

## ITEM

<b>Application Reference</b>	DC/089005
<b>Location:</b>	32-52 London Road Hazel Grove Stockport SK7 4AH
<b>PROPOSAL:</b>	Demolition of existing buildings and structures on-site, including former vehicle depot and associated storage buildings (Use Class Sui-Generis/B8), converted residential buildings (Use Class C3), paint shop and offices (Use Class E), and erection of 2no five storey block comprising of 109 no. residential apartments (Use class C3 (a)) with access, parking provision, amenity space, landscaping and associated works.
<b>Type Of Application:</b>	Full Application
<b>Registration Date:</b>	22.08.2024
<b>Expiry Date:</b>	21.11.2024
<b>Case Officer:</b>	Helen Hodgett
<b>Applicant:</b>	Kirkland Developments Ltd
<b>Agent:</b>	NJL Consulting

### **DELEGATION/COMMITTEE STATUS**

This application is to be determined by Planning and Highways Regulation Committee (PHRC).

Stepping Hill Area Committee have an advisory function to make comment / recommendation to Planning and Highways Regulation Committee (PHRC), as regards the recommended decision on the application.

The application is a PHRC decision, as the application proposes a residential development of 109 dwelling units; and as the application would constitute a 'Departure' from the Council's development plan, specifically as regards:

- Saved UDP policy L1.2 and Core Strategy DPD policy SIE-2, in relation to open space provision/contributions.
- Core Strategy DPD policy AED-6, in relation to employment sites outside protected employment areas.

### **DESCRIPTION OF DEVELOPMENT**

Full planning permission is sought for the demolition of existing buildings and structures on-site, including former vehicle depot and associated storage buildings (Use Class Sui-Generis/B8), converted residential buildings (Use Class C3), paint shop and offices (Use Class E), and erection of 2no five storey block comprising of 109 no. residential apartments (Use class C3 (a)) with access, parking provision, amenity space, landscaping and associated works.

It is proposed to demolish all of the existing buildings upon the circa 0.48 hectare site, which is bounded by London Road/A6, Mount Pleasant and John Street, with

the exception of 2 John Street, which is an end of terrace dwellinghouse owned by the applicant and included within the application site edged in red.

The 109 apartments would be provided within 2 five-storey detached buildings fronting London Road/the A6. Block A would incorporate 60 apartments, including 34 with one-bedroom and 26 with two-bedrooms. Block B would incorporate 49 apartments, including 39 with one-bedroom and 10 with two-bedrooms. In terms of internal space, it is advised that the apartments have been designed to meet and, in some apartments, exceed the provisions of the government's National Described Space Standard (NDSS).

It is not currently known as to what tenure the proposed apartments would be. The application advises that the apartments may be ultimately, for example, for market rent or purchase, or social, provided for affordable or intermediate rent by a registered provider of social housing (RP) or private owner, or for affordable home ownership. A Viability Assessment has been submitted by the Applicant to demonstrate that it would not be viable for the scheme to currently include any affordable housing.

The undulating front building line would be set back from the London Road pavement, with a 1.1 metre high vertical metal railing, with 200mm kerb upstand, sited to the back of pavement and side returns. Soft landscaping, including a mixed native hedge would be located behind the railing and between the railing and the front building line. 1.8 metre high railings and gates would be sited between the proposed blocks to prevent unrestricted access between the blocks.

The fifth floor of the five-storey apartment buildings would be set back from the front London Road building line by approximately 2 metres. Block B is additionally proposed to be partially four-storeys in height and blank, as regards the rear section of the proposed building to be located opposite the three-storey residential properties on Mount Pleasant.

Pedestrian and cycle access is proposed into and out of each of the two residential blocks via London Road. Each of the two blocks would have a secure ground floor lobby area at the point of entry/exit to the buildings via London Road, with the lobbies including seating and post boxes.

Access to the site for vehicles would utilise the existing unadopted vehicle access route of John Street to the rear of the site, which is off Mount Pleasant. John Street is proposed to be improved as part of the development, including provision of footways and tactile paved crossing points.

Via an ungated access via John Street, it is proposed to provide parking spaces for 39 vehicles, 11 of which would be accessible spaces. 30 of the parking spaces would have electric vehicle (EV) charging provision. Covered and secure cycle parking is also proposed for 110 cycles in cycle stores, together with 3 external cycle stands for 6 visitors' cycles. Two bin stores are proposed for a total of twenty-seven 1270 Litre bins (Block A 15 bins and Block B 12 bins), to be serviced via Mount Pleasant.

The two residential blocks, parking and servicing spaces would be located within a bounded and landscaped curtilage / external amenity area for the occupiers of the residential accommodation. It is proposed that the landscaping would incorporate sustainable urban drainage features and biodiversity enhancements, including native planting and a pond.

The appearance of the development adopts a grid design, incorporating recessed building lines and recessed fifth elevation, with a mix of external building materials for articulation and interest. Glazing would be floor to ceiling height. The pallet of facing materials would include red and grey bricks, grey render and grey cladding, with grey brickwork banding. Photovoltaics for solar energy are proposed to be sited upon the roof plane.

The scheme is designed in similarity to the adjacent consented scheme for 32 social rented apartments within a five-storey building, ref. DC/077768, upon the former Woodman Inn pub site (Stockport Homes RP). Please see the proposed street scene drawing in the drawing pack for a visual image of the proposed two schemes when viewed from London Road. As per the Woodman Inn consent, it is proposed to widen the existing footway/pavement to London Road to a width of 3.5 metres, along the frontage of the site, incorporating some of the land within the application site edged in red as public footway.

It is advised within the Planning Statement that the type of apartments, size and design within this application have been derived by housing need for the area and requirements of the local community. Level access would be provided to and from all properties, including via lifts within the buildings.

As part of the redevelopment of the site, 7 low quality Category C (of BS5837:2012) trees (T2-T8) and 1 group of low quality Category C self-seeded sycamore trees (G1) currently upon the site would be felled, as per the submitted Arboricultural Survey. A comprehensive, native and biodiverse landscape scheme is proposed as part of the development within the amenity/curtilage areas, including the retention of existing trees and the planting of 23 new trees, along with additional shrubs, hedges and plants.

It is proposed that the rear-side and rear boundaries of the site would be bounded with a 1.8 metre high vertical close-boarded timber fencing, with concrete posts. To the front side boundary with 30 London Road, the existing masonry walling would be retained. To the Mount Pleasant back of footpath is proposed a 750mm brick wall with a 350mm metal railing on top, in similarity to adjacent treatment.

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

The application layout and elevational drawings are accompanied by documents including the following, which can be viewed upon the planning application file upon the Council's website:-

- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Flood Risk Assessment and Drainage Strategy
- Air Quality Assessment
- Noise Exposure Assessment
- Crime Impact Assessment
- Energy Statement
- Arboricultural Survey
- Viability Assessment
- Landscaping scheme Plan
- Biodiversity Net Gain (BNG) Assessment

Phase 1 Geo-Environmental Desk Study  
Preliminary Ecological Appraisal and Preliminary Roost Assessment  
Bat Emergence and Re-Entry Surveys (BERS)  
Transport Assessment (TA)  
Transport Technical Note  
Daylight and Sunlight Amenity Impact Assessment Report

## **SITE AND SURROUNDINGS**

This approx. 0.48 hectare brownfield, relatively level site, is mainly located within the Hazel Grove District Centre, with part of the rear of the site, off John Street, located within a Predominantly Residential Area, as regards the Council's development plan.

The site is bounded by London Road / A6, Mount Pleasant and John Street. The site comprises a number of vacant and non-vacant buildings and uses, as annotated within the existing documents within the plans pack, including a former vehicle depot and associated storage buildings (Use Class Sui-Generis/B8), converted residential buildings (Use Class C3), paint shop and offices (Use Class E).

The site includes large expanses of hardstanding, with accesses via London Road and John Street. An informal self-seeded area of trees and soft landscaping exists between John Street and the gable of three-storey residential properties fronting Mount Pleasant. This soft landscaped area is the section of the site located within a Predominantly Residential Area, as regards the Council's development plan, and is also within the ownership of Stockport MBC.

Being located largely within the Hazel Grove District Centre, the site is situated within a sustainable location, as regards access to shops and services, and to modes of travel, public amenity spaces and public rights of way.

Shops and services, including 3 supermarkets and Stepping Hill Hospital, are located within 200 metres of the site, and the site is within close proximity to a number of bus and cycle routes, with a bus stop located outside the site and Hazel Grove Railway Station situated approximately 700 metres from the site.

Green Lane Park, for example, is located close to the rear of the site. Fred Perry Way public right of way is also located close-by. Torkington Park would, for example, be a short bus trip along the A6 from the site.

The site is surrounded by properties, which can be appreciated from the proposed layout plan in the plans pack, and specifically include the following:

- Terraced properties, including 55 to 41 Mount Pleasant and 2 John Street, with rear bounded curtilages, located to the south / rear: There would be between approximately 35.15 metres and 34.59 metres between the rear building lines of these two-storey traditional terraced properties and the rear building line of the proposed five-storey building, Block A.
- L-shaped, three-storey development of Stockport Homes maisonettes/flats off Mount Pleasant, located to the south-west / rear, within bounded soft landscaped communal grounds: There would be between approximately 25.72 metres and 31.75 metres between the rear building lines of the three-storey buildings and the rear building line of the proposed part four and part five-storey building, Block B.

- 30 London Road, a two-storey residential apartment building, including third-floor roof accommodation: Built form would be located approximately 2.14 metres to the northwestern blank side elevation of the proposed five-storey development.
- The proposed five-storey building upon the former Woodman Inn site would be located approximately one metre from the proposed five-storey building to the east.
- Two-storey houses and commercial properties located to the north of the application site, on the opposite side of the four-lane carriageway London Road/A6: Would be located between approximately 20.19 metres and 22.11 metres from the proposed five-storey development, with fifth floor set-back.

The application site within the District Centre is located within a 'Business Frontage (Type A),' as regards the Council's development plan. The residential properties to the rear of the site on Mount Pleasant are located within a Predominantly Residential Area, as regards the Council's development plan. The A6 / London Road and the adjacent front portion of the site is located within an Air Quality Management Area. The site is located within Flood Zone 1 (low risk) of the Environment Agency's mapping system.

No properties within the site are listed buildings and the site is not located within a Conservation Area or within the setting of a listed building or Conservation Area.

## **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 31<sup>st</sup> 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 17<sup>th</sup> March 2011.

### **Saved policies of the SUDP Review**

<https://www.stockport.gov.uk/topic/current-planning-policies>

EP1.7 - Development and Flood Risk

EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities

HP1.3 – Avoidance of loss of dwellings

L1.2 – Children's Play

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

PSD2.5 – Other Development in District Centres

MW1.5 – Control of waste from development

## **LDF Core Strategy/Development Management policies**

Core Policy CS1: OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT  
– ADDRESSING INEQUALITIES AND CLIMATE CHANGE

SD-1: Creating Sustainable Communities

SD-3 : Delivering the Energy Opportunities Plan – New Development

SD-6 : Adapting to the Impacts of Climate Change

CS2 : HOUSING PROVISION

CS3 : MIX OF HOUSING

CS4 : DISTRIBUTION OF HOUSING

H-1 : Design of Residential Development

H-2 : Housing Phasing

H-3 : Affordable Housing

Core Policy CS5: ACCESS TO SERVICES

Core Policy CS6: SAFEGUARDING AND STRENGTHENING THE SERVICE  
CENTRE HIERARCHY

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

AED-6 Employment Sites Outside Protected Employment Areas

CS8: SAFEGUARDING AND IMPROVING THE ENVIRONMENT

SIE-1: Quality Places

SIE-2 Provision of Recreation and Amenity Open Space in New Developments

SIE-3: Protecting, Safeguarding and Enhancing the Environment

SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure

CS9: TRANSPORT AND DEVELOPMENT

CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

Supplementary Planning Guidance and Documents

<https://www.stockport.gov.uk/topic/current-planning-policies>

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

- DESIGN OF RESIDENTIAL DEVELOPMENT SPD
- OPEN SPACE PROVISION AND COMMUTED PAYMENTS SPD
- PROVISION OF AFFORDABLE HOUSING SPG
- SUSTAINABLE DESIGN AND CONSTRUCTION SPG
- SUSTAINABLE TRANSPORT SPD
- TRANSPORT AND HIGHWAYS IN RESIDENTIAL AREAS SPD.

## National Planning Policy Framework (NPPF)

A revised National Planning Policy Framework (NPPF) published by the Secretary of State for Levelling Up, Housing and Communities on 19<sup>th</sup> December 2023 replaced the previous revised/updated NPPFs. The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

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

### [National Planning Policy Framework](#)

The relevant paragraphs in this case include the following:

Introduction - Paras 1, 2

Chapter 2: Achieving Sustainable Development – Paras 7, 8, 11, 12

Chapter 4: Decision-Making – Paras 38, 47, 55, 58

Chapter 5: Delivering a Sufficient Supply of Homes – Paras 60, 66

Chapter 6: Building a Strong, Competitive Economy – Paras 85, 87

Chapter 7: Ensuring the Vitality of Town Centres – Para 90

Chapter 8: Promoting Healthy and Safe Communities – Paras 96, 97,

Chapter 9: Promoting Sustainable Transport – Paras 108-110, 114, 115, 116, 117

Chapter 11: Making Effective Use of Land – Paras 123, 124, 127, 128

Chapter 12: Achieving Well-Designed and Beautiful Places – Paras 131, 135, 139

Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change – Paras 157, 159, 160, 173, 175

Chapter 15: Conserving and Enhancing the Natural Environment – Paras 180, 189, 191, 192, 193,

Annex 1: Implementation – Paras 224, 225

*Para.225 “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.

<https://www.gov.uk/government/collections/planning-practice-guidance>

## **RELEVANT PLANNING HISTORY**

Reference: DC/077768; Type: FUL; Address: Woodman Inn, 60 London Road, Hazel Grove, Stockport SK7 4AH; Proposal: Demolition of existing buildings and structures on-site, including the former Woodman Inn (Use Class A4), and erection of a single five storey block comprising of 32 no. residential apartments (Use Class C3(a)) with access, parking provision, landscaping and associated works.; Decision Date: 14-SEPT-21; Decision: Granted

Reference: DC/013124, Type: FUL, Address: Land To Rear Of 50 London Road, Hazel Grove, Stockport, Cheshire, Decision: GTD, Decision Date: 10-DEC-03, Proposal: Erection of a single storey vehicle maintenance building

Reference: DC/008924, Type: FUL, Address: To Rear Of 50 London Road, Hazel Grove, Stockport, Cheshire, SK7 4AH, Decision: GTD, Decision Date: 28-OCT-02, Proposal: Erection of vehicle maintenance building

Reference: J/29602, Type: XHS, Address: 42/44 London Road, Hazel Grove., Decision: GTD, Decision Date: 06-DEC-83, Proposal: Change of use of residential premises to offices.

Reference: DC/069164, Type: PC3O, Address: 42-48 London Road, Hazel Grove, Stockport, SK7 4AH, , Decision: PARA, Decision Date: 31-MAY-18, Proposal: Prior approval for the change of use of a building from Office (Use Class B1a) to 4 two bedroom dwellinghouses (Use Class C3)

Reference: J/21439, Type: XHS, Address: 36 London Road, Hazel Grove., Decision: GTD, Decision Date: 26-NOV-80, Proposal: Extension to existing house sign.

Reference: J/71048, Type: XHS, Address: 36-38 London Road Hazel Grove, Decision: GTD, Decision Date: 08-MAR-99, Proposal: CHANGE OF USE FROM SHOP TO LICENSED RESTAURANT

Reference: J/42874, Type: XHS, Address: 32 And 34 London Road, Hazel Grove., Decision: GTD, Decision Date: 15-SEP-88, Proposal: Change of use of first floor flat to office.

Reference: J/46215, Type: XHS, Address: 34 London Road, Hazel Grove., Decision: GTD, Decision Date: 06-SEP-89, Proposal: Replacement of existing showroom windows and doors.

Reference: J/19122, Type: XHS, Address: Nos. 54, 56 And 58 London Road, Hazel Grove., Decision: GTD, Decision Date: 01-APR-80, Proposal: Change of use of cottage to shop and extension to public house.

Reference: DC/025145, Type: FUL, Address: 30 London Road, Hazel Grove, Stockport, Cheshire, SK7 4AH, Decision: GTD, Decision Date: 20-FEB-07, Proposal: Erection of one pair semi-detached houses

Reference: DC/028020, Type: FUL, Address: 30 London Road, Hazel Grove, Stockport, Cheshire, SK7 4AH, Decision: GTD, Decision Date: 30-NOV-07, Proposal: Alterations and extensions to two existing dwellings to form seven self-contained apartments

Reference: DC/040552, Type: FUL, Address: 30 London Road, Hazel Grove, Stockport, SK7 4AH, Decision: GTD, Decision Date: 04-FEB-09, Proposal: Alteration and extension to approved scheme DC028020, to provide three additional dwellings to form a total of ten self contained dwellings



Reference: DC/020377, Type: FUL, Address: 30 London Road, Hazel Grove, Stockport, Cheshire, SK7 4AH, Decision: REF, Decision Date: 29-SEP-05, Proposal: Change of use of part of dwelling to car & van hire business.

Reference: J/45606, Type: XHS, Address: 34 London Road, Hazel Grove., Decision: GTD, Decision Date: 20-JUN-89, Proposal: Change of use from Wholesale Antiques to Classic Car Sales on ground floor and office use on first floor.

Reference: DC/003167, Type: RES, Address: Lithopak Site, London Road, Hazel Grove, Decision: GTD, Decision Date: 11-APR-01, Proposal: Erection of two retail units, garden centre, car park, landscaping and access

## **CONSULTATION RESPONSES**

### **NEIGHBOURING PROPERTIES**

The occupiers of neighbouring properties were notified of this planning application by letter on two occasions. The second notification being in response to an amended scheme and description of development.

Site notices have been displayed adjacent to the site for advertisement/public consultation for this Major and Departure Development and such notices have also been placed in the press.

### **Responses have been received from the occupiers of 4 properties in objection to or querying the details of the application, which can be reported as follows:**

#### Design:

A 5-storey building is not appropriate for Hazel Grove. Would appear out of keeping and incongruous within the area. The three-storey apartment block opposite is the max appropriate height in this area.

Surrounding properties are two-storey. The two proposed five-storey developments will overlook private garden amenity spaces and detrimentally impact upon the privacy of the occupiers of neighbouring residential properties to the detriment of residential amenity.

What is proposed regarding boundary treatments between existing residential properties and the development? There is a need for security and privacy with boundary treatments. Also, existing boundary walls that are also part of outbuildings in resident's gardens would need to be retained.

The application submission gives the impression there is more space than in reality.

#### Highways:

The A6 is renowned for being heavily trafficked and congested. Additional excessive traffic associated with a further 109 apartments would have a detrimental impact upon an already congested area.

The existing issue with parking availability will worsen with an influx of people and no realistic parking provision for the developments.

109 apartments are proposed, with 39 vehicle parking spaces and 142 cycle parking spaces. The adjacent Woodman site proposes 32 apartments, with 12 vehicle parking spaces and 40 cycle parking spaces. The area is already struggling for

parking and there are resident only parking schemes on Mount Pleasant, Brewers Green and Green Lane.

#### Social Housing:

Already an issue with anti-social behaviour in the area associated with social housing and pubs, which would worsen with 109 additional flats.

#### Business re-location:

Business is well established over many years within property proposed to be demolished on London Road. Would be difficult to relocate the business. Would be catastrophic for the business and its clients if the business cannot be relocated.

#### Consultation:

The Planning Statement is misleading, as have not received a pre-application community consultation letter from the developer and am a near neighbour.

Am a near neighbour and have not received notification of this plan or the plan for the 32 apartments on the adjacent Woodman Inn site. Would query who the developer has informed other than properties on London Road.

### **CONSULTEE RESPONSES**

**SMBC Highways** – Recommendation - No objection, subject to conditions in mitigation and the applicant entering into a Section 106 Agreement, which requires the payment of £7,500.00 (with RPI indexation) to fund a Traffic Regulation Order (TRO) relating to the provision of / amendments to parking restrictions on Mount Pleasant and John Street.

Conditions are recommended to be imposed, pursuant to Highways policies, regarding:

- construction method statement;
- upgrading and extension of John Street and its junction with Mount Pleasant, including surfacing details (incorporating stone setts);
- removal of permitted development regarding the installation of any vehicle gates;
- scheme to widen the existing footway on London Road to 3.5 metres in width to form a shared pedestrian and cycle facility;
- pedestrian access routes within the site;
- details of provision of a bus shelter for the existing bus stop outside the site on London Road;
- scheme to provide 2 uncontrolled pedestrian crossings on Mount Pleasant;
- fine points of detailed car parking layout within site;
- final details of EV charging within the site;
- fine details of proposed cycle parking;
- Travel Plan for the development; and
- provision of bin stores and access routes.

**SMBC Waste Management** – No response received to date.

**Transport for Greater Manchester (TfGM)** – The footway widening works on London Road may impact the existing bus stop therefore, an informative should be included to require that should the scheme impact upon the use of the existing bus

stop on London Road during construction, the applicant will need to liaise with [stop.closures@tfgm.com](mailto:stop.closures@tfgm.com) prior to undertaking any works in the footway.

**SMBC Environment Team (Noise)** – No objection, request conditions and informatives. The proposal has been assessed in relation to impact upon the environmental quality of life to existing sensitive receptors/occupiers in proximity to the proposed development and new residential receptors/occupiers to be introduced at this location.

Proposed development – impact upon existing occupiers –

Construction phase - A Construction Environmental Management Plan (CEMP) is recommended to be required by condition, regarding noise mitigation measures, dust management and pile foundation method statement, as applicable.

An informative relating to acceptable construction hours is recommended, for the protection of noise sensitive receptors in the vicinity of the site.

Should piling be required as part of the construction phase, an informative is provided to inform the process.

Noise Impact upon the new occupiers of the development –

The eastern façade of both blocks A and B are roadside to the A6, London Road. In addition, the site is in close proximity to the A6 junction of London Road, New Moor Lane and Mill Street. The site is a high traffic noise area, as reflected in the Defra road noise contour maps.

Road Traffic Noise Impact – <http://extrium.co.uk/noiseviewer.html>

The proposal site is located within a DEFRA road noise contour mapped area. Road Traffic Noise levels are indicated as being between:

Daytime	55 - 74.9 dB LAeq, 16 hr
Night-time	50 - 69.9 dB LAeq, 8 hr

The site is additionally classified as being in a DEFRA 'Noise Important Area' (IAs). The IAs highlight "hotspot" locations where the highest 1% of noise levels at residential locations can be found.

Aviation Noise – [Environmental Management | Manchester Airport](#)

The proposal site is NOT located within a daytime or night-time aviation (2019) noise mapped area.

A Noise Impact Assessment (NIA) has been submitted in support of the application: Clement Acoustics, 32 - 38 LONDON ROAD, HAZEL GROVE, STOCKPORT NOISE EXPOSURE ASSESSMENT Report 17920-NEA-01\_RevB, Prepared on 22 May 2023

Ventilation Strategy - The NIA has determined that an alternate means of whole dwelling (background) ventilation is required to achieve the internal sound criteria, through the provision of acoustically attenuated trickle ventilators (window or wall) or mechanical ventilators. Opening windows in such locations may be acceptable for short term purge ventilation purposes, but not for long term noise exposure.

The NIA does not include the external amenity areas. For external amenity space - current planning guidance PPG-Noise (2019) and BS8233: 2014, acknowledges that some external environmental noise is acceptable and permitted to occur in external amenity space and PPG-N allows for noise impacts to be off-set.

The NIA methodology and conclusions are accepted for internal habitable rooms.

This service accepts the NIA methodology, conclusion and recommendations - noise insulation scheme: window specification and ventilation strategy.

**RECOMMENDED CONDITION – DEVELOPMENT IN ACCORDANCE WITH NIA:**

The noise insulation scheme: window specification and ventilation strategy, detailed in the acoustic report: Clement Acoustics, 32 - 38 LONDON ROAD, HAZEL GROVE, STOCKPORT NOISE EXPOSURE ASSESSMENT Report 17920-NEA-01\_RevB, Prepared on 22 May 2023, shall be implemented in full prior to the occupation of each unit and the agreed mitigation scheme shall be maintained for the purpose originally intended throughout the use of the development. In the interests of environmental quality/amenity.

Informatives are recommended regarding layout of units and hours of construction/demolition.

**SMBC Environment Team (Land Contamination)** - The proposed development site has not been identified as potentially contaminated under the Council's review of potentially contaminated land sites. However, the site is currently of commercial use / industrial use with a vehicle depot and storage buildings; these potentially contaminative features can be a source of soil contamination from bulk storage of fuels and/or chemicals, small scale fuel and chemical spills (i.e., fuels used for heating/other vehicles, oils and lubricants, herbicides/pesticides, fertilisers, paints/thinners, creosote, etc.).

In addition to this, asbestos containing materials (ACM) may have been incorporated within the built structures in the past; the disturbance of any such materials may result in asbestos being present within the sub surface surrounding the buildings.

As such, given the proposed residential end use, the developer will need to undertake an intrusive site investigation for soil and gas to then inform the implementation of any required remediation measures. Conditions are required to be imposed regarding investigations and remediation measures as regards land contamination and landfill gas.

**SMBC Environment Team (Air Quality)** – Have reviewed the air quality impact assessment, reference 102944, which has been submitted in support of the above application for development of 109 apartments with amenity space and car parking. The development site is partially located within the Council's Air Quality Management Area (AQMA), declared where levels of nitrogen dioxide (NO<sub>2</sub>) are predicted to be close to or exceeding annual objective limits.

The air quality assessment report considers the location of the development in relation to the Council's air quality management area and impacts on future site users, the proposed development's impact on local air quality in relation to increased vehicle usage and assessment of the construction phase including recommendation of mitigation measures.

**Operational Phase** - The air quality assessment confirms that when compared to the national air quality standards, all impacts on annual mean nitrogen dioxide are predicted to be negligible, with reference to IAQM impact descriptors. Annual mean concentrations of NO<sub>2</sub> at all receptors are predicted to be below the annual mean objective level and the indicative threshold for potential exceedances of the 1-hour mean level (60µg.m<sup>-3</sup>).

As such, the proposed development is not predicted to lead to an adverse impact for future site users or exceedance of air quality objectives for NO<sub>2</sub>. The model further confirms that impacts from the development on local air quality in relation to particulate matter PM<sub>10</sub> and PM<sub>2.5</sub> are also negligible. However, to ensure that any impacts associated with vehicle use are minimised, it is recommended that a condition is included on any decision notice for consent regarding provision of EV charging points, in accordance with Development Management Policy SIE-3.

**Demolition & 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, it is recommended that a condition is included on any decision notice for consent regarding approval and adherence to a Construction Environmental Management Plan, in accordance with Development Management Policy SIE-3.

**SMBC Planning Policy Officer (Energy)** – Have reviewed the energy strategy statement that has been submitted in support of the proposal. Photovoltaics are proposed to be located upon the roof of the buildings. The document sets out that the design of the scheme will follow the energy hierarchy, through “Be lean, be clean, be green”; the U values demonstrate that high levels of thermal efficiency will be included in the design of the development, all of which is supported.

**SMBC Arboricultural Officer** – There are no legally protected trees within this site or affected by this development.

A full tree survey has been submitted. The proposed new development would impact upon low amenity trees. Trees to be retained require protection, including during the construction period.

The detailed landscaping scheme includes enhancements to the A6 frontage and surrounding environment, in the interests of local biodiversity and amenity.

Conditions are required regarding the implementation and maintenance of the final landscape scheme.

**SMBC Nature Development Officer** – The site has no nature conservation designations, legal or otherwise as listed in Stockport’s current Local Plan (e.g. Site of Biological Importance, Local Nature Reserve, Green Chain).

It has, however, 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.

#### **Existing Ecology Reports**

Preliminary Ecological Appraisal and Preliminary Roost Assessment completed in December 2022 and submitted June 2023. The findings are summarised as follows;

- The baseline habitats were recorded as; buildings and hard-standing with scattered urban trees and a small amount of bramble / mixed scrub.

- There are 9 buildings on the site which are proposed to be demolished as part of the development plan. Five of the buildings were assessed as having negligible bat roost potential and the other 4 were assessed as low bat roost potential. Therefore, ArbTech have undertaken a single emergence or re-entry survey on those 4 buildings as per standard bat survey guidelines (BCT 2023). No emergences were recorded and no further survey work is required although an informative is recommended (see recommendations below).
- The scattered trees and scrub were assessed as having limited potential for bats to utilise for commuting and foraging. A low impact lighting strategy has been recommended.
- There is some habitat suitable for hedgehog. Due to the potential for hedgehog to enter the site, precautionary working measures are recommended.
- There is some habitat suitable for nesting birds. Due to the potential for birds to be nesting on the site during the active nesting bird season, precautionary working measures / ECoW are recommended.

A “Biodiversity Net Gain Assessment” ArbTEch was submitted in Feb 2023 and subsequently updated in March, May and July 2024 alongside the BNG Metric 3.1.

A Biodiversity Net Gain assessment (Metric 3.1) has been undertaken for the site. The site is largely developed land (sealed surface) but also contained a small amount of mixed / bramble scrub and scattered trees, groups of trees. The baselines submitted for each of the revisions have been slightly different making it difficult to understand what was the true baseline without any justification for this. However, the bigger picture is that the site was dominated by hardstanding and buildings with an area of scrub / trees present in the western corner and some minor scattered vegetation around the edges of the wider site. Where possible this has been retained and additional tree planting proposed to supplement the tree cover on site. In addition, there are areas of modified grassland (garden), other neutral grassland (wildflower areas), a pond area with supplementary planting around the periphery (including more wildflower areas, shrubs and trees). The metric does not include the proposed hedgerows. However, as there are no existing hedgerows the baseline would be 0 and therefore not necessary to include in the net gain assessment anyway. Nonetheless the target conditions and justifications for how targets will be achieved will need to be included in a LEMP or similar document to be conditioned (see recommendations below). In addition to hedgerows and full description of the proposed management of proposed, retained and enhanced habitats in the BNG assessment will be required to show how a target condition of moderate will be achieved.

### Legally Protected Species

#### Bats

*Bats are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as ‘European Protected Species of animals’ (EPS).*

*Under the Regulations it is an offence to:*

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

The buildings on the site are proposed to be demolished and have therefore been assessed for their bat roost potential. There are 4 buildings with low bat roost potential which were subject to a single emergence survey in July 2024 with no bats observed emerging and no evidence of a roost identified. Therefore, no further surveys are required.

### Badgers

*Badgers are protected under the Protection of Badgers Act, 1992. This makes it an offence to kill or injure a badger or to damage, destroy or obstruct access to a sett. It is also an offence to disturb a badger while it is in a sett.*

Badgers are widespread in the area. However, there is no sett building and very little foraging habitat on the site. In addition the site is highly urbanised and separated from further badger habitat by major roads.

### Birds

*The nests of all wild birds are protected by the Wildlife and Countryside Act, 1981 (as amended).*

Trees and other vegetation on-site have the potential to support nesting birds.

### Hedgehog

*Hedgehog populations are declining rapidly in the UK and are identified as a UKBAP Species and Species of Principle Importance under the NERC Act 2006. Hedgehog are also protected from capture and killing under the Wildlife and Countryside Act 1981 Schedule 6.*

Habitats on site have the potential to support hedgehog.

### Invasive Species

*Certain invasive plant species are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant or otherwise cause to grow this invasive species in the wild.*

No invasive non-native species (INNS) were recorded on-site during the 2022 surveys.

### Recommendations:

#### Bats

The Bat Emergence & Re-entry Survey report submitted by ArbTech (July 2024) provides an adequate assessment and level of survey effort for this application. No evidence of bat presence was found during the building inspections in 2022 and 2024 and emergence surveys undertaken in July 2024. Therefore, no further bat survey effort is required.

As a precautionary measure an informative should be attached to any planning consent granted so that the applicant is aware that bats can sometimes be found in unexpected places. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works, evidence of roosting bats, or any other protected species is discovered on site and are likely to be impacted, works must stop and a suitably experienced ecologist be contacted for advice.

### Biodiversity Net Gain (BNG)

Although the current application pre-dates the requirement for mandatory min. 10% BNG under the Environment Act 2021, measurable gains for biodiversity are expected within development in accordance with national and local planning policy (NPPF and paragraph 3.345 of the LDF). The BNG Assessment and Metric calculations that have been submitted with the application indicate that an overall BNG can be delivered on site.

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 (ArbTech, July 2024) shall be implemented and at least 10% BNG delivered. The management plan shall include:

- a) Detailed habitat creation proposals, for each habitat proposed on site;
- b) Detailed habitat management and enhancement proposals for retained and improved habitats;
- c) Maintenance measures during the establishment periods;
- d) Maintenance measures beyond establishment until target condition acquired;
- e) Management and maintenance beyond target condition up to a maximum of 30 years;
- f) 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))
- g) 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
- h) 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 cannot be reported in the metric. This will include additional hedgerows and the provision of bat and bird boxes. Bat or bird boxes shall be provided (a minimum 6 bat and 4 bird boxes). Boxes shall be integrated within buildings or if externally mounted boxes are to be used these shall be made from woodcrete/woodstone to maximise longevity. Details of the proposed type, number and location of the boxes will be provided to the LPA for review. 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.

Notwithstanding the above, the following comments are also relevant to the current application:

### Lighting

The bat surveys noted above will inform the details of a submitted lighting plan. Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting> (note update August 2023) and following the guidance in the bat report). Please provide a lighting strategy which adequately addresses the



potential disturbance to bats and other nocturnal wildlife including a lighting contour plan / evidence of dark corridors / directional lighting away from tree groups / lines.

### Breeding 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 (no more than 48 hours) 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.

### Biodiversity Enhancements

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). The Landscape Masterplan submitted with the application indicates tree planting, allotment area, grassland and pond area.

- Bats and birds: As a minimum it would be expected that at least 6 bat and 4 bird box would be provided on the proposed building or trees around the site, selected and installed following the guidance in the Bat Survey Report (ArbTech July 2024). Bird and bat boxes can be installed on retained mature trees should be sited in unlit areas e.g. the retained scrub area at the west side of the site. Boxes should be integrated or made from woodcrete/woodstone, rather than timber, for greater longevity.
- Tree planting within the grounds should be maximised.
- Hedgehogs: any close board boundary fencing should incorporate gaps (130m x 130mm) to maintain habitat connectivity for wildlife (e.g. hedgehogs).
- Utilising existing materials to create bug hotels, butterfly banks, dead wood and stone piles and other opportunities for invertebrates and other wildlife would be highly beneficial. The habitat in the retained scrub area or near the pond would be a good opportunity to maximise these features.

### Ecology survey shelf-life

Ecological conditions can change over time. If the development has not commenced within two years of the submitted survey work, update ecological surveys will be required. This can be conditioned as part of any planning consent.

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

Prior to the commencement of development, a detailed surface water drainage scheme, based upon Ridge Drainage Strategy Plan Rev. P01, received 18/9/24, shall be submitted to the local planning authority for approval in writing. The scheme shall:

- (a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;
  - (b) include an assessment and calculation for 1in 1yr, 30yr and 100yr + 40% climate change figure critical storm events;
  - (c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards;
- and

(d) shall include details of ongoing maintenance and management.

The development shall be completed and maintained in full accordance with the approved details.

#### Reason

To provide sustainable drainage in accordance with Policy SD-6 of the Stockport Core Strategy DPD, Paragraph 163 the National Planning Policy Framework and the Planning Practice Guidance.

This condition is required to be a pre-commencement condition to ensure sustainable drainage is acceptably incorporated into the design of the development.”

**United Utilities (UU)** – Request a condition regarding implementation and maintenance of a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance, with evidence of an assessment of the site conditions, to be submitted to and approved in writing by the Local Planning Authority. Also, request condition requires foul and surface water to be drained on separate systems.

**GMP Design for Security** – No representation received, however, the submitted Crime Impact Statement (CIS) is compiled by GMP Design for Security.

**Manchester Airport (MAG)** – The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. We have no aerodrome safeguarding objections to the proposal subject to the inclusion of an Informative in the Decision Notice regarding tall equipment. The applicant’s attention is drawn to the procedures for crane and tall crane and tall equipment notifications – <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

## **ANALYSIS**

### **Policy Principle – Residential**

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

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

Core Strategy DPD policy CS4 directs new housing towards three spatial priority areas (The Town Centre, District and Large Local Centres and, finally, other accessible locations). Core Strategy DPD policy H-2 states that the delivery and supply of new housing will be monitored and managed to ensure that provision is in line with the local trajectory, the local previously developed land target is being applied and a continuous 5 year deliverable supply of housing is maintained and notes that the local previously developed land target is 90%.

The NPPF emphasises the government's objective to significantly boost the supply of housing, rather than simply having land allocated for housing development. Stockport is currently in a position of housing under-supply, with 3.78 years of supply against the minimum requirement of 5 years with appropriate buffer.

The National Planning Policy Framework (NPPF) states in paragraph 60 that "To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."

Paragraph 70 of the NPPF establishes that "Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

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

Paragraph 129 of the NPPF states that "Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site."

The principle of a relatively high density residential development of 109 dwellings upon a 0.48 Hectare, accessible, brownfield site, within a sustainable District Centre location, is accordingly acceptable and encouraged by both local and national planning policies. On this basis, the proposal is considered to comply with Core Strategy DPD policies CS2, CS3, CS4 and H-2 as well as the NPPF.

The proposed development would result in the demolition of the two-storey, red brick, traditional terraced properties 42-48 London Road, which were granted Prior approval in May 2018 for the change of use of a building from Office (Use Class B1a) to 4 two bedroom dwellinghouses (Use Class C3), ref. DC/069164.

It is not considered that Saved UDP policy HP1.3 regarding avoiding the loss of dwellings is conflicted by the proposed development, given 109 units are proposed, inline with the Council's Housing Needs Assessment (HNA); the site would be housing land; and the scheme would serve to regenerate a currently underutilised site as a whole within the District Centre.

As confirmed above, 2 John Street, which is an end of terrace dwellinghouse owned by the applicant and included within the application site edged in red, is not proposed to be demolished as part of this application. A condition would need to be imposed regarding the retention of 2 John Street, as the demolition of 2 John Street is not assessed or mitigated for within this application.

### **Policy Principle – Employment**

The proposal is located on a site adjoining London Road in Hazel Grove and mainly within the district centre boundary. There is a broad mix of employment uses in operation, including a medical supplier at DEKOMED (B2 use), a building supplies

firm (B2 use), Paintmaster (Class E use), and PS5 an education/training business (F1/ Sui Generis use).

The proposal is for the demolition of a vehicle depot, commercial units and four vacant dwellings. The site is not designated as an employment area. Loss of employment uses in locations outside of designated employment areas is covered under Core Strategy DM Policy AED-6. As such, the applicant should meet the four criteria in this policy, specifically including a case that the site is no longer viable for an employment use.

Core Strategy Policy AED-6 states “Proposals for the change of use or redevelopment of employment sites outside designated employment areas which result in the loss of that use will not normally be permitted unless:

- a. it can be demonstrated that the site is no longer viable as an employment use;
- b. the proposal will not adversely affect the operations of neighbouring premises;
- c. the loss of employment land would not lead to significantly longer journey to work patterns; and
- d. the development does not conflict with other policies.”

The agent has prepared a supplementary note which makes the following points:

- The proposals do not conflict with criteria b, c or d in Policy AED-6
- Marketing evidence to support criteria a is not necessary and that NPPF Paragraph 127 is more up to date in this regard.

Whilst Policy AED-6 is clearly relevant to this application, it is agreed that NPPF Paragraph 127 is more up-to-date and carries more weight in this regard. In respect of employment land loss, para. 127 of the NPPF requires that the proposal does not undermine key economic sectors or sites or the vitality and viability of town centres.

The development would require the closure and relocation of the businesses on-site. One objection received is that their business is well established over many years and that it would be catastrophic for the business and its clients if the business cannot be relocated. It is confirmed that the Council’s Economy, Work and Skills service has reached out to offer assistance, and we are advised that the Applicant has also reached out regarding relocation.

The agent has set out that the businesses to be lost, including an independent family-owned groundworks storage company, cannot be considered a key economic sector or site for the borough. The evidence in the Employment Land Review and Economic Plan would support this, and in the context of Paragraph 127 of the NPPF, with its positive approach to making the effective reuse of land, it is assessed that the proposal is in accordance with NPPF policy.

Criterion a of Policy AED-6 in relation to viability has not been satisfied and therefore, the application is a departure to the Council’s development plan in respect of this policy. However, the policy does state that redevelopment of employment sites outside designated areas that result in loss will not ‘normally’ be permitted, and, given the more up-to-date provisions of Paragraph 127 of the NPPF and the proposal’s accordance with it and the considerable scale of residential development in the context of the borough’s housing land supply position, it is found that the principle of loss of employment land is satisfied.

## **Policy Principle – District Centre**

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

Core Strategy Policy CS5 provides that the individual and cumulative scale, level, clustering and mix of uses on the centres will be controlled to: 1) Safeguard and enhance the vitality and viability of Stockport Town Centre's core retail area and the vitality and viability of the borough's District and Local Centres

The proposed development for 109 residential units in two 5-storey blocks is on a site within Hazel Grove, which is a District Centre under the hierarchy in Core Strategy Core Policy 6 and is also within the Shopping Area boundary.

The proposal is part of a 'Business Frontage (Type A)' which covers the properties fronting London Road at no. 32-60 and would result in the loss of a business in Class E use currently trading as Paintmaster. Saved UDP Policy PSD2.2 'Service Uses in the Town Centre, District and Large Local Centres' allows the change of use of a retail unit within this type of frontage to a wide variety of uses although this does not include the C residential Use Class.

The policy later states that each application will be considered on its merits, the general aims of the policy and against other material considerations and will not be applied rigidly. It is judged that the scale of the residential proposal will introduce a notable increase in the resident population into the district centre and this will in turn increase pedestrian flow and linked trips and improve the attractiveness of the centre by making effective re-use of underused previously-developed land. As such, the proposal meets a material factor listed in the policy and is considered to meet PSD2.2 in principle.

Saved UDP Policy PSD2.5 'Other Development in District Centres' permits residential development, subject to there being no adverse effect on the vitality and viability of the centre and its role as a preferred location for business premises and offices.

In addition, another material consideration would be the more up-to-date NPPF policies on town centres. References to town centres in the NPPF apply to district centres according to the glossary, and Paragraph 90 states that decisions should support the role town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation. As part of this, 90 (f) finds that residential development often plays an important role in ensuring the vitality of centres.

Paragraph 127 of the NPPF outlines that a positive approach should be taken to alternative uses on developed land within unallocated sites where this would meet identified needs, particularly retail and employment land proposed for homes in

areas of high housing demand. The vitality and viability of the centre would be a factor to weigh in the balance.

Furthermore, the Council's Retail and Leisure Study 2019 and its 2022 update recommends that town and district centres need to be able to support the continued development/changes in the 'high street' if they are to successfully compete. It states that the aim should be to build on the existing individuality of centres, be a focus/hub for their communities and attract a mix of additional land uses beyond retail and leisure, including residential.

Whilst Saved UDP Policy PSD2.5 is relevant to the application, Paragraphs 90 and 127 of the NPPF are more up-to-date and of greater weight. The second part of Paragraph 127 (a) on ensuring that the vitality or viability of centres is not undermined requires a consideration of the overall vitality and viability of the district centre of Hazel Grove and the impact of the proposal on this. When reviewing the evidence in the Council's Retail and Leisure Study update 2022 the agent has set out that the loss of the existing retail floorspace proposed would not have a significant impact on the centre's overall health and viability when considering its size and turnover.

Paragraph 90 of the NPPF finds that residential development can play an important role in ensuring the vitality of centres and the agent has made a case that the proposal and its reuse of the vacant site with a new resident population will activate the site and increase the local spend and patronage of local businesses.

The introduction of residential uses and the scale of this change in this part of the centre would allow the centre to address the cluster of vacant buildings in this part of the centre, diversify the overall centre's mix of uses, improve its environmental quality and appearance to visitors and strengthen it as a hub for surrounding communities, thereby aligning with recommendations in the Retail and Leisure Study and specifically tackling its stated weaknesses and threats.

As such it is considered that Saved UDP Policy PSD2.5 is met and the proposed development is in accordance with Paragraph 90 and 127 of the NPPF.

### **Mix of Housing and Affordable Housing**

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

Current demand levels outlined within Stockport Council's 2019 Housing Needs Assessment and current housing waiting list data, both identify considerable housing need for 1 and 2 bed accommodation within the Hazel Grove township area. The proposed 109 one and two bedroom dwellings would accordingly serve to meet this identified need, pursuant to policies including CS3.

Regarding affordable housing, policy CS3 states that "The overall strategic affordable housing target is 50% of total provision. The Council will aim to achieve this challenging target with the assistance of Stockport Homes and developments by other affordable housing providers delivering up to 100% affordable housing; by

maximising opportunities offered by Council owned land, by releasing additional land for housing, and through developer contributions.”

With regard to the level of affordable housing provision sought in relation to this scheme, Core Strategy DPD policy H-3 and the Affordable Housing SPD provide that, subject to viability, there is a requirement for 20-25% affordable housing provision within the area to which the application site relates, with a tenure split for affordable housing of 75% shared ownership and 25% social rented housing. The level of affordable housing sought upon this site would therefore, be 22 affordable units out of the proposed 109 units (20% provision).

As outlined in the site description at the start of his report, the site, however, does include approximately 471 square metres of Council owned land off John Street, which is approximately 10% of the total site area. Policy H-3 regarding affordable housing states “To help achieve the 50% overall strategic target, affordable housing will be sought on all Council owned sites to be developed for housing, regardless of size. 40% of dwellings on Council sites should be affordable, or as high a level as is viable, having regard to the creation of mixed, balanced communities.” In conclusion, it is calculated that the level of affordable housing sought upon this site would actually therefore, be 25 affordable units out of the proposed 109 units.

As advised above, it is not currently known as to what tenure the proposed apartments would be. The application advises that the apartments may be ultimately, for example, for market rent or purchase, or social, provided for affordable or intermediate rent by a registered provider of social housing (RP) or private owner, or for affordable home ownership.

A Viability Assessment has been submitted on behalf of the Applicant to demonstrate that it would not be viable for the scheme to currently include any affordable housing. 25 affordable units are currently sought in relation to this scheme, but this is subject to viability, as permitted by the above policies.

The submitted Viability Assessment has been assessed by a MRICS Registered Valuer / Chartered Surveyor on behalf of the Council. The assessment of the submitted Viability Assessment concludes, in brief, that the scheme is currently far removed from a position of sufficient developer profitability. A policy compliant scheme produces a 10.33% loss (as a percentage of revenue). A non-policy compliant scheme produces a 0.23% profit (Open Market Scenario).

In summary, the Council's assessment of the submitted Viability Assessment agrees with the findings that affordable housing requirements and S.106 contributions should be reduced to nil, with the added proviso that a clawback arrangement is made with the Applicant, thereby enabling an assessment of the development at completion to protect the Council's interests. The review should be produced at a late stage of the development (say when 85% complete) and this would include a revised Appraisal for our assessment.

The Applicant has agreed to this clawback proviso. The Applicant has also agreed to pay the £7,500.00 (with RPI indexation) to fund a Traffic Regulation Order (TRO) relating to the provision of / amendments to parking restrictions on Mount Pleasant and John Street. These matters would be enshrined within a S.106 legal Agreement to be signed and sealed prior to the issuing of a planning permission.

## **Open Space/Developer Contributions**

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

Development Management Policy SIE-2 Provision of Recreation and Amenity Open Space in New Developments – Development will be expected to take a positive role in providing recreation and amenity open space to meet the needs of its users/occupants. Where appropriate in new developments landscaped amenity areas should be provided which are necessary and fairly and reasonably related in scale and kind to the proposed development.

For large new residential developments with occupancy levels of 100 people or more, and in those parts of the Borough with a deficiency in recreation and amenity open space, open space at a standard of 1.7 ha. per 1,000 population for formal recreation and 0.7 ha. per 1,000 population for children's play and casual recreation should be provided on or readily accessible to the site.

Glossary – Formal open space: Open space provided for organised sporting activities, such as pitches, courts and bowling greens.

### *Open Space Provision and Commuted Payments SPD (2019)*

- This SPD supports Policy SIE-2 and notes that the requirement for a financial contribution will be applied to all new dwellings. Open space provision is related to the population capacity of the proposed development, and the total population per dwelling is arrived at by assuming 2 persons in the first bedroom and only one in each additional bedroom.
- New housing developments present opportunities to create living environments that are inviting, attractive, sustainable, well-maintained and can be enjoyed by all sections of the community (para 4.12).
- In larger housing schemes developments likely to accommodate 100 people or more will be expected, in most circumstances, to provide both formal and children's play space, in accordance with the Council's Adopted Standards (para 4.15b)
- Only land which makes a positive, practical and usable contribution to the overall open space should be considered. Highway verges, visibility splays, long thin planting beds adjacent to roads, awkwardly shaped pieces of land and private gardens will not be accepted as counting against the overall open space requirement for a housing development (para 6.4).

The proposal is for 109 apartments, where there are 73 one-bed and 36 two-bed units. Collectively this represents a population capacity of 254 persons, and using the spreadsheet calculator this requires an off-site contribution of £379,984.00, comprising of £151,130 for children's play and £228,854 for formal recreation.

The landscaping plan shows there will be on-site provision of 1,400 sqm and includes a garden, wildflower meadow and pond area. Unfortunately, the on-site provision cannot be counted towards the formal recreation element of the contribution as it does not meet satisfy the definition set out in the glossary of the Core Strategy for Formal Open Space. As such, the full off-site contribution of £228,854 would be due.



In respect of the £151,130 for children's play, the development is within the catchment areas for both Green Lane LEAP and Great Moor Park NEAP. The recommendation would be to allocate the monies towards both play sites, although the final decision rests with the Cabinet Member.

As discussed above, the Council have assessed a Viability Assessment submitted on behalf of the applicant. It is concluded that the scheme cannot be viable if it is to provide off-site contributions, including those towards open space.

The proposed development would be a departure from the Council's development plan if contributions are not proposed, as regards Saved UDP policy L1.2 and Core Strategy DPD policy SIE-2.

Whilst this policy shortfall does weigh against the proposal in the overall planning balance, Stockport is currently in a position of housing under-supply, with 3.78 years of supply against the minimum requirement of 5 years with appropriate buffer, as such the tilted balance of para. 11d of the NPPF, in favour of sustainable development, is engaged. Para. 58 of the NPPF also provides that "the weight to be given to a viability assessment is a matter for the decision maker."

It is not considered that the impact of a lack of open space contributions significantly and demonstrably outweighs the benefits of the proposal assessed against the policies in the NPPF as a whole. Benefits include providing a sustainable scheme of 109 one and two bedroom apartments, with self-contained amenity space, in a District Centre location, in accordance with identified housing need within the area (HNA), together with the wider regeneration benefits of the proposed development upon an underutilised site.

The Council would additionally seek, and the Applicant has agreed to, a clawback mechanism for the payment of £379,984.00, should it be found that the scheme is viable in line with an agreed point in time, as part of a Section 106 agreement.

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

### **Impact on Residential Amenity**

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

The site is surrounded by properties, which can be appreciated from the proposed layout plan in the plans pack, and specifically include the following:

- Terraced properties, including 55 to 41 Mount Pleasant and 2 John Street, with rear bounded curtilages, located to the south / rear: There would be between approximately 35.15 metres and 34.59 metres between the rear

building lines of these two-storey traditional terraced properties and the rear building line of the proposed five-storey building, Block A.

- L-shaped, three-storey development of Stockport Homes maisonettes/flats off Mount Pleasant, located to the south-west / rear, within bounded soft landscaped communal grounds: There would be between approximately 25.72 metres and 31.75 metres between the rear building lines of the three-storey buildings and the rear building line of the proposed part four and part five-storey building, Block B.
- 30 London Road, a two-storey residential apartment building, including third-floor roof accommodation: Built form would be located approximately 2.14 metres to the northwestern blank side elevation of the proposed five-storey development.
- The proposed five-storey building upon the former Woodman Inn site would be located approximately one metre from the proposed five-storey building to the east.
- Two-storey houses and commercial properties located to the north of the application site, on the opposite side of the four-lane carriageway London Road/A6: Would be located between approximately 20.19 metres and 22.11 metres from the proposed five-storey development, with fifth floor set-back.

Recommended separation/privacy distances, are provided in the Design of Residential Development SPD for residential development in Predominantly Residential Areas are generally adhered to as regards properties to the sides and rear, however, not across London Road, where guidance would be for 30 metres between habitable room windows between a five-storey building and another property on the street side of dwellings.

The SPD is, however, guidance, and the site is located within the Hazel Grove District Centre, where properties are typically located in closer proximity than in predominantly suburban residential areas, including mutual overlooking and overshadowing. Urban design would also support a building of higher density located to the back of the footway of London Road.

A Daylight and Sunlight Amenity Impact Assessment Report to evaluate the impact of the proposed development upon the surrounding built environment, has additionally been submitted. The report uses the provisions set out in the BRE design guidance Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, which is recognised as the industry standard.

The executive summary of the Daylight and Sunlight Amenity Impact Assessment Report confirms that the proposed development would have a negligible and not significant impact on the daylight and sunlight amenity of the site facing habitable rooms:

- 24 and 30 London Road (even)
- 15-23, 27-39, 43 and 51 London Road (odd)
- Former Anchor Inn, 62 London Road
- 4-16 Albert Street and 21a and 29a Mount Pleasant
- 46-50 Mount Pleasant (even)
- 2 John Street and 41-57 Mount Pleasant (odd)
- 1a Charles Street and 2 Green Lane

The proposed development would have a negligible and not significant impact on the daylight and sunlight amenity of:

- 24 London Road
- 51 London Road
- Former Anchor Inn, 62 London Road
- 4-16 Albert Street and 21a and 29a Mount Pleasant
- 46-50 Mount Pleasant (even)
- 2 John Street and 41-57 Mount Pleasant (odd)
- 1a Charles Street and 2 Green Lane

The proposed development would result in localised impacts on daylight and sunlight amenity to rooms within numbers 15-23; 27-33; 43 and 30 London Road.

Notwithstanding impacts on daylight and sunlight amenity, the report advises that these impacts are considered appropriate and balanced, given the localised/minority nature of these impacts. Overall the report concludes that the impact of the proposed development on neighbouring receptors is predominantly negligible and not significant.

### **Occupier's Amenity**

It is assessed that the occupiers of the proposed one and two bedroom apartments would have good standards of amenity, privacy and security, pursuant to Core Strategy policies including H-1 'Design of Residential Development' and SIE-1 'Quality Places.' As detailed above, for example, the internal accommodation would accord with the Nationally Described Space Standard (NDSS); level and lift access would be provided; within the bounded curtilage would be provided amenity space, parking for cycles and cars, and segregated bin storage; and the site is within close proximity to a range of travel options, shops, services and recreational greenspace, including public parks.

The site is affected by noise from traffic and commercial sources. A noise assessment has been submitted, as assessed above by Environmental Health. A condition regarding appropriate acoustic mitigation would be required in mitigation, pursuant to Core Strategy policies, including SIE-1 and SIE-3.

The NIA does not include the external amenity areas. For external amenity space - current planning guidance PPG-Noise (2019) and BS8233: 2014, acknowledges that some external environmental noise is acceptable and permitted to occur in external amenity space, and PPG-N allows for noise impacts to be off-set, including, for example, by the availability of relatively quiet amenity space for residents, which would be provided on site in this case, or a nearby public park; Green Lane Park is within a 5 minute walking distance of the site.

The GMP compiled Crime Impact Statement (CIS) recommends that a condition/conditions to reflect the recommendations and the physical security specifications set out in section 3.3 & 4 of the Crime Impact Statement should be added, if the application is to be approved. Conditions to require security details to be submitted and agreed prior to commencement of above ground development are proposed, pursuant to policies SIE-1 and H1.

The CIS does recommend some measures including, for example, a vehicle access gate, which is not proposed, as, on balance, this would impact upon the operation of the highway and site, and as the access and site would be well surveilled by the occupiers of the accommodation and neighbouring accommodation. Ideally the CIS

also advises, for example, that there should be 200mm between the ground floor apartments and London Road, whereas there is less than 200mm in a number of locations along the London Road frontage. The street is, however, well surveilled, substantial boundary treatment and plating is proposed between the apartments and the London Road pavement, and development sited within the vicinity of the back of pavement is considered sustainable urban design.

## **Urban Design**

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

The 109 apartments would be provided within 2 five-storey detached buildings fronting London Road/the A6. The undulating front building line would be set back from the London Road pavement, with a 1.1 metre high vertical metal railing, with 200mm kerb upstand, sited to the back of pavement and side returns. Soft landscaping, including a mixed native hedge would be located behind the railing and between the railing and the front building line. 1.8 metre high railings and gates would be sited between the proposed blocks to prevent unrestricted access between the blocks.

The fifth floor of the five-storey apartment buildings would be set back from the front London Road building line by approximately 2 metres. Block B is additionally proposed to be partially four-storeys in height and blank, as regards the rear section of the proposed building to be located opposite the three-storey residential properties on Mount Pleasant.

Pedestrian and cycle access is proposed into and out of each of the two residential blocks via London Road. Each of the two blocks would have a secure ground floor lobby area at the point of entry/exit to the buildings via London Road, with the lobbies including seating and post boxes.

The two residential blocks, parking and servicing spaces would be located within a bounded and landscaped curtilage / external amenity area for the occupiers of the residential accommodation. It is proposed that the landscaping would incorporate sustainable urban drainage features and biodiversity enhancements, including native planting and a pond.

The appearance of the development adopts a grid design, incorporating recessed building lines and recessed fifth elevation, with a mix of external building materials for articulation and interest. Glazing would be floor to ceiling height. The pallet of facing materials would include red and grey bricks, grey render and grey cladding, with grey brickwork banding. Photovoltaics for solar energy are proposed to be sited upon the roof plane.

The scheme is designed in similarity to the adjacent consented scheme for 32 social rented apartments within a five-storey building, ref. DC/077768, upon the former Woodman Inn pub site (Stockport Homes RP). Please see the proposed street scene drawing in the drawing pack for a visual image of the proposed two schemes when viewed from London Road. As per the Woodman Inn consent, it is proposed

to widen the existing footway/pavement to London Road to a width of 3.5 metres, along the frontage of the site, incorporating some of the land within the application site edged in red as public footway.

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

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

The proposals would not result in harm to designated or non-designated heritage assets. The site is not located within a conservation area, does not contain listed buildings of local or national architectural or historic value and there are no heritage assets located within the vicinity for which the impact of the proposed development upon setting may be a consideration.

### **Air Quality**

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

The air quality assessment report considers the location of the development in relation to the Council's air quality management area and impacts on future site users, the proposed development's impact on local air quality in relation to increased vehicle usage and assessment of the construction phase including recommendation of mitigation measures.

Operational Phase - The air quality assessment confirms that when compared to the national air quality standards, all impacts on annual mean nitrogen dioxide are predicted to be negligible, with reference to IAQM impact descriptors. Annual mean concentrations of NO<sub>2</sub> at all receptors are predicted to be below the annual mean objective level and the indicative threshold for potential exceedances of the 1-hour mean level (60µg.m<sup>-3</sup>).

As such, the proposed development is not predicted to lead to an adverse impact for future site users or exceedance of air quality objectives for NO<sub>2</sub>. The model further confirms that impacts from the development on local air quality in relation to particulate matter PM<sub>10</sub> and PM<sub>2.5</sub> are also negligible. However, to ensure that any impacts associated with vehicle use are minimised, it is recommended that a condition is included on any decision notice for consent regarding provision of EV charging points, in accordance with Development Management Policy SIE-3.

Demolition & 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, it is recommended that a condition is included on any decision notice for consent regarding approval and adherence to a Construction Environmental Management Plan, in accordance with Development Management Policy SIE-3.

### **Highway Considerations**

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

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

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

Para 115. of the National Planning Policy Framework (NPPF) states, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

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

The proposed 109 apartments, which will front London Road, will be accessed (by vehicles) from John Street / Mount Pleasant and parking will be provided for 39 cars, as well as cycles. The site is situated adjacent to the site of the former Woodman Inn, which was recently demolished and for which planning approval (application DC/077768) has been granted for the erection of a 32-unit apartment building.

After examining the submitted drawings and information, including the Transport Assessment, Framework Travel Plan, Stage 1 Road Safety Audit and a Designer's Response to the Audit, the following comments are made:

#### **Impact on the highway network**

A Transport Assessment (TA) has been submitted in support of the planning application, which includes a TRICS-based assessment of the traffic generation of the site. This outlines that if the existing buildings in the site were to be reoccupied, they would be expected to generate 38 two-way vehicle movements during the AM peak and 33 two-way vehicle movements during the PM peak. It also outlines that the proposed apartments would be expected to generate 26 two-way vehicle

movements during the AM peak and 30 two-way vehicle movement during the PM peak.

As such, the TA outlines that the proposal will generate fewer vehicle movements than the site's existing use during the AM peak and a similar level of movements during the PM peak and should therefore, not have a material impact on the local highway network. It also outlines that the site access will operate well within capacity and, as the scheme will result in the closure of two accesses on London Road, the proposal could result in a betterment to the safe and efficient operation of the local highway network.

Based on an independent review of the TRICS database, it is concluded that the TA may overestimate the number of vehicle movements that would be generated by the existing use. Notwithstanding that, it is concluded that any increase in vehicle movements that will be generated will not be significant. In addition, the proposal should generate fewer HGV movements than the site's previous use (part of the site was occupied by a civil engineering and groundworks contractor) and the scheme has some benefits, as it will result in the removal of two accesses on London Road. As such, it is concluded that the proposal should not have an adverse impact on the local highway network.

### Access

The site is currently accessed via John Street, an unadopted street that takes access from Mount Pleasant, and two accesses on London Road (A6). Vehicular access to the proposed development will be via John Street, which will be amended slightly as part of the scheme, with the two existing vehicular accesses on London Road permanently closed. Pedestrian access will be from both London Road and Mount Pleasant, with 2m footpaths provided to the entrances of both apartment buildings.

The TA outlines that John Street will be improved having regard to the Council's design standards, with improved radii (4m) at the junction, a 5.5m wide carriageway and 2m footways on either side. It also outlines that the level of visibility that will be afforded will accord with design standards (taking into account recorded vehicle speeds). Vehicle swept-path tracking diagrams included in the TA show that refuse vehicles, fire appliances and box vans would be able to turn into and out of the access (albeit using the whole carriageway width). A Stage 1 Road Safety Audit for the site access has been carried out and submitted in support of the planning application. This raised one issue, namely the lack of an uncontrolled pedestrian crossing at the site access and recommended that a crossing is provided as part of the scheme. A Designer's Response to the Audit has also been submitted. This accepts the recommendation and outlines that a crossing will be provided as part of the scheme.

The site's access arrangements are considered acceptable, subject to detail (including no gates being provided). It is noted that the proposed removal of the two existing accesses on London Road could improve highway safety and the free flow of traffic on London Road.

It is noted that John Street is surfaced in setts. Where historic streets are surfaced in setts, the Council normally requires setts to be retained and the reconstructed street to remain surfaced in setts (with footways in bitmac) unless there are specific reasons why this should not be the case.

The highways technical note includes vehicle swept-path tracking diagrams which demonstrate that service vehicles could turn in the amended car park.

On street parking in the immediate vicinity of the site access and on the site access road, would, however, impair visibility and affect the ability of vehicles to turn into and out of the site and access the site and, as such, it is recommended that any approval granted is subject to the applicant entering into a Section 106 Agreement which requires the payment of £7,500.00 to fund the provision of a Traffic Regulation Order.

### Parking

Parking is proposed to be provided within the site for:

- 1) 39 cars (including 11 accessible spaces and 30 spaces with electric charging points).
- 2) 110 cycles in cycle stores, together with 3 external cycle stands for 6 visitors' cycles.

The overall level of car parking, which equates to a level of parking of 0.36 spaces / dwelling, is within the maximum permitted number based on the Council's adopted parking standards and is similar to the level of parking accepted at the adjacent Woodman Inn site. Census information, however, indicates that around 41% of people living in apartments in the area own cars and, as such, if this was replicated with the development and visitors, the proposed car park would not quite meet demand. On street parking in the area, however, is managed, including resident's parking zones and other restrictions, and, as such, the proposal should not give rise to parking taking place that has a detrimental impact on the safety of the highway.

As such, as with the adjacent scheme, subject to any application being approved being subject to measures to allow and encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club), it is concluded that an objection on such grounds would be hard to justify. With respect to the former, a Framework Travel Plan has been submitted in support of the application. Detailed comments on this are included below.

The proposed level of car parking (including disabled parking) accords with the adopted parking standards. Full details of the roads, paths, cycle parking etc. will need to be agreed, which can be dealt with at detailed design stage / by condition.

30 EV charging points are proposed to be provided. This is in line with the required number based on the Council's guidance (assuming a 2025 year of occupation) and, as such, considered acceptable. To be secured by condition.

Long-stay cycle parking for 110 cycles in 3 internal cycle stores and 2 external cycle stores is now proposed with one of the stores proposed to have 6 spaces for non-standard cycles. This is in line with national guidance (LTN 1/20) and considered acceptable. Drawing M4757(03)05 provides details of an example cycle store and the details shown appear to be fit for purpose. Full details, however, can be agreed by condition. With respect to visitor cycle parking, the proposed amendments to the hardstanding around the proposed cycle stands is acceptable, however, the form of stand shown on the landscaping plan is unacceptable, accordingly, details of the stands will be agreed by means of suitable condition.



## Accessibility

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

When the planning application for development of 32 apartments on the adjacent site was considered, it was noted that the shared use footway / cycleway on London Road which abuts that site and runs between Brewer's Green and the TOUCAN crossing was sub-standard in width (less than 2m in width at its narrowest), which compromises its use. Agreement was reached with the developer of that site for the shared use path to be widened to 3.5m in width and therefore that permission was granted subject to a condition (condition 24) relating to the widening and upgrading of this path so as to improve this route and pedestrian and cycle access to the site.

As part of this development, the applicant is proposing to widen the footway across the site frontage in the same way. This will enable cyclists to access the development from the Brewer's Green to Vernon Street cycle route, providing occupiers and visitors with off-carriageway access to the development. This would also provide cyclists with a 100m section of off-carriageway cycle path between Brewer's Green and Mill Street. These works are in line with advice provided to the applicant at pre-application stage and are therefore welcomed and supported. Details of how the footway / cycleway will be widened (which will need to include the relocation / replacement of street lighting columns, signage and street furniture and the provision dropped kerbs and markings to allow cycles to re-join the carriageway) and the widened footway / cycleway will be surfaced (which will need to be consistent with existing surfacing in the locality), will need to be agreed at detailed design stage. This matter, however, can be dealt with by condition.

The developer is also proposing to provide a shelter at the bus stop which abuts the site (the stop currently has a raised boarding platform but no shelter). This should encourage occupiers and their visitors to travel by bus and is therefore welcomed and supported. Details of its provision will need to be agreed at detailed design stage. This matter can also be dealt with by condition.

The highways technical note confirms that the applicant would be willing to fund a TRO and two uncontrolled pedestrian crossings on Mount Pleasant (Willard Street and Albert Street).

## Travel Plan

In order to promote and encourage occupiers of the development to travel by sustainable means, a Framework Travel Plan has been prepared and has been submitted in support of the application. This includes details of various measures which would / could be implemented to allow and encourage residents and visitors to use alternatives to the private car, including providing cycle parking, improving infrastructure in the vicinity of the site, providing travel information to residents (in a guide, by e-mail and on noticeboards) and promoting sustainable travel days/weeks. It also outlines that the developer will appoint a Travel Plan Co-ordinator to manage and operate the travel plan and carry out annual reviews.

Consideration of the plan concludes that whilst the Travel Plan includes some of the required information and details of some measures that should assist in promoting sustainable travel, it is considered that additional information is required, and other measures should be included. In addition, the plan does not include targets or proposals to monitor the plan to ascertain if it is achieving results and meeting its aims. In terms of detail:

- 1) Further details of the development are required, including details of the commercial uses, pedestrian access arrangements and car parking allocation / management.
- 2) Clear objectives of the travel plan should be outlined.
- 3) Further details of the proposed measures is required, outlining in detail, full details of each measure to be implemented. It should be made clear what measures “will” be implemented, rather than “could”.
- 4) Additional measures should be considered including providing measures to allow home working, offering resident’s discounted cycles and public transport tickets, providing information on travel phone apps, providing information of any nearby school’s travel plan initiatives, providing travel plan information in sales literature and offering cycle training and cycle maintenance courses.
- 5) A comprehensive monitoring and review regime is required. This should include surveys (resident’s questionnaires and surveys of vehicle movements and parking)
- 6) Initial targets (e.g., based on census information, TRICS data, the development etc.) should be outlined.
- 7) Travel plan measures should continue throughout the life of the development (this can be operated as part of the overall management of the development).
- 8) The plan outlines that a car club car will be provided in the vicinity of the site as part of the adjacent development. That development may not be implemented and, even if it is, a single car may not meet the needs of both developments. As such, this development cannot simply rely on that development to meet this requirement and there may be a need for a car club car to be provided as part of this scheme.

These issues, however, can all be dealt with as part of the production of a full Travel Plan prior to the occupation of the building and therefore, it is concluded that this matter can be dealt with by condition.

### Servicing

The development is proposed to be serviced from the site’s car park, which will be accessed from John Street / Mount Pleasant. Vehicle swept-path tracking diagrams included in the TA show that refuse vehicles, fire appliances and box vans would be able to turn into negotiate the site access and turn within the car park. Such servicing arrangements are acceptable in principle.

The proposed bin store in Block A has been enlarged so it can accommodate 15 no. 1280l bins. This is the number of bins determined to be required for this block and therefore, considered acceptable. Block B includes the required 12 no. 1280l bins (27 in total for the scheme). The bin store for Block B is approx.. 8m from the vehicle turning area. The bin store for Block A is approx. 19m from the vehicle turning area. Both would be accessed via level paths.

The distance between the bin store in Block A and the location where refuse vehicles would park to pick up waste / recycling will not accord with BS5906:2005 ‘Waste

management in buildings - Code of practice,' which recommends a max distance of 10 metres for the wheeling of four-wheeled waste bins; against the proposed 19 metres wheeling distance.

The Council's Waste and Recycling Department have been consulted to ascertain whether they consider the distance bins would have to be wheeled would be acceptable to the Councils' waste collection service. No response has been received to date. In the absence of a response, the Agent has advised that should the wheeled distance be prohibitive to collection by the Council, the site's management would ensure the bins were wheeled to a point to be collected for emptying and subsequently returned to the bin store. A condition would be required to ensure this default, pursuant to the sustainable operation of the site and amenity, pursuant to policy SIE-1.

### Construction

Construction of the apartment buildings will have highway implications and the potential for environmental quality implications, for example, air quality and noise/disturbance, as identified above within Environmental Health responses. Regarding Highways, construction and demolition will be likely to require footway closures and hoardings and scaffolding within the public highway. Vehicle routing, contractor's parking and site access will also need to be determined and agreed.

Demolition and Construction details can, however, be agreed via conditions, prior to demolition and construction, by means of a demolition and construction method statement and construction environmental management plan.

### Highways Conclusion

To conclude, the proposed apartment building would be located in an accessible location and the vehicle movements that would be generated by the development should not have a material impact on the local highway network. Parking will be provided in accordance with the adopted parking standards, and although the proposed level of parking is below the level that would be expected to meet the parking demand of the development if it reflected that of the local area, subject to measures being implemented to encourage occupiers of the development and their visitors to travel by sustainable modes of transport (through the operation of a travel plan and provision of high-quality cycle parking) and reduce the need to own a car (by providing residents with access to a car club) in order to reduce car parking demand, objection to the proposed level of parking is not raised.

The proposed apartment buildings would be located in an accessible location and, subject to improvements being made to local transport infrastructure, it is considered that the proposal is acceptable from an accessibility perspective.

The vehicle movements that would be generated by the development should not have a material impact on the local highway network and the removal of the two existing accesses on London Road could be of some highway benefit. Subject to detail and the implementation of parking restrictions in the vicinity of the site access on Mount Pleasant, it is considered that the access arrangements would be acceptable.

With respect to parking, the overall level of parking accords with the adopted parking standards and although it may not quite meet demand, subject to the implementation of measures to reduce parking demand and allow and encourage occupiers of the development and their visitors to travel by sustainable modes of transport, it is

considered that an objection on the grounds insufficient parking would be hard to justify.

Cycling provision, disabled persons parking, and the number of EV charging points accords with the adopted parking standards / the Council's guidance.

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

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

The proposal is therefore, considered to be in accordance with policies including, CS9, T1, T2 and T3 of the Stockport Core Strategy, and the National Planning Policy Framework (NPPF), including paragraph 115.

### **Impact on Trees, Protected Species and Ecology**

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

The site has no nature conservation designations, legal or otherwise as listed in Stockport's current Local Plan (e.g. Site of Biological Importance, Local Nature Reserve, Green Chain).

It has, however, 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.

### **Existing Ecology Reports**

Preliminary Ecological Appraisal and Preliminary Roost Assessment completed in December 2022 and submitted June 2023. The findings are summarised as follows;

- The baseline habitats were recorded as; buildings and hard-standing with scattered urban trees and a small amount of bramble / mixed scrub.
- There are 9 buildings on the site which are proposed to be demolished as part of the development plan. Five of the buildings were assessed as having negligible bat roost potential and the other 4 were assessed as low bat roost potential. Therefore, ArbTech have undertaken a single emergence or re-entry survey on those 4 buildings as per standard bat survey guidelines (BCT 2023). No emergences were recorded and no further survey work is required although an informative is recommended (see recommendations below).

- The scattered trees and scrub were assessed as having limited potential for bats to utilise for commuting and foraging. A low impact lighting strategy has been recommended.
- There is some habitat suitable for hedgehog. Due to the potential for hedgehog to enter the site, precautionary working measures are recommended.
- There is some habitat suitable for nesting birds. Due to the potential for birds to be nesting on the site during the active nesting bird season, precautionary working measures / ECoW are recommended.

A “Biodiversity Net Gain Assessment” ArbTEch was submitted in Feb 2023 and subsequently updated in March, May and July 2024 alongside the BNG Metric 3.1.

A Biodiversity Net Gain assessment (Metric 3.1) has been undertaken for the site. The site is largely developed land (sealed surface) but also contained a small amount of mixed / bramble scrub and scattered trees, groups of trees. The baselines submitted for each of the revisions have been slightly different making it difficult to understand what was the true baseline without any justification for this. However, the bigger picture is that the site was dominated by hardstanding and buildings with an area of scrub / trees present in the western corner and some minor scattered vegetation around the edges of the wider site. Where possible this has been retained and additional tree planting proposed to supplement the tree cover on site. In addition, there are areas of modified grassland (garden), other neutral grassland (wildflower areas), a pond area with supplementary planting around the periphery (including more wildflower areas, shrubs and trees). The metric does not include the proposed hedgerows. However, as there are no existing hedgerows the baseline would be 0 and therefore not necessary to include in the net gain assessment anyway. Nonetheless the target conditions and justifications for how targets will be achieved will need to be included in a LEMP or similar document to be conditioned (see recommendations below). In addition to hedgerows and full description of the proposed management of proposed, retained and enhanced habitats in the BNG assessment will be required to show how a target condition of moderate will be achieved.

### Legally Protected Species

#### Bats

*Bats are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as ‘European Protected Species of animals’ (EPS).*

*Under the Regulations it is an offence to:*

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

The buildings on the site are proposed to be demolished and have therefore been assessed for their bat roost potential. There are 4 buildings with low bat roost potential which were subject to a single emergence survey in July 2024 with no bats observed emerging and no evidence of a roost identified. Therefore, no further surveys are required.

#### Badgers

*Badgers are protected under the Protection of Badgers Act, 1992. This makes it an offence to kill or injure a badger or to damage, destroy or obstruct access to a sett. It is also an offence to disturb a badger while it is in a sett.*

Badgers are widespread in the area. However, there is no sett building and very little foraging habitat on the site. In addition the site is highly urbanised and separated from further badger habitat by major roads.

### Birds

*The nests of all wild birds are protected by the Wildlife and Countryside Act, 1981 (as amended).*

Trees and other vegetation on-site have the potential to support nesting birds.

### Hedgehog

*Hedgehog populations are declining rapidly in the UK and are identified as a UKBAP Species and Species of Principle Importance under the NERC Act 2006. Hedgehog are also protected from capture and killing under the Wildlife and Countryside Act 1981 Schedule 6.*

Habitats on site have the potential to support hedgehog.

### Invasive Species

*Certain invasive plant species are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant or otherwise cause to grow this invasive species in the wild.*

No invasive non-native species (INNS) were recorded on-site during the 2022 surveys.

### Recommendations:

#### Bats

The Bat Emergence & Re-entry Survey report submitted by ArbTech (July 2024) provides an adequate assessment and level of survey effort for this application. No evidence of bat presence was found during the building inspections in 2022 and 2024 and emergence surveys undertaken in July 2024. Therefore, no further bat survey effort is required.

As a precautionary measure an informative should be attached to any planning consent granted so that the applicant is aware that bats can sometimes be found in unexpected places. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works, evidence of roosting bats, or any other protected species is discovered on site and are likely to be impacted, works must stop and a suitably experienced ecologist be contacted for advice.

#### Biodiversity Net Gain (BNG)

Although the current application pre-dates the requirement for mandatory min. 10% BNG under the Environment Act 2021, measurable gains for biodiversity are expected within development in accordance with national and local planning policy (NPPF and paragraph 3.345 of the LDF). The BNG Assessment and Metric calculations that have been submitted with the application indicate that an overall BNG can be delivered on site.

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 (ArbTech, July 2024) shall be implemented and at least 10% BNG delivered. The management plan shall include:

- i) Detailed habitat creation proposals, for each habitat proposed on site;
- j) Detailed habitat management and enhancement proposals for retained and improved habitats;
- k) Maintenance measures during the establishment periods;
- l) Maintenance measures beyond establishment until target condition acquired;
- m) Management and maintenance beyond target condition up to a maximum of 30 years;
- n) 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))
- o) 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
- p) 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 cannot be reported in the metric. This will include additional hedgerows and the provision of bat and bird boxes. Bat or bird boxes shall be provided (a minimum 6 bat and 4 bird boxes). Boxes shall be integrated within buildings or if externally mounted boxes are to be used these shall be made from woodcrete/woodstone to maximise longevity. Details of the proposed type, number and location of the boxes will be provided to the LPA for review. 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.

Notwithstanding the above, the following comments are also relevant to the current application:

#### Lighting

The bat surveys noted above will inform the details of a submitted lighting plan. Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting> (note update August 2023) and following the guidance in the bat report). Please provide a lighting strategy which adequately addresses the potential disturbance to bats and other nocturnal wildlife including a lighting contour plan / evidence of dark corridors / directional lighting away from tree groups / lines.

#### Breeding 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 (no more than 48 hours) 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.

### Biodiversity Enhancements

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). The Landscape Masterplan submitted with the application indicates tree planting, allotment area, grassland and pond area.

- Bats and birds: As a minimum it would be expected that at least 6 bat and 4 bird box would be provided on the proposed building or trees around the site, selected and installed following the guidance in the Bat Survey Report (ArbTech July 2024). Bird and bat boxes can be installed on retained mature trees should be sited in unlit areas e.g. the retained scrub area at the west side of the site. Boxes should be integrated or made from woodcrete/woodstone, rather than timber, for greater longevity.
- Tree planting within the grounds should be maximised.
- Hedgehogs: any close board boundary fencing should incorporate gaps (130m x 130mm) to maintain habitat connectivity for wildlife (e.g. hedgehogs).
- Utilising existing materials to create bug hotels, butterfly banks, dead wood and stone piles and other opportunities for invertebrates and other wildlife would be highly beneficial. The habitat in the retained scrub area or near the pond would be a good opportunity to maximise these features.

### Ecology survey shelf-life

Ecological conditions can change over time. If the development has not commenced within two years of the submitted survey work, update ecological surveys will be required. This can be conditioned as part of any planning consent.

As part of the redevelopment of the site, 7 low quality Category C (of BS5837:2012) trees (T2-T8) and 1 group of low quality Category C self-seeded sycamore trees (G1) currently upon the site would be felled, as per the submitted Arboricultural Survey. A comprehensive, native and biodiverse landscape scheme is proposed as part of the development within the amenity/curtilage areas, including the retention of existing trees and the planting of 23 new trees, along with additional shrubs, hedges and plants.

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

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

### Airport Safeguarding

The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. The development would accord with airport safeguarding considerations, pursuant to policies including EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities and SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure. There are no aerodrome safeguarding objections to the proposal subject to the inclusion of an Informative in the Decision Notice regarding tall equipment/cranes.



## **Energy Efficiency**

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 full 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 other climate change mitigation / adaptation measures are significantly easier to install at the time of building rather than retrofitting later.

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.”*
- Paragraph 3.285 of Policy CS8 states that: *“High quality design which promotes a sense of place is of importance throughout the borough and should be an integral part of all development proposals, ... and contributing to addressing key issues such as climate change”*
- Policy H1 states that: *“Proposals should ... consider the need to deliver low carbon housing”*.

The submitted Energy Statement is considered to be acceptable and a condition is required to be imposed to ensure realisation of measures, including the proposed photovoltaics, pursuant to the above policies.

### **Land Contamination and Stability**

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

### **Drainage**

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

In order to ensure compliance with the policy and saved UDP policy EP1.7 - Development and Flood Risk, a pre-commencement condition is required to be imposed, requiring the submission, approval and subsequent implementation of a detailed surface water drainage scheme, based upon the submitted Drainage Strategy Plan, to manage sustainable surface water run-off from the site, and to ensure foul and surface water drain on separate systems.

### **Conclusions**

The proposed development would serve to regenerate a brownfield site in a prominent location within the Hazel Grove District Centre, with a high quality, well designed modern development, to provide much needed windfall, quality housing supply of 109 one and two bedroom dwellings, to meet identified need within the community. This would be provided at a density appropriate to the context, sustainable and accessible location, to improve the vitality and viability of the district centre.

The development would provide a good standard of amenity for occupiers, without unduly impacting upon the amenities of the occupiers of existing accommodation, and the development is designed to be sustainable in terms of travel options, energy efficiency and to contribute to increasing biodiversity.

The Viability Assessment submitted in support of the application has demonstrated that the development would not currently be viable or deliverable should the requirement for open space financial contributions be met, or affordable housing be included. As such, it is recommended and agreed with the applicant that a clause is required to be imposed within a Section 106 Agreement, to require a review mechanism for potential clawback in relation to viability for open space contributions and affordable housing.

Overall, the proposal is considered to be a sustainable form of development, for the reasons set out within this report, and any adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole. The NPPF therefore, requires the development to be approved.

## **RECOMMENDATION**

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

- a) Conditions;
- b) the Applicant entering into a Section 106 Agreement to secure:
  - £7,500.00 (with RPI indexation) to fund a Traffic Regulation Order (TRO) relating to the provision of / amendments to parking restrictions on Mount Pleasant and John Street;
  - a review mechanism/clawback clause in relation to open space contributions and affordable housing.

### **Summary of Stepping Hill Area Committee – Tuesday 29<sup>th</sup> October 2024** **(Please see webcast for full account of Committee proceedings)**

The Planning Officer (PO) introduced the application, including that the application is to be determined by Planning and Highways Regulation Committee (PHRC).

Stepping Hill Area Committee have an advisory function to make comment / recommendation to Planning and Highways Regulation Committee (PHRC), as regards the recommended decision on the application. This is as the scheme is for over 100 units and as the scheme is a departure from the Council's development plan, as regards open space payments (L1.2 and SIE-2) and in relation to employment sites outside employment areas (AED-6).

The report before you contains and assesses matters to be considered.

It is considered that the scheme is acceptable in principle, including in terms of the principle of a residential development of 109 flats, within the district centre, and upon land currently used for employment, in accordance with NPPF policy.

A Viability Assessment has been submitted. The Council has reviewed the applicant's Viability Assessment and agrees with the findings that currently it is not viable to include any affordable housing or to contribute to open space commuted sum payments.

The recommendation is respectfully therefore, that Stepping Hill Area Committee recommend PHRC Grant planning permission subject to:

- a) Conditions;
- b) the Applicant entering into a Section 106 Agreement to secure:
  - £7,500.00 (with RPI indexation) to fund a Traffic Regulation Order (TRO) relating to the provision of / amendments to parking restrictions on Mount Pleasant and John Street;

- a review mechanism/clawback clause in relation to open space contributions and affordable housing.

### **Questions were asked of the PO by members of the Committee:**

Open space contributions were queried. The PO advised it is not currently viable, as per the assessed submitted Viability Assessment, to pay any of the open space contributions. A clause would be within a S.106, however, to require a further viability review at a later stage of development, for the potential to facilitate claw-back.

The level of car parking provision on site was questioned by a number of members as being too low, whilst acknowledging the sustainable location. 39 parking spaces for 109 flats. It was stated that car ownership is reportedly increasing. There is an existing issue with parking in this area. Issues would result from overspill / displaced parking.

The PO advised that the Council has adopted maximum standards rather than minimum standards, and that the level of provision has been demonstrated and assessed to be acceptable in this central location, with mitigation, including TROs and Travel Plan.

Question as to how the new NPPF will impact upon the determination of this application? The PO advised that if a decision has not been made, we would assess the new NPPF and the application for any fundamental issues and proceed accordingly. That said, it is not anticipated that, for example, a new NPPF would advocate higher parking requirements. It is anticipated that higher density residential development within sustainable centres would be supported by a new NPPF.

The use of the existing stone setts within the upgraded John Street was queried. The PO advised that the detail of the carriageway etc... would be agreed via condition, but that the proposal is for the setts to be re-used and added to with similar setts, as necessary.

### **The Agent spoke in support of the application:**

The proposed development is supported by local and national policy. The site will regenerate a largely vacant, brownfield, district centre site with a high quality residential development, to reflect the context of the development and not detrimentally impact upon residential amenity. The scheme has been amended since submission to respond to matters raised and has been subject to lengthy consultation. Open space is incorporated within the site, along with Biodiversity Net Gain (BNG) at 10%, although the site is not subject to mandatory BNG. Two housing associations have approached the developer regarding developing the site.

### **Members asked questions of the Agent:**

The level of parking spaces proposed upon the site was queried, as low provision. The agent advised that policy trajectory is away from car reliance. The developer has worked within the Council's maximum standards, the scheme aligns with the adjacent Woodman site in terms of the level of provision, and the Highways engineer supports the proposal.

Queried affordable housing (AH) provision? None currently proposed.

The agent advised that the developer is not necessarily proposing that AH won't be provided. Policy provides that viability can be taken into account. The submitted

Viability Appraisal has demonstrated that it is not viable to provide AH currently. The agent is actively reaching out to Registered Providers (RPs) and AH may be provided in reality via the S.106 or by the operator of the final scheme.

Would the addition of additional units / another storey improve the viability? Or retail units?

The agent advised of the need to be mindful that the development does need to respond to the existing context and character in terms of design. The proposed five-storey development in this location is considered to be appropriate in terms of design and context. AH may be realised upon this site in time. Two small retail units were also originally proposed, however, lobbies for the flats are now proposed instead, further to, for example, servicing queries.

Queried as to whether any businesses are still in operation and are still to be relocated?

Agent advised that businesses have relocated and that conversations are on-going with any businesses still on site.

Was queried as to how the parking spaces would be allocated to avoid people owning a car, finding they don't have a space to park within the site and the cars then being displaced on the highway?

The agent advised parking is policy compliant. People would occupy in the knowledge there are 39 spaces. The Highways Engineer supports the scheme. There would be a TRO to supplement the existing residents parking TROs on surrounding streets.

There was no one present to speak in objection to the application.

#### **Members commented upon the application:**

Support the proposed development, although would prefer to know whether it is social housing, market housing etc... at this point. There is a need for this development in Hazel Grove. Have no issue with the parking provision level in this sustainable location. A number of nearby developments have similarly limited parking.

Buildings need to be demolished as soon as possible following any grant of consent, to avoid issues inherent with vacant buildings.

Support the provision of 109 places for people to live on a brownfield, sustainable site. 109 one and two-bedroom apartments will be relatively more affordable than other types of housing by their nature.

There are many positive aspects of this scheme. In another location this may be completely fine. The site is, however, in a location near Stepping Hill Hospital where we have existing problems with parking. People will have cars and a lack of places to park. Issue of parking will be divisive within the community.

The type of housing is supported and needed in Hazel Grove. Need to retain retail and employment sites in Hazel Grove as a whole, although no objection to the loss of this site. Concern regarding lack of AH and parking.

Support the development of a brownfield site, with a bus stop outside and permit parking on surrounding streets, with TRO proposed. This constracts concerns with parking.

A number of members would like PHRC to examine affordable housing and parking. Suggest a site visit for members to firstly see the parking situation on surrounding streets as well as the site.

**Determined:**

Stepping Hill Area Committee recommend PHRC grant planning permission subject to:

- a) a site visit to the site and surrounding streets in order to assess car parking on surrounding streets;
- b) Conditions;
- c) the Applicant entering into a Section 106 Agreement to secure:
  - £7,500.00 (with RPI indexation) to fund a Traffic Regulation Order (TRO) relating to the provision of / amendments to parking restrictions on Mount Pleasant and John Street;
  - a review mechanism/clawback clause in relation to open space contributions and affordable housing.

**Voting in response to the above motion:**

5 in favour

1 against

2 abstentions

(1 absence)