in 2026. The Highway Engineer considers that the provision of a suitable number of EV charging points could be secured by condition.

Servicing

The proposed development would result in additional service vehicles accessing the site, including vehicles associated with maintaining the pool. Most service vehicles will visit the site weekly although postal deliveries will be daily. The breast screening unit, which visits and is parked at the site once a year or so, occupying 6 parking spaces for a 2-3 month period during each visit, will continue to visit the site. A turning/servicing area is proposed to be provided adjacent to the proposed building and bin store. Vehicle swept path tracking diagrams included in the TA demonstrate that service vehicles will be able to turn within the site and the breast screening unit will be able to manoeuvre into position. This will require spaces to be empty when this takes place, however the TA outlines that this would take place outside normal working hours. The Highway Engineer considers the proposed servicing arrangements acceptable, subject to the imposition of a condition to require the submission, approval and implementation of a Servicing Method Plan/Statement.

Accessibility

The Highway Engineer notes that the site is located adjacent to Marple District Centre, close to various shops, services and facilities and is within reasonable walking distance of Marple Train Station, a bus route served by a number of bus services and various residential areas within Marple. Footways and footpaths in the area are, in general, good quality and illuminated and there are various controlled and uncontrolled pedestrian crossings at nearby junctions. The site is within reasonable cycling distance of residential areas around the edge of Marple, as well nearby settlements, there are various cycle routes and facilities in the area and cycle facilities have recently been provided on Church Street and Hibbert Lane.

The Highway Engineer does however note that there are no formal/controlled crossings on Station Road, crossing facilities on Stockport Road and Hollins Lane are limited, some footways in the area and shared use paths in the park are sub-standard in width and the site does not fully connect to existing pedestrian and cycle routes in the area. As such, whilst it is acknowledged that the site is centrally located to the community that the proposed facility will serve, is fairly accessible and its construction will negate the need for residents of Marple to travel out of the town to visit a leisure facility, connectivity is limited in places which could deter or prevent staff and users to travel by sustainable modes of transport.

In order to address the above, the application includes a comprehensive scheme to improve the sites accessibility, comprising the following measures :-

- Provision of a TOUCAN crossing on Stockport Road by the site access.
- Raised pedestrian crossings at the site access on Stockport Road and at the Church Street and Queen Street junctions.
- Shared footways/cycleways along the first section of Memorial Park Drive and on Stockport Road.
- Provision of a Zebra crossing on Hollins Lane.
- Pedestrian improvements on Hollins Lane, including new dropped kerbs with tactile paving.
- Extension to the existing 20mph speed limit on Hollins Lane.
- Provision of a Puffin Crossing on Station Road, in the vicinity of Hollins Green Road.
- Provision of a Puffin crossing on Station Road, in the vicinity of St. Martins Road.

- Pedestrian improvements on Station Road, including new dropped kerbs with tactile paving, new pavements and amendments to junction radii.
- Widening of existing shared use paths within the Memorial Park.
- Provision of a new shared use path within the Memorial Park, from Hollins House to the band room.
- Provision of a footway link/ramp to the Hollins Lane car park.

The TA outlines that the above measures have been designed having regard to LTN 1/20 and have been the subject of a Stage 1 Road Safety Audit (RSA), which concludes that these have not raised any issues that cannot be addressed at the detailed design stage.

The Highway Engineer considers that the proposed measures would significantly improve access to the site for pedestrians and cyclists, as well as those accessing the site using public transport, which should encourage staff, customers and visitors to travel by foot, cycle and public transport and therefore concludes that the proposal accords with local and national policies on accessibility and these measures, together with the provision of wayfinding/directional signage and the operation of a robust Travel Plan, should reduce the number of people travelling to the site by car, thus reducing the impact of the scheme on the local highway network, as well as car parking facilities within the District Centre. Delivery of the measures would be secured by way of appropriately worded planning conditions and/or Legal Agreement.

Travel Plan

A Framework Travel Plan (FTP), detailing measures to ensure that staff and visitors to the proposed development are able and encouraged to travel by sustainable modes of transport, has been submitted in support of the application and outlines that this will be developed into a full Travel Plan once the development is operational. The Highway Engineer considers that aspects of the submitted FTP are acceptable and results from travel surveys show that there is potential for increasing the number of people who travel to the site by sustainable modes of transport, however further development of the FTP and additional travel plan measures are required. The requirement to address these issues and develop into a robust Travel Plan which will meet its aims and objectives and minimise the number of trips to the site by car and parking demand prior to occupation of the development would be secured by way of condition.

Site Layout and Design

The Highway Engineer notes that the proposed Marple Community Hub building would be constructed to the North West of Hollins House on the site of the existing Library, the existing toddlers playground and on part of the sites car park. The existing Police Station and Clinic would be demolished to allow replacement parking spaces to be provided and the retained areas of car park would be reconfigured. Access to the reconfigured car park would continue to be via Memorial Park Drive, pedestrian routes would be provided through the car park and around the proposed new building and the existing path between Hollins House and the band room would be realigned around the proposed new building.

The Highway Engineer considers that the car park, access routes and servicing area should function in a safe and practical manner, with pedestrian routes provided on key desire lines. Amended plans and additional information have been submitted to address concerns raised by the Highway Engineer in respect of the layout of the Police car park, the width of the shared path in front of Hollins House, how the

proposed footpath would tie in with Parkfield Avenue and in respect of the footway to the Eastern side of Memorial Park Drive. Subject to matters of details, which would be secured by condition, the amended scheme is considered acceptable by the Highway Engineer. Further conditions would be imposed to secure appropriate matters of detail in respect of lighting of the car park, access route to the entrance of the proposed building, the pedestrian access route to the Hollins Lane car park and along Memorial Park Drive, along with the requirement for tactile and hazard paving, wayfinding signage and CCTV.

Construction

The Highway Engineer acknowledges that construction of the development will have an impact on the local highway network, residents and businesses, along with users of the park, the Scout Hut and the Senior Citizens Hall. Whilst a Construction Environmental Management Plan has been submitted in support of the application, the Highway Engineer considers that this requires further development and would need to address how access to the Scout Hut and Senior Citizens Hall would be managed; how Hollins House, the Scout Hut and Senior Citizens Hall would be serviced; disabled parking/drop-off for Hollins House, the Scout Hut and Senior Citizens Hall; access routes within the park; management of Parkfield Avenue; the need for suitable signage; and how works to the access drive will be carried out. This would be secured by way of a suitably worded planning condition to require the submission, approval and implementation of a detailed Construction Environmental Management Plan, in order to ensure that construction activities do not adversely affect use of the park, retained uses within the park and pedestrian and cycle access through the park.

Conclusion

In summary of highway considerations, no objections are raised to the principle of the proposed development from the Highway Engineer, who notes that construction of the Marple Community Hub will mean that residents of Marple will not have to travel out of Marple to visit a Leisure Centre. The site is centrally located to the community, is fairly accessible and delivery of the proposed pedestrian and cycle improvements should significantly improve access to the site for pedestrians and cyclists, as well as those accessing the site using public transport. Vehicle movements generated by the proposed development should not have severe impact on the local highway network and subject to the implementation of a robust Travel Plan, measures to manage parking and to direct drivers to available parking, it is considered that public car parks within the site and the wider Marple District Centre should be able to meet demand and overspill parking will not adversely impact on the local highway network. On the basis of the submitted information and subject to conditional control, it is considered that construction and servicing of the proposed development can be effectively managed and the proposed access and layout of the proposed development would be fit for purposes. As such, the proposed development is considered acceptable with regard to the issues of traffic generation, impact on the highway network, highway safety, parking and accessibility by sustainable modes of transport, in accordance with saved UDP policies CTF1.1, CDH1.2 and CDH1.9, Core Strategy DPD policies SD-6, SIE-1, SIE-3, CS9, CS10, T-1, T-2 and T-3, MNP policy GA1, the Transport and Highways in Residential Areas SPD, the Sustainable Transport SPD and the advice contained within the NPPF.

Impact on Trees

An Arboricultural Impact Assessment and proposed Landscape Strategy have been submitted in support of the application. The proposed development would require the removal of 11 individual trees, 1 group of trees, part removal of 2 groups of trees and relocation of 4 recently planted trees within the site. A total of 55 individual trees are proposed to be planted, along with 4,602 square metres of new planted woodland and 2,500 square metres of windflower meadow, as part of a comprehensive landscape strategy and biodiversity enhancements scheme. The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

The Arboricultural Officer notes that the existing trees on site are not subject to protection by way of Tree Preservation Order and the proposed trees for removal are not afforded protection by way of Conservation Area status.

The Arboricultural Officer is accepting of the proposed tree loss on site which are mostly mature trees or are of low amenity groups, on the basis of the proposed 3 to 1 replacements, which is considered to be of significantly greater biodiversity in species and lifespans. Full details of the proposed planting and landscaping species would be secured by way of a suitably worded planning condition.

Further conditions are recommended by the Arboricultural Officer to ensure that no existing retained trees are worked to and to require the provision of protective fencing to retained trees during demolition/construction.

In view of the above, in the absence of objections from the Arboricultural Officer and subject to conditional control, the proposed development is considered acceptable in terms of its impact on trees, in accordance with saved UDP policy HC1.1 and Core Strategy DPD policies CS8, SIE-1 and SIE-3.

Impact on Protected Species, Ecology and Biodiversity

A Preliminary Ecological Appraisal, Nocturnal Bat Survey Report, Biodiversity Net Gain Assessment and Statutory Biodiversity Metric Calculation Tool 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 Consultee Responses section above.

In respect of nature conservation designations, the wider Marple Memorial Park site is adjoined to the East and South by designated Green Chain and the Peak Forest Canal Site of Biological Importance (SBI). The site has also been identified as an opportunity area within the Local Nature Recovery Strategy (LNRS) pilot study for Greater Manchester.

Impact on Protected Species

Buildings and trees on the site have the potential to support roosting bats, a protected species. On the basis of the submitted Ecological Surveys, the Nature Development Officer notes that, apart from one building with low bat roost potential, the buildings on site were assessed as offering negligible bat roost potential. As such, an appropriate level of survey has been completed and no additional bats surveys are required in relation to the buildings. The applicant will however be advised for the potential for bats to utilise buildings, legislation in place in respect of protected species and procedures to follow should bats be discovered, by way of informative. In addition, a condition is recommended to require the submission,

approval and implementation of an external lighting scheme to ensure that light spill on bat roost features, bat commuting and foraging habitat is avoided.

The Nature Development Officer notes that 5 trees with bat roost potential are proposed to be removed as part of the scheme which have not been surveyed as part of the application. As such, the Nature Development Officer has advised that the application should not be determined in the absence of such survey work. Members are advised that the required bat surveys of the existing trees to be removed have been commissioned and Members will be updated verbally as to the outcome of such surveys in respect of the bat roost potential of the trees and any appropriate mitigation measures that may need to be provided.

There is a single Great Crested Newt (GCN), a protected species, record and a single common toad record within 1 kilometre of the site. However, as there are no ponds within 250 metres of the site, overall risks to GCN have been reasonably discounted. However, given the close proximity of the Peak Forest Canal and surrounding habitats, a condition is recommended to require the implementation of Reasonable Avoidance Measures (RAMS) during development, to protect common amphibians and prevent potential disturbance during works.

Badgers and their setts are legally protected under the Protection of Badgers Act 1992 and the contents of Badger Survey work submitted in support of planning applications is confidential and not for public viewing. Members are advised however that subject to the implementation of RAMS during development, which would be secured by a suitably worded planning condition, potential impacts to any badgers that may pass through the site would be minimised.

Buildings, trees and other vegetation on the site have the potential to support breeding birds, a protected species. As such, a condition is recommended to ensure that demolition and vegetation clearance works are timed to avoid the bird nesting season, unless a bird breeding survey to confirm the presence/absence of nesting birds, confirm that no birds will be harmed and/or there are appropriate measures in place to protect nesting bird interest, has been carried out.

Hedgehog, a protected species, are likely to be present on the site. As such, a condition is recommended to require the implementation of appropriate RAMS during development, in order to protect and prevent disturbance to hedgehog.

Records of otter, a protected species, have been recorded on the River Goyt and the Peak Forest Canal adjacent to the application site. However, the site itself is not considered to comprise suitable habitat for otter.

Further conditions are recommended by the Nature Development Officer to require the submission, approval and implementation of Construction Ecological Management Plan (CEMP), to ensure that sensitive working measures are adopted in respect of development adjacent to the woodland habitat; to ensure that proposed external lighting is sensitively designed so as to minimise impacts on wildlife; and to require the submission and approval of updated ecology survey work prior to the commencement of development.

Biodiversity Net Gain

In accordance with the requirements of Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), the development will need to deliver at least 10% Biodiversity Net Gain (BNG) in each

of the different types of biodiversity units present on site (i.e. Habitat Area Units and Hedgerow Units). As such, a BNG Metric and Assessment Report has been submitted in support of the application, which has been revised following comments received by the Nature Development Officer.

The BNG Metric confirms that habitats on site comprise modified grassland, other neutral grassland, other broadleaved woodland, 32 urban trees, 2 tree lines and 2 hedgerows. Most of these habitats are in moderate condition except the modified grassland and hedgerows and the majority of these will be retained. The 0.64392 hectare site has an overall baseline score of 20.96 habitat units and 1.25 hedgerow units. All existing hedgerows are to be retained. In terms of habitats, 18.35 habitat units will be retained, 0.58 habitat units enhanced and 2.04 habitat units lost (modified grassland, introduced shrubs and a number of trees) before mitigation.

On the basis of the revised BNG Assessment, the Nature Development Officer notes that there would be an increase in BNG, including neutral grassland increased from 0.75 to 1.71 habitat units, mixed scrub increased from 0.18 to 0.23 habitat units; and urban trees decreased from 1.73 to 0.07 (as they have been re-categorised to broadleaved woodland i.e. creation of 2.39 units woodland).

In view of the above, the BNG Assessment and Metric show that a >10% net gain can be achieved on site, which would comprise +13.58% habitat units and +10.84% hedgerow units. This is considered to be satisfactory and delivery of the required BNG would be secured way of suitably worded conditions to require the submission, approval and implementation of a Habitat Management and Monitoring Plan/Biodiversity Net Gain Management Plan, Biodiversity Enhancements Strategy and landscaping scheme.

In summary, on the basis of the submitted information (pending the submission of the required survey in respect of the bat roost potential of trees proposed to be removed), in the absence of objections from the Nature Development Officer and subject to conditional control/appropriate mitigation and compensation measures, it is considered that the proposed development could be implemented without causing harm to protected species or the ecological interest of the site and would deliver the required >10% Biodiversity Net Gain on site. As such, the proposal is considered to comply with saved UDP policies NE1.2 and NE3.1, Core Strategy DPD policies CS8 and SIE-3 and MNP policy NC1.

Flood Risk and Drainage

The application site is located within Environment Agency 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 SuDS to manage the run-off water from the site through the incorporation of permeable surfaces and SuDS.

A Flood Risk Assessment and Drainage Strategy have been submitted in support of the application. The detailed comments received to the application from the Council Drainage Engineer and United Utilities are contained within the Consultee Responses section above.

At the time of report preparation, the surface water drainage strategy for the site has yet to be agreed by the Drainage Engineer and Members will be updated verbally in respect of this matter. The applicant has however confirmed a commitment to delivery of a SuDS compliant drainage scheme and discussions are ongoing regarding the precise nature of the scheme, with Officers continuing to work on the finer details. This includes options to utilise the adjacent canal, within dialogue due to commence shortly. For the purposes of this planning application, Officers are satisfied that matters of implementation of a SuDS compliant drainage scheme can be the subject of conditional control. Such a condition would prevent any development commencing, other than demolition and site clearance, until such a time that an agreed drainage solution is reached. In the event that the drainage scheme would require a further application for planning permission, such a permission would need to be in place prior to such a condition being discharged.

In view of the above, subject to agreement of the drainage scheme/subject to imposition of an appropriately worded planning condition, it is considered that the proposed development could be drained in a sustainable and appropriate manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

Land/Water Contamination

A Phase 1 Preliminary Risk Assessment has been submitted in support of the application. The detailed comments received to the application from the Council Environmental Health Officer (Land Contamination) are contained within the Consultee Responses section above.

The Environmental Health Officer notes that the submitted Phase 1 Preliminary Risk Assessment recommends that a Phase 2 intrusive investigation is submitted. This would be secured by way of the imposition of suitably worded planning conditions, which should be applied as a phased approach, to require the submission, approval and implementation of an investigation, risk assessment, remediation scheme, remedial action and validation report into contamination and landfill gas at the site and the provision of measures to prevent landfill gas migration into the development, as recommended by the Environmental Health Officer. Subject to compliance with such conditions, it is considered that the users of the proposed development would not be at risk from land contamination or landfill gas migration, in accordance with Core Strategy DPD policies CS8 and SIE-3.

No objections are raised to the proposal from the Environment Agency and, on this basis, the proposal is considered acceptable in respect of its impact on controlled waters, in accordance with Core Strategy DPD policy SIE-3. The applicant will be advised of Environment Agency guidance outlining the approach which would need to be adopted to manage risks to the water environment from the proposed development by way of informative.

Air Quality

An Air Quality Impact Assessment, which considers the impact of the proposed development on local air quality in both the demolition/construction and operational phases, has been submitted in support of the application. The detailed comments received to the application from the Council Environmental Health Officer are contained within the Consultee Responses section above.

In respect of the proposed demolition/construction phases, the submitted Air Quality Assessment confirms that dust and emission mitigation measures will need to be employed during construction works to ensure that there are no adverse impacts to nearby sensitive receptors and local air quality. Such mitigation measures would be secured by way of condition to require the submission, approval and implementation of a Construction Environmental Management Plan.

The Environmental Health Officer notes that on the basis of the submitted Air Quality Assessment, all impacts on means Nitrogen Dioxide (NO₂) are predicted to be negligible when compared to national Air Quality Standards (AQS). Annual mean concentrations of NO₂ at all receptors are below the annual mean AQS. The model further confirms that impacts from the proposed development on local air quality in relation to particulate matter PM₁₀ and PM_{2.5} are also negligible. In order to ensure that any impacts associated with vehicle use are minimised, a condition is recommended to require the provision of Electric Vehicle charging points.

In view of the above, on the basis of the submitted information, in the absence of objections from the Environmental Health Officer and subject to conditional control, the demolition/construction and operational elements of the proposed development are considered acceptable from an air quality perspective, in accordance with Core Strategy DPD policy SIE-3.

Coal Mining Legacy

The detailed comments received to the application from the Coal Authority are contained within the Consultee Responses section above.

Whilst the Coal Authority note that the part of the site falls within the defined Development High Risk Area, it is acknowledged that the part of the site where the proposed development would be located lies outside of the defined Development High Risk Area. As such, the Coal Authority raise no objections to the proposal and on this basis the proposed development would not be at risk from coal mining legacy, in accordance with Core Strategy DPD policy SIE-3. The applicant will however be advised that the site lies within an area where coal mining activity has taken place and procedures to follow should coal mining features be encountered during development by way of informative.

Impact on Peak Forest Canal

The Peak Forest Canal is located to the East of the wider Memorial Park site. The detailed comments received to the application from the Canal and River Trust are contained within the Consultee Responses section above.

The Canal and River Trust note that the existing buildings to be removed and the proposed building are sited some way from the Canal so would be unlikely to have any direct impact on the Canal corridor.

The Canal and River Trust consider that the design of the proposed new building would be a significant improvement on the existing building. The submitted Heritage Assessment considers the Canal and associated assets and confirms that only filtered views would be possible from the Canal and framed by trees, so there would be no greater impact on the Canal assets or Conservation Area.

On the basis of the submitted amended plan, the Canal and River Trust note that the application site would be located over 10.0 metres from the Canal corridor. On this

basis, no objections are raised in respect of Biodiversity Net Gain and proposed tree planting.

A Construction Environmental Management Plan has been submitted in support of the application which the Canal and River Trust considers to be sufficient based on the proposed works and given the distance of the proposed works from the Canal.

The submitted Flood Risk Assessment confirms that the Canal is sited lower than the application site and is therefore not at risk of flooding from the Canal. In respect of the proposed Surface Water Drainage Scheme, the applicant will be advised of the requirement to liaise with the Canal and River Trust should it be proposed to discharge surface water from the site to the Canal by way of informative.

In relation to the proposed resurfaced path widening and connection to the Canal Towpath, such works would need to comply with the Canal and River Trusts Third Party Works Code of Practice to ensure that Canal infrastructure and our users are safeguarded. The applicant would be advised of this requirement by way of informative.

In view of the above, on the basis of the submitted information in the absence of objections from the Canal and River Trust, the proposal is considered acceptable in terms of its impact on the adjacent Peak Forest Canal, in accordance with saved UDP policies HC1.3 and L1.10, Core Strategy DPD policies CS8, SIE-1 and SIE-3 and MNP policies NC1, CS1, CS3 and HT1.

Airport Safeguarding

No objections are raised to the proposal from Manchester Airport and, on this basis, the proposal is considered acceptable from an airport safeguarding perspective, in accordance with saved UDP policy EP1.9 and Core Strategy DPD policy SIE-5. The applicant will be advised of the relevant procedures for crane and tall equipment notifications with Manchester Airport by way of informative.

Safety and Security

A Crime Impact Statement has been submitted in support of the application and the detailed comments received to the application from Greater Manchester Police (Design for Security) are contained within the Consultee Responses section above.

Greater Manchester Police (Design for Security) are comfortable with the recommendations contained within the submitted Crime Impact Statement and are supportive of the proposals, subject to the imposition of a condition to require the development to achieve Secured by Design accreditation prior to occupation of the development. Subject to the implementation of such measures, it is considered that the safety and security risks to users of the proposed development would be minimised, in accordance with Core Strategy DPD policy SIE-1.

Energy Efficiency

An Energy Statement and Sustainability Checklist have been submitted in support of the application. The detailed comments received to the application from the Council Planning Policy Officer are contained within the Consultee Responses section above.

The Planning Policy Officer highlights current planning policies and local, regional, national and international targets with regard to carbon neutrality in response to global warming and climate emergency.

The submitted Energy Statement makes it clear that the proposed development would be energy efficient, targeting an 'A' rating and confirms that the scheme has been designed to aim for net zero carbon in operation (NZCiO). The proposed building is designed to be highly thermal efficient and surpasses Building Regulations standards. It is acknowledged that, due to the energy consumption of the proposed swimming pool, the limitations of onsite electricity generated from solar PV and the current carbon intensity of electricity provided from the national grid, it is not feasible to fully achieve NZCiO on site. The scheme would include a 235 square metre solar PV panel array on the roof of the proposed building and the amount of electricity generated from such panels would offset some of the electricity demands of the proposed development. It is acknowledged that additional carbon credits would need to be purchased over time to achieve NZCiO, however as the national grid decarbonises, the proposed development would become truly NZCiO.

A high-performance thermal envelope with reduced air permeability and mechanical ventilation with heat recovery (MVHR) is proposed for the building and, coupled with the use of Air Source Heat Pumps for low carbon heat generation and this holistic approach in line with the principles of the energy hierarchy is supported. Furthermore, the scheme has been designed to adhere to the key principles endorsed by BREEAM methodology to ensure that the proposed building is sustainably designed and constructed, the design approach to which is supported.

It is acknowledged that the scheme would not include green infrastructure such as green roofs, green walls or swales to combat the urban heat island effect, however such features have been discounted on financial, structural and technical grounds. Given that the scheme would provide a sustainably designed and constructed development on a brownfield site for community benefit and would include an extensive landscaping scheme, the failure to provide such features is considered to be justified.

In summary, the proposed development exhibits principles of sustainable design and construction, responding to challenges posed by the climate emergency, and sets out measures to ensure that the development will be net zero carbon in operation. On the basis, the proposed development is considered to comply with Core Strategy DPD policies CS1, SD-3 and SD-6 and MNP policy NC2.

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.

Following a successful bid under the second phase of the Governments Levelling Up Fund, the Council were awarded £20 million to fund high quality local infrastructure to deliver the 'Marple Community Hub'. As such, the planning application seeks permission for the demolition of the existing Marple Library, Marple Clinic and Marple Police Station buildings and the erection of a leisure and community building with associated parking, landscaping, drainage, pedestrian and highways improvements and other supporting infrastructure, within the site of the Marple Memorial Park. The proposed Marple Community Hub will incorporate active health, wellbeing and leisure

facilities, along with new community facilities, within a single location. The project is central to the Council's 'Neighbourhood Model' for the delivery of local services and the long-term vision for a healthy and prosperous Marple. Delivery of the scheme is also an aspiration highlighted within the recently adopted Marple Neighbourhood Plan and has evolved to its current form following an extensive community engagement process.

It is acknowledged that the siting of the proposed Marple Community Hub building would result in the loss of 671 square metres/0.06 hectares of Local Open Space in Marple Memorial Park. However, this proposed loss is considered to be justified on the grounds of the existing provision within the Marple area, the nature and location of the proposed replacement provision and the wider benefits resulting from the delivery of the recreational element of the proposed Marple Community Hub development.

On the basis of the submitted Sequential Assessment, the principle of the proposed leisure, community and health care uses within the Marple Community Hub development are considered acceptable within an 'Edge of Centre' location, adjacent and accessible to Marple District Centre.

It is considered that the proposed development would result in 'less than substantial harm' to the significance of existing designated heritage assets on the site. When weighed against the clear public benefits of the delivery of a modern, high-quality leisure, community and healthcare facility at the site, such harm is considered to be justified.

Whilst the siting, scale, height and design of the proposed Marple Community Hub building is acknowledged, it is considered that the proposed development could be accommodated on the site without causing undue harm to the visual amenity of the area. On the basis of the information submitted in support of the application, in the absence of objections from relevant consultees and subject to conditional control, it is considered that siting, height and scale of the proposed development and its subsequent operation would not result in undue harm to the residential amenity of surrounding properties.

In the absence of objections from the Highway Engineer and subject to the delivery of the proposed pedestrian and cycle improvement and mitigation measures, the proposal is considered acceptable in terms of the issues of traffic generation, impact on the highway network, highway safety, parking and accessibility by sustainable modes of transport.

The scheme would include a comprehensive landscape strategy, including the planting of 55 individual, along with 4,602 square metres of new planted woodland and 2,500 square metres of wildflower meadow, in order to compensate for the proposed tree loss.

The proposed development would deliver the required >10% Biodiversity Net Gain on site. Subject to the submission and approval of the required bat roost survey and appropriate mitigation measures, the proposed development would not result in harm to protected species or the ecological interest of the site.

The proposed surface water drainage scheme for the proposed development is subject to ongoing discussions with the Drainage Engineer. However, the applicant has confirmed a commitment to the delivery of a SuDS compliant drainage scheme to ensure that the proposed development can be drained sustainably, without the

risk of flooding.

In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable in respect of the issues of land/water contamination; air quality; coal mining legacy; impact on the adjacent Peak Forest Canal; airport safeguarding; safety and security; and energy efficiency.

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

RECOMMENDATION

Grant.