

Heatons and Reddish Area Committee

7th April 2025

DEVELOPMENT APPLICATIONS

Report of the Deputy Chief Executive and Corporate Director (Corporate & Support Services)

<u>ITEM 1</u>	DC/091228
<u>SITE ADDRESS</u>	205 Manchester Road, Heaton Norris, Stockport, SK4 1TN
<u>PROPOSAL</u>	Full planning permission for the demolition of existing structures, erection of a drive thru coffee shop (Class E), vehicle and cycle parking (including EV charging), landscaping and associated development

INFORMATION

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

This Copyright has been made by or with the authority of SMBC pursuant to section 47 of the Copyright Designs and Patents Act 1988 ('the Act'). Unless the Act provides the prior permission of the copyright owner'. (Copyright (Material Open to Public Inspection) (Marking of Copies of Maps) Order 1989 (SI 1989/1099).

ITEM 1

Application Reference	DC/091228
Location:	205 Manchester Road Heaton Norris Stockport SK4 1TN
PROPOSAL:	Full planning permission for the demolition of existing structures, erection of a drive thru coffee shop (Class E), vehicle and cycle parking (including EV charging), landscaping and associated development.
Type Of Application:	Full Application
Registration Date:	14.03.2024
Expiry Date:	Extension of time agreed
Case Officer:	Jeni Regan
Applicant:	AXIEL GROUP LIMITED
Agent:	Mr Matthew Gray

DELEGATION/COMMITTEE STATUS

Heatons and Reddish Area Committee.

The application has been referred to Committee as a result of 22 letters of objection.

DESCRIPTION OF DEVELOPMENT

Planning permission is sought for the demolition of the existing structures, and the erection of a single storey building located in the southern part of the application site to provide a drive thru coffee shop (Class E). The application submission confirms that Starbucks are the intended occupier as they have agreed terms subject to the receipt of planning permission.

The proposals also include the provision of vehicle and cycle parking (including EV charging), landscaping and other associated development including lighting, boundary treatments and other furniture. The scheme provides 16 car parking spaces, which includes 2 accessible spaces close to the building entrance and 3 spaces with EV charging equipment, also which are accessible spaces. 9 cycle stands (providing 2 spaces) are proposed to the front of the building, of which 2 are larger for adaptive cycles. There is then a secure bike locker to the side of the building, to provide a further 2 spaces for members of staff.

There is a main pedestrian entrance lobby to the front of the building and a secondary entrance to the side off Hesketh Street. A drive thru lane goes around the single storey building with associated order and collection points at the beginning and end of the lane. There is an enclosed utility yard to the side of the building for proposed the bin storage area.

Signage locations are shown on the submitted plans, however it is noted by the applicant that a separate advertisement consent would be required for the proposed signage around the site and to the building.

SITE AND SURROUNDINGS

The application site is comprised of the former Three Crowns / Cosmopolitan Public House with associated car parking, boundary treatment and landscaping. The public house has been closed for over nine years and therefore, the site has been vacant for some time.

The site measures approximately 0.15 hectares with the existing building being 585sqm. The site is roughly triangular in shape and is bounded by Manchester Road, Hesketh Street and All Saints Road on three sides. The remaining boundary is shared with the residential properties of Edmund Close. There are 2 existing vehicular access points into the site from Hesketh Street. The surrounding uses comprise a mix of retail, commercial and residential, with the site being opposite the Manchester Road retail park and the large Asda store. There are residential properties on All Saints Road and Hesketh Street and beyond to the west.

The application site is within a Predominantly Residential Area as allocated by the UDP. The site is not located within a Conservation Area and the existing building is not listed. However, it is in close proximity to a number of Locally Listed Buildings including the Christ with All Saints Church, the associated Rectory and the Bourne Street Works (former Bethesda Chapel) on the opposite side of Manchester Road. There are no TPO's present at the site nor the adjoining sites.

POLICY BACKGROUND

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

The Development Plan includes-

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

Saved policies of the SUDP Review

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

- CDH1.2 - NON RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS
- EP1.7 - DEVELOPMENT AND FLOOD RISK

LDF Core Strategy/Development Management policies

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

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-6 : ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS5 : ACCESS TO SERVICES

- CS6 - SAFEGUARDING AND STRENGTHENING THE SERVICE CENTRE HIERARCHY
- AS1 - THE VITALITY AND VIABILITY OF STOCKPORT'S SERVICE CENTRES
- AS3 - MAIN TOWN CENTRE USES, HOT FOOD TAKEAWAYS AND PRISON DEVELOPMENT OUTSIDE EXISTING CENTRES
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- CS9 : TRANSPORT AND DEVELOPMENT
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

Supplementary Planning Guidance

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

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

- Sustainable Transport SPD
- Sustainable Design and Construction

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on the 19th December 2023 replaced the previous NPPF (originally issued 2012 & revised July 2018, February 2019, July 2021 and September 2023). 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”.

The relevant paragraphs in this case are as follows:

Introduction - Paras 1, 2

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

Chapter 4: Decision-Making – Paras 39, 48

Chapter 7: Ensuring the Vitality of Town Centres – 91 - 95

Chapter 9: Promoting Sustainable Transport – Paras 115 - 118

Chapter 11: Making Effective Use of Land – Paras 124, 125

Chapter 12: Achieving Well-Designed Places – Paras 131, 135, 136, 137, 139

Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change – Paras 61, 163, 164, 166, 181 and 182

Chapter 15: Conserving and enhancing the natural environment – Para 193

Para.232 “existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)”.

Planning Practice Guidance

The Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

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

RELEVANT PLANNING HISTORY

There are multiple historic applications in relation to the former public house including extensions, signage, fire exits, and retractable canopies.

Other historic applications for the change of use of the site are as follows:

Reference: DC/047551, Type: FUL, Address: Three Crowns, 205 Manchester Road, Heaton Norris, Stockport, SK4 1TN, Decision: Withdrawn, Decision Date: 18-DEC-12, Proposal: Change of use from A4 drinking establishment (former Three Crowns Public House) to D1 Non-residential institution (Day Nursery) with associated alterations including provision of outdoor playspace, catering provision, ramp, car parking alterations, new ground floor rear extension and alterations to first floor residential flat to provide new access and external roof patio.

Reference: DC/051319, Type: FUL, Address: Three Crowns, 205 Manchester Road, Heaton Norris, Stockport, SK4 1TN, Decision: REF, Decision Date: 25-FEB-13, Proposal: Change of use from former public house car park to car wash, together with associated works. (retrospective)

Reference: DC/053799, Type: FUL, Address: Three Crowns, 205 Manchester Road, Heaton Norris, Stockport, SK4 1TN, Decision: Withdrawn Never Validated, Decision Date: 03-DEC-13, Proposal: Change of use from A4 Drinking establishments (Former 'Three Crowns Public House') to D1 Non-residential institutions (Day Nursery)., Provision of Non-residential day nursery facilities for children aged 0-4 years old., Facilities to include outdoor and indoor playspace provision, catering provision, and carparking provision., Ground floor extension., Alterations to first floor residential flat to provide new access and external roof patio.

Reference: DC/074130, Type: FUL, Address: 205 Manchester Road, Heaton Norris, Stockport, SK4 1TN, , Decision: Still to be Determined, Decision Date: n/a, Proposal: Demolition of existing vacant Public House and erection of a three storey residential development, comprising 16 no. apartments with associated access, parking, landscaping, cycle/refuse storage and external works.

NEIGHBOUR'S VIEWS

The owners/occupiers of 20 surrounding properties were notified in writing of the application.

In response to the neighbour notification exercise, letters of representation have been received, which includes 22 letter of objection, 17 letters of support and 1 neutral.

The comments received are summarised below:

Objections

Traffic

- Amount of traffic already on Manchester Road is bad.
- This will add to everything else we have to put up with on this road.
- Have a lot more traffic since Asda opened and Whitehill Industrial estate.
- Having the entrance to the premises so close to the junction of Hesketh Street & All Saints Road will inevitably produce more traffic, predictably at the busiest time for school children and parents making their way to one of the 3 schools in the area.
- Very small streets and already congested roads at peak times of the day.
- Much of the residential estate is formed of single car one way systems. This would be overwhelmed if drivers unfamiliar with the layout got lost.
- Increase in traffic, engine noise, and emissions in the area.
- Safety of the entrance and exit where this is next to recently developed crossing and cycling routes and where the local authority recently narrowed the roadways and increased pavements due to safety concerns.
- Another major concern is the welfare of children living on the estate, due to both the increased pollution but also the increased traffic and therefore increased chances of a serious accident taking place.

Amenity and Other Matters

- Increased rubbish generated from the drive-thru
- Loss of privacy to those living near to the site.
- If people are queuing in vehicles on Hesketh Street or All Saints Road people lose the privacy they have in their front rooms from going from a quiet street to a busy thoroughfare.
- The placing of a 'drive-thru' coffee shop on the end of two residential streets and within around 20 meters of a number of homes, including a Children's Home, is unfortunate. This would expand an existing retail/commercial area into a residential area.
- The previous use as a social club I would argue is not of the same character, or offers the same benefits to the community, as a 'drive-thru' coffee shop.
- To relieve housing pressure, the plans for dwellings on the site should be prioritised.
- The proposed development prioritizes commercial gain over the needs of the local community. The land at 205 Manchester Road could be better utilized for residential development, providing much-needed housing in Stockport.
- Is local electrical infrastructure robust enough to support both proposed and future EV charging points?

- There is very little evidence of considering residents in the proposed plans.
- Do not feel this is needed by anyone local to the area - Already have a Greggs across the road and McDonald's round the corner.
- There is a Starbucks premise already within a one mile radius.
- Change of use is incongruous to a residential area.
- Light - Unnatural lighting would be a nuisance to the residential dwellings on Hesketh Street and All Saints road.
- This will be an eyesore for the local residents.
- Noise, smell and pollution will increase significantly so for local residents.
- The removal of the long-established trees on the site will have a negative impact on the local birds and insects.
- The proposal will have a significant impact on the setting of several locally listed buildings- the church and associated rectory and Borne St Works opposite on the other side of the main road.
- The design submitted for the new Starbucks is in no way sympathetic to the local importance of these buildings in materiality, design or function.
- A previous application for commercial use of the site with predominantly car usage was refused in 2013 (DC/051319) for traffic and amenity reasons. These reasons remain a valid concern for the current proposal, and therefore stand as reason for the current application to be refused.
- The ecological surveys were not carried out at appropriate times of the year. The survey took place in January, with the appropriate time being may-august.

Support

- Finally, something positive with the old derelict building.
- Good plot for drive thru will be convenient for locals
- Also there's other like for like brands in the area now, so it will fit in well
- I think this would be a very welcome addition to the area.
- Current situation is a derelict pub that is a bit of eye-sore.
- I think the introduction of a coffee house is very welcome and will improve the look and desirability of the area very much.
- Good use of a dead site, which currently gets broken into daily
- Currently unsafe old pub that attracts antisocial behaviour and prostitution
- will enhance the area and good for public
- Fantastic opportunity to redevelop this old site which is key to redevelopment of the area. I would also like to add that EV charging points will be particularly useful as EV cars are becoming ever more popular
- The charging points is a very good idea
- Great opportunity to redevelop this dilapidated site and create jobs. Locals I have spoken with are very much in support too
- Design of the Starbucks looks modern and clean
- Will create good jobs

Neutral

- Please can ensure that traffic disruption is minimized.
- The corner turn down All Saints and Hesketh Street is very tight and gets blocked easily during peak times when traffic from both Hesketh and All Saints attempts to turn on to Manchester Road.
- There are residents' parked cars at that end of Hesketh Street which adds more obstacles to easy access.

- I suggest that a one way entrance from Manchester Road and exit onto Hesketh Street would work better for all local residents and cafe users as it would be more manageable for traffic volume in a small area.
- As six trees are due to be removed please these can trees be accounted for with new planting in a close proximity.

CONSULTEE RESPONSES

All consultation responses can be viewed in full on the online application file via the Council's public website. In some instances, multiple consultation responses have been received for certain consultees. Therefore, for the purposes of this report, the final set of comments from each consultee are provided below:

Planning Policy (Retail)

The proposed use can be regarded as a main town centre use, by virtue of being a 'leisure, entertainment and more intensive recreation use' as defined by the glossary of the NPPF, and where a 'drive-through restaurant' is given as an example. The site is located over 300 metres from the town centre boundary of the closest centre which is Stockport town centre. As such, the site is in an out of centre location and a sequential test is required.

The agent has submitted a sequential assessment with the application. The agreed centres for the search include Stockport town centre and the Large Local Centre at Heaton Chapel (School Lane and Wellington Road North).

The sequential test has found that no suitable or available sites on the edge of Stockport town centre or Heaton Chapel exist. As such, I find that the sequential test has been passed.

Paragraph 94 of the NPPF requires an impact assessment for retail and leisure development outside town centres which are not in accordance with an up-to-date plan and where the development is over a proportionate, locally set floorspace threshold. If this is not set then the default threshold is 2500 sqm of gross floorspace. Policy AS-3 includes a threshold of 200 sqm for out-of-centre locations although this is in respect of retail uses. As such, an impact assessment is not required for this application.

Environmental Health (Noise / Lighting)

To evaluate the sites suitability for the proposed development, an environmental survey was completed. Measurements were undertaken at a single location representative of the nearest receptors. The impact of the noise from the proposed development has been assessed in accordance with: BS 4142:2014+A1:2019, '*Methods for Rating and Assessing Industrial and Commercial Sound*', to determine the rating level arising from the introduction of the proposed sound source, upon noise sensitive receptors.

New sound sources include deliveries, car parking, mechanical plant serving the coffee shop and drive-through customers (vehicle activity and ordering).

Noise from deliveries, activities in the car park and drive-through are at a level where they should not cause an adverse noise impact external to the nearest receptors on Hesketh Street and Edmund Close. At this stage a noise level limit has been provided in relation to the new external building services plant associated with the

proposed building. Setting a limit should be sufficient at this stage and the proposed plant will be assessed in-line with this limit during the design development.

This service accepts the methodology, conclusion and recommendations detailed in the submitted noise impact assessment. The conclusions of the report are accepted; however, this relies on the installed equipment (and any future replacement equipment) meeting the noise limits used for the assessment.

An external lighting/ illumination assessment has been submitted in support of the application: Lpa Energy Group (5-page document, uploaded 21 Feb 2024). The outcome of the 'predictive illumination spillage assessment', is that light spillage, shall not occur beyond the site perimeter. The proposed external lighting/ illumination scheme, complies the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*. The Lux levels are in compliance with the lighting design guidance for an E3 environmental zone.

This service accepts the Lpa Energy Group (5-page document, uploaded 21 Feb 2024).

Highways

The applicant has submitted a Transport Assessment. I can confirm that I agree with the overall conclusion that the development will not have a severe impact on the local highway network and that the Manchester Road / All Saints Road junction will continue to operate within capacity following construction of the development. The level of car parking will be within the maximum permitted based on the adopted standards (equating to 64% of the maximum permitted) and the number of spaces for disabled persons, cycles and motorcycles will accord with adopted standards. With respect to cycle parking, the proposed level of parking accords with the adopted parking standards and its location and form is considered suitable for short-stay customer parking, and long-stay secure cycle parking provided for staff.

With respect to EV provision, the scheme includes proposals to provide 3 EV charging points, which will be in line with the Council's guidance if the development is occupied in 2024 and 2025. If it is occupied in 2026 or later, additional charging points would be required. The provision of an appropriate number of charging points, however, can be dealt with by condition.

I can confirm that revised drawings have addressed the majority of issues relating to design and the remaining design issues can be dealt with at detailed design stage / by condition. Issues relating to servicing and construction can be dealt with by conditions, which the applicant has confirmed they would not object to. Whilst the additional information provided on home deliveries was not considered sufficient, after carrying out a further assessment myself, I would conclude that the proposed parking facilities should meet the needs of both needs of both customers and delivery riders / drivers.

Previous concerns raised about servicing and drive thru operations are now resolved subject to the suggested conditions.

In conclusion, I have no objection, in principle, to the erection of a drive-through takeaway with restaurant at this site. I can confirm that the additional information has addressed the earlier issues and, as such, I can confirm that I now raise no objection to this application, subject to conditions.

Recommendation: No objection, subject to conditions.

The recommended conditions are in relation to the submission of a construction method statement, detailed drawings in relation to the site access, no obstructions across the vehicular and pedestrian accesses, reconstruction of footway, detailed drawings of the parking area, cycle parking, EV parking, servicing restrictions, method statement for the operation of the drive through, cycling facilities within the building, off site bus stop improvements and uncontrolled pedestrian crossing improvements.

Conservation

This site lies within close proximity to two locally listed buildings, the former Bethesda Chapel and All Saints Church, including the former vicarage. These buildings form an attractive group along Manchester Road and contribute positively to the character and appearance of the local streetscene.

The site contains buildings that are of no architectural or historic interest and these are proposed to be demolished. Given the scale of the proposed development and nature of the existing site, the proposal will have a neutral impact upon the setting of the adjacent heritage assets. It is recommended that clarification is provided on the nature of the proposed boundary treatments - it is assumed from the submitted drawings that the existing railings shall be retained but, if not, it is recommended that details of any alternative arrangement are submitted for approval or reserved by way of planning condition.

Nature Development

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 (<https://mappinggm.org.uk/gmodin/>). 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.

Although the current application has been made prior to mandatory 10% BNG for minor applications (under the Environment Act, 2021), measurable gains for biodiversity still need to be demonstrated in accordance with the NPPF (para 174 and 179). Habitats on site have been identified and assessed as part of the Preliminary Ecological Appraisal carried out in January 2024 (ACJ Ecology Ltd). Habitats were identified following UKHAB and a BNG Metric has been completed for the development.

The metric calculations demonstrate an overall biodiversity loss due to the tree loss proposed to accommodate the scheme. The landscape proposals and new tree planting have been maximised on site. Since measurable on-site measurable gains for biodiversity are not possible as part of the development then off-site options will need to be explored to offset the 0.06 Habitat Unit deficit required to deliver minimum 10% BNG. This would be delivered through the payment of a commuted sum and secured through a S106 legal agreement.

Conditions are then requested in relation to the submission of a Biodiversity Management Plan, retained tree protection, works outside the bird nesting season,

ecology resurvey if works are not commenced within 2 years of ecology survey and sensitive lighting.

Arboriculture

Initial concerns raised in relation to the loss of trees and the lack of replacement tree planting, the poor species proposed for the new trees and the poor species of hedge for the site, which would not have been appropriate for enhancing the site biodiversity.

Following a number of amendments to the proposed landscape plan, the number, proposed location and species of the replacement trees are now considered to be acceptable, along with the species of hedge for around the site. Therefore, no objections subject to conditions relating to tree retention, tree protection and replacement tree planting.

LLFA

Having reviewed the below documentation for this application.

- DC_091228-DRAINAGE_STRATEGY_REPORT-2241612
- DC_091228-POTENTIAL_SUDS_FEATURES-2325797

The LLFA recommends that the application is acceptable in principle subject to a detailed design. The development shall be completed and maintained in full accordance with the approved details.

ANALYSIS

By way of introduction, the application site occupies a visually prominent position on Manchester Road, on the junction of All Saints Road, Hesketh Street and Manchester Road, opposite the Manchester Road retail centre and close to the large Lancashire Hill roundabout where Tiviot Way, Sandy Lane, Lancashire Hill, Manchester Road, and Belmont Way meet. The applicant's proposals for this site have been the subject of lengthy discussion with Officers over a significant period of time seeking to clarify elements of the proposal and address consultation responses.

The application raises a number of key issues for consideration and those most pertinent are as follows:

- Loss of existing use
- Principles of development in terms of land use
- Visual impact and residential amenity
- Highway Impacts
- Pollution (noise, air and ground)
- Ecology, trees and landscaping
- Flood risk and drainage

The NPPF reminds us that purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs (para 7). Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to

be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

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

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

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

Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (para 9).

At the heart of the NPPF is a presumption in favour of sustainable development (para10). Para 11 of the NPPF reconfirms this position and advises that for decision making this means:-

- approving developments that accord with an up to date development plan or

- where the policies which are most important for the determination of the application are out of date, granting planning permission unless:

- the application of policies in the Framework that protect areas or assets of importance provides a clear reason for refusing planning permission or

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

In this respect, the policies which are the most important for the determination of this application are not out of date. As such para 11 of the NPPF directs that the development should be approved if it is in accordance with the development plan. This assessment is set out below.

Loss of Existing Use

Paragraph 98 of the NPPF supports the retention of community facilities, which should be retained for community use. It states:

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

- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community."

In response to the NPPF the application advises that the former public house ceased trading over nine years ago and owing to its long-term vacancy, the existing building has fallen into disrepair and has suffered from vandalism, graffiti and fly tipping which detracts from the surrounding area within which it sits, and suffers from anti-social behaviour and criminal activities.

It is also considered that notwithstanding the loss of this pub through the redevelopment of the site, the presence of other pubs within proximity to the site would enable the community to meet their day-to-day needs. For this reason, the proposal is considered to accord with para 92 of the NPPF.

Proposed Land Use

The application site is located within a Predominantly Residential Area, as defined on the UDP Proposals Map. The provision of a retail drive thru coffee shop in this location is therefore in an out of centre location in retail policy terms.

The proposal has been considered in the context of the development plan for the area and other material planning policy considerations such as the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

Paragraph 91 of the NPPF sets out the parameters for a sequential test for applications that are main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Furthermore, it states that main town centre uses should be located in town centres then edge-of-centre and then out-of-centre.

Paragraph 92 notes that, when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and LPAs should 'demonstrate flexibility on issues such as format and scale so that opportunities to utilise suitable town centre or edge of centre sites are fully explored'.

Paragraph 94 sets out that an impact assessment is only required when assessing applications for retail and leisure development outside town centres which are not in accordance with an up-to-date plan and where the development is over a proportionate, locally set floorspace threshold. If this is not set then the default threshold is 2500 sqm of gross floorspace.

In the NPPF glossary, the following are of relevance:

Town centre – ‘...including the primary shopping area and areas predominantly occupied by town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres...Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres’.

Main town centre uses – *‘Retail development...; leisure, entertainment and more intensive sport and recreation uses...’*.

Edge of centre – *‘For retail purposes, a location that is well connected to, and up to 300 metres, from the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary.’*

Policy CS6 ‘Safeguarding and Strengthening the Service Centre Hierarchy’ of the Core Strategy states that additional main town centre uses with a focus on A1 use will be provided within the identified centres of the hierarchy which includes ‘Stockport Town Centre’ at the top, followed by District Centres and then Local Centres.

DM Policy AS-3 ‘Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres’ explains that impact assessments are required for planning applications for A1 use exceeding 200 sqm net floorspace at out-of-centre locations in relation to the District and Local Centres.

The application site is previously-developed land consisting of a vacant building that was a former public house and associated hardstanding. The proposal is for the construction of a drive-through coffee shop. The applicant has confirmed that the use applied for will be Class E and that the operator will be Starbucks. On this basis, the proposed use can be regarded as a main town centre use, by virtue of being a ‘leisure, entertainment and more intensive recreation use’ as defined by the glossary of the NPPF, and where a ‘drive-through restaurant’ is given as an example.

Paragraph 91 of the NPPF is clear in directing main town centre uses towards defined centres in the first instance. It outlines that main town centre uses should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. Core Policy CS6 sets the hierarchy of centres and it is found that the site is located over 300 metres from the town centre boundary of the closest centre which is Stockport town centre. As such, the site is in an out of centre location and a sequential test is required in this case.

The application is accompanied by a Planning and Retail Statement, which includes a sequential assessment as required by the NPPF. The agreed centres for the search include:

- Stockport town centre
- Large Local Centre at Heaton Chapel - School Lane
- Large Local Centre at Heaton Chapel - Wellington Road North

Starbucks have identified a requirement for additional representation within the borough. The search parameters are set out as follows:

- Size of between 1,359 sqm to 1,611 sqm incorporating the unit, drive thru lane and car parking;
- A roadside location to attract passing traffic for the drive-thru;
- Suitable servicing arrangements;
- Minimal level of surface car parking immediately adjacent to the unit;
- Site to be vacant or available in the short term.

As part of the completion of a sequential assessment, it is usual practice to set out a catchment / drivetime area around the application site, to search for alternative sequentially preferable sites, for example a 5 minute drivetime catchment. However, in this case due to the proposed use, the applicant confirmed that Drive thru units rely on passing trade and only 20% of trips will be primary in nature, therefore it is unrealistic to provide a catchment/drivetime area for this type of development.

In the original submission, the retail park at Manchester Road / Lancashire Hill was stated as a Retail Centre and as such, classified the application site as an edge of centre location. However, it was confirmed by officers that the Manchester Road retail park is not a recognised centre within the Development Plan, and so cannot form part of the sequential test in this regard. This has now been removed from the sequential test and the application site correctly assessed as an out of centre location.

On the basis of all the above considerations, the sequential test has found that no suitable or available sites within or on the edge of Stockport town centre or Heaton Chapel exist. As such, it is considered that in this case, the sequential test has been passed.

Paragraph 94 of the NPPF requires an impact assessment for retail and leisure development outside town centres which are not in accordance with an up-to-date plan and where the development is over a proportionate, locally set floorspace threshold. If this is not set then the default threshold is 2500 sqm of gross floorspace. Policy AS-3 includes a threshold of 200 sqm for out-of-centre locations although this is in respect of retail uses. As such, it was concluded that an impact assessment is not required for this application

On this basis Members are advised that the proposal in terms of land use meets the requirements of the NPPF and does not conflict with policies AS-3 or CS6.

It is noted that policy AS-3 confirms that former A5 uses (hot food takeaways – now Sui Generis) should be located over 300m from schools and parks. Whilst the application site is within 300m of All Saints CE Primary School and Lloyd Street Recreation ground, the application does not propose a hot food takeaway and as such this requirement is not engaged.

Noting that Use Class E encompasses a wide variety of uses (such as retail, financial and professional services, indoor sport and recreation, medical and health services, day nursery or day centre or offices, light industry, research and development), many of which would have different land use implications to that proposed by this application, it is considered necessary to impose a condition restricting the use of the site to a drive thru coffee shop specifically and for no other purpose within Class E.

For the above reasons the proposed use is compliant with Core Strategy policies AS-3 and CS6, together with para's 91, 92 and 94 of the NPPF.

Impact on the Character of the Locality and Residential Amenity

Core Strategy policy CS8 which welcomes development that is designed and landscaped to a high standard and which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment. Policy SIE-1 of the Core Strategy also confirms that development which is designed to the

highest contemporary standard, paying high regard to the built/and or natural environment within which it is sited, will be given positive consideration. Specific regard should be paid to the use of materials appropriate to the location and the site's context in relation to surrounding buildings (particularly with regard to height, density and massing of buildings).

The NPPF confirms at para 124 that planning decisions should promote an effective use of land in meeting the need for development while safeguarding the environment and ensuring safe and healthy living conditions. Planning decisions should support development that makes efficient use of land taking into account several factors including the desirability of maintaining an area's prevailing character and setting and the importance of securing well designed and attractive places (para 129).

Chapter 12 of the NPPF confirms that the Government attaches great importance to the design of the built environment. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (para 131).

Planning decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using spaces, building types and materials to create attractive, welcoming and distinctive places to live; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible (para 135).

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development (para 139).

The application site occupies a prominent position at the junction of Manchester Road, All Saints Road and Hesketh Street. The character of development in the locality is mixed with both commercial and residential uses present. The existing former public house building includes both a single storey flat roofed element and a two storey pitched roof element. The materials are a mix of a light coloured buff brick and cream render. With regards to the surrounding residential properties, the character is derived mainly from the traditional two storey terraced properties in red brick and grey roof tiles to the west of the application site on Hesketh Street and beyond. To the south is a more recent residential estate of two storey properties and a three storey maisonette block, that are a mixture of light brown bricks, pebble dash and white render.

To the east of the site, the character is derived from the commercial uses within the Manchester Road retail park, including a large Asda superstore and adjacent Wickes, JYSK and Halfords. These developments are of a markedly different character to the residential properties on the western side of Manchester Road being very large in their size and scale. These buildings comprise flat roofed 21st century retail warehousing and are mainly constructed from grey profiled metal

sheeting albeit with brick plinths at ground level to tie in with the predominant brick-built surroundings.

The existing former public house building on the application site is located on the southern portion of the land, where the site is at its widest, with the car park being located on the northern portion at the junction of All Saints Road and Hesketh Street. There are existing trees around the site boundaries on all sides, with a cluster in the south-eastern corner.

The application proposes the erection of a flat roofed single storey building at approximately 4m in height, with a signage tower rising to a height of approximately 6.2m, of a modern design and constructed from rendered light grey masonry and stained timber cladding and punctuated by shopfronts and windows framed in graphite black aluminium. Stone grey aluminium copings and kick plates are then proposed, along with stone grey rainwater goods. The main shop front to the building would be facing north and out towards the surrounding streets. Indicative signage positions are shown on the proposed elevations, however these would require separate approval through the submission of an Advertisement Consent application.

The building would be positioned in the same location as the existing public house building within the southern portion of the site, but with a much smaller footprint. The building would be away from the boundaries with Manchester Road and Hesketh Street, with the drive thru lane located around the building. As with the existing layout, the car parking is located within the northern portion of the site, with one main vehicular access point into the site from Hesketh Street. There would be 2 pedestrian access points into the site, with one from Manchester Road and one from Hesketh Street. The boundary treatment would be black railings with a combination of grassed areas, hedging and native shrub planting around the site boundaries.

The proposed building is clearly of a modern commercial design commensurate with the commercial character of the adjacent retail park area. However, it is also considered that the use of stained timber and render would soften the appearance of the development and compliment the residential properties surrounding the site, rather than the usual use of metal cladding on commercial buildings such as this. The siting of the building on the footprint of the existing building and away from the boundaries with Manchester Road and Hesketh Street, will retain the relatively open nature of the site and the junction of Manchester Road / All Saints Road and Hesketh Street, and together with the open boundary railings and landscaping proposed, will comprise an acceptable form of development in terms of its layout.

For the above reasons, the proposed development is considered to be in keeping with the character of the locality and will not give rise to an unacceptable impact on the visual amenity of the area. The proposal therefore accords with Core Strategy policies CS8 and SIE-1, together with the abovementioned paragraphs of the NPPF.

As outlined above, the application site is located within an allocated Predominantly Residential Area within the UDP. Therefore, saved UDP policy CDH1.2 'Non-Residential Development in Predominantly Residential Areas' and Core Strategy policy SIE-1 are relevant in this case.

Policy CDH1.2 of the UDP states that non-residential development will be permitted in Predominantly Residential Areas where it can be accommodated without detriment to the residential amenity of adjacent dwellings or the residential area as a whole. In particular account will be taken of: (i) noise, smell and nuisance; (ii) traffic generation and safety and accessibility by sustainable transport modes; (iii) parking; (iv) hours of operation; (v) proximity to dwellings; (vi) the scale of the proposal; and (vii) whether or not the character of the area will be changed. Most large-scale, non-residential development will be inappropriate in Predominantly Residential Areas. Policy SIE-3 of the Core Strategy also confirms that specific regard should be paid to satisfactory levels of privacy and amenity for future, existing and neighbouring users and residents should be provided, maintained or enhanced.

The closest residential occupiers to the site are the terraced houses opposite on Hesketh Street and the three-storey residential block to the south at Edmund Close. The two storey terraced properties on Hesketh Street would face the development, with the block at Edmund Close being side on to the application site. There is one small window in the side elevation facing the application site at the first floor window. It is therefore important to consider the impact of the development upon the amenities of these residential occupiers in terms of privacy, overbearing, traffic, noise and light pollution.

The application proposes a single storey building located in the centre of the site away from the site boundaries. The building has a smaller footprint than the existing public house currently on the site and the two storey element of the existing building has a height to the ridge of approximately 7.6 metres, which is also taller than the proposed heights at approximately 4m in height, rising to a height of approximately 6.2m for the tower. The application site is orientated to the north of the existing properties on Hesketh Street and the window on the side elevation of the block on Edmund Close is not original and is elevated at the first floor level. Therefore, no overshadowing would be created from the proposed single storey building. Existing trees are being retained along with the proposed site boundaries, complimented by the planting of new replacement trees between the new development and existing properties. Therefore, it is not considered that there would be any significant impacts from an overbearing or overshadowing perspective when compared to the existing building still in situ.

From a privacy perspective, the application proposes a single storey building with openings at a ground floor level only. The openings on the rear elevation facing the site boundary with the block at Edmund Close are minimal, with just the drive thru collection window located approximately 6.7m away from the side elevation of this residential building. As outlined above, there is a first floor window in the side elevation of the block at Edmund Close, however this is above the ground floor window proposed and is not an original window that affords significant protection. There is also an existing first floor window in the public house building that faces and is close to this site boundary. As such, the proposed development delivers an improvement to this existing position. The retained trees and proposed additional tree planting along this site boundary would also assist with screening.

The proposed elevation facing the existing terraced properties across Hesketh Street includes a secondary entrance lobby and ground floor windows serving the coffee shop seating area. The proposed distance between the secondary entrance lobby of the proposed building and front elevation of the existing terraced properties would be approximately 11.26m and the distance between

the glazing serving the seating area and these properties would be approximately 12.5m. Again, the position of the existing public house and the presence of multiple existing openings in this side elevation is a material consideration in the assessment of the proposed development. The proposed development would result in a very similar and comparable impact to that of the existing public house with regards to the presence of openings on this elevation and the distance of these windows to the habitable room windows of the properties on Hesketh Street. It is not considered that there would be significant overlooking or loss of privacy created by the windows proposed in this elevation, and the distance between the proposed development and the adjacent residential properties is considered to be acceptable in this urban setting.

It is acknowledged that the existing public house has been vacant for a long period of time and residents living around the site have got used to the site not being used or visited by customers that could sit and look out of the existing windows. However, it must also be acknowledged that the existing building could be occupied at any time as a drinking establishment without any further planning permission.

Therefore, overall, it is not considered that there would be any significant impacts from an overlooking or loss of privacy perspective when compared to the existing building.

The application proposes that the building and drive through will be operational and open to customers between the hours of 6am and 10pm Mondays to Saturdays and 8am to 8pm on Sundays and Bank Holidays. Given the nature of the proposed use and the hours proposed, the application is accompanied by a Noise Impact Assessment completed by AEC. This report provides baseline noise levels measured at the development site against the necessary assessment criteria, and discusses the potential impact of noise emitted by the proposed drive-through coffee shop on the nearest noise sensitive receptors (NNSR). In this case, these include the residential properties on Hesketh Street and Edmund Close.

The potential noise sources associated with the development would be:

- Deliveries
- Car parking
- Mechanical plant serving the coffee shop, and
- Drive-through customers (vehicle activity and ordering).

To evaluate the sites suitability for the proposed development, an environmental survey was completed between the daytime period of 18:45 and 20:15 on Sunday 3 March 2024 and the night-time noise between 06:00 – 07:00 on Saturday 20 April 2024. For a BS4142 assessment, the noise consultant has used a Sunday to measure sound levels during a daytime period. This measurement period will provide a lower background sound level for assessment purposes, than a mid-week measurement period. Members should note that 'daytime' is typically between 7am and 11pm.

The results of the assessment in relation to the different potential noise sources confirms that during the day-time period (7am to 11pm), noise from deliveries, activities in the car park and drive-through are at a level where they should not cause an adverse noise impact external to the nearest receptors on Hesketh Street and Edmund Close. This has been assessed and agreed with the Council's Environmental Health officer.

In relation to delivery noise, the rating level due to delivery activities would meet the existing background noise level in the evening period, it is considered that delivery noise would have a low impact external to the residences on Hesketh Street. A condition would be required to limit the proposed delivery hours to daytime only between 7am and 10pm. In relation to car parking, the predicted noise level due to car parking activities is about 9dB below the existing ambient noise level of 57dBLAeq,T and hence will only result in a negligible impact. The assessment is based on a worst-case scenario of peak hour traffic data on a weekend. The traffic data is more likely to be lower during weekdays and non-peak hours of the day. In relation to the drive thru, the assessment determined rating noise level as 2dB below the measured background noise level external to the nearest noise sensitive receptor. Therefore, noise from this source would have a low impact, on the nearest noise sensitive receptors.

The assessment highlights that at this stage, details are unknown about what specific units of external plant that would need to be installed at the site. However, it is understood that there will be kitchen extract fans and at least two condensers located in the utility yard. This yard area is to the eastern elevation behind and enclosed close boarded fence. The consultant has provided an example to meet the proposed criteria external to the properties on Edmund Close, based on distance attenuation the ambient noise from all plant items combined. From this, it is expected that mitigation measures in the form of specifying quiet equipment and attenuators will be required or consideration would need to be given to their selection, location, orientation and if required, localised screening. This could be dealt with via an appropriately worded condition.

The results of the assessment in relation to the night-time period (6am to 7am), confirms that the sound measurements of the one-hour night-time preceding the daytime period (7am to 11pm), are the same/1dB below. Therefore, the sound impact arising from the proposed development during the sensitive 0600 – 0700 period, are not dissimilar to the daytime period discussed above. Deliveries to the coffee shop would occur only during the daytime period and are not occurring during the sensitive night-time period. As the daytime and night-time ambient and background sound levels are the same/ not dissimilar, there is no difference to the outcome of the daytime and night-time assessments for car parking and the mechanical plant serving the coffee shop.

In terms of the drive thru activities, the ordering station noise has been assessed for 15-minute period (night-time period) during the worst-case peak hour on a weekend. The properties on Edmund Close are the nearest receptors to noise associated with drive-through activities. It is understood that the anticipated peak hourly trip numbers to the drive-thru is approximately 17 two-way trips during night-time period on a weekend (worst-case). The night-time assessment shows that the determined rating noise level associated with drive-thru is 4dB below the measured background noise level external to the nearest noise sensitive receptors on Edmund Close. Where the rating level (46dB LAeq,T) does not exceed the background sound level (night-time 50dB LAeq), this is an indication of the specific sound source having a low impact, on the nearest noise sensitive receptors.

Therefore, as with the assessment of the development during the daytime hours, the noise from activities in the car park, mechanical plant and drive-through are at a level where they should not cause an adverse noise impact external to the

nearest receptors on Hesketh Street and Edmund Close. This has been assessed and agreed with the Council's Environmental Health officer.

On the basis of all of the above matters, the Environmental Health officer raises no objections to the proposed development with regards to noise, subject to the inclusion of conditions limiting hours of operation, hours of servicing, compliance with the submitted noise impact assessment, submission of details in relation to external plant, and a max noise level for all fixed plant and machinery when measured at the boundary of the nearest noise sensitive receptor. Informatives are also recommended in relation to construction activities.

In relation to lighting, the application is accompanied by an external lighting/ illumination assessment completed by the Lpa Energy Group. Under the Institute of Lighting Professionals, Guidance Note 01/21, The Reduction of Obtrusive Light, this area is an E3 Environmental Zone: Suburban Surrounding, a medium district brightness lighting environment. Examples of this area are well inhabited rural and urban settlements, small town centres of suburban locations.

The outcome of the predictive illumination spillage assessment completed and submitted, shows that light spillage shall not occur beyond the site perimeter. Therefore, it is considered that the proposed external lighting/ illumination scheme complies the Institute of Lighting Professionals, Guidance Note 01/21, The Reduction of Obtrusive Light. The Lux levels are in compliance with the lighting design guidance for an E3 environmental zone. Again, this has been assessed and agreed with the Council's Environmental Health officer. A condition is recommended to ensure the development is completed in accordance with the submitted lighting scheme.

It must be acknowledged that the application site is located within a busy, well lit, mixed use location with existing commercial businesses at the junction of 3 roads and a major roundabout on the local highway network. The site is also under the flight path into and out of Manchester airport. As such it is acknowledged that background noise and light levels will be higher than in other parts of the Borough that are more residential in their nature. Commercial uses in the locality are able to trade from early in the morning to late at night. The existing pub on the site is not fettered by planning conditions restricting the hours of opening or servicing. It must also be noted that residents have been the subject of noise and disturbance from anti-social behaviour on this vacant site. This would be resolved through the redevelopment of the site and an active use present with natural surveillance from customers and staff.

In overall conclusion, for the above reasons the proposed development is considered to be in keeping with the character of the locality and based on the existing busy location of the application site, will not give rise to an unacceptable impact on the residential amenity currently enjoyed by the adjacent occupants. The proposal therefore accords with Core Strategy policies CS8, SIE1 and SIE3, together with the abovementioned paragraphs of the NPPF.

Access, Traffic Generation, Parking and Highway Safety

Policy CS9 of the Core Strategy DPD requires development to be sited in locations accessible by walking, cycling and public transport. This policy also confirms that the Council will support development that reduces the need to travel by car, a position which is followed through in policy T1. Parking (including accessible spaces and cycle parking) should be provided in accordance with the

maximum standards (policy T2) and development which will have an adverse impact on highway safety and/or the capacity of the highway network will only be permitted if mitigation measures are proposed to address such impacts. Developments shall be of a safe and practical design (policy T3).

The NPPF at Chapter 9 confirms that safe and suitable access to the site should be achieved for all users. Opportunities for sustainable modes of transport should be identified and pursued. The layout of development in terms of transport should contribute to high quality places. Significant development should be focussed on locations which are or can be made sustainable to help reduce congestion and emissions and improve air quality and public health. Local parking standards should take account of accessibility, differing development types, public transport availability, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug in and other ultra low emission vehicles.

In considering development proposals appropriate opportunities to promote sustainable transport should be achieved and safe and suitable access for all. The design of the highway infrastructure should reflect national guidance and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. 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.

Applications for development should give first priority to pedestrian and cycle movement and secondly facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility in relation to all modes of transport should be addressed and places that are safe and attractive to use should be delivered. There should be an allowance for the efficient delivery of goods and access by emergency services and development should be designed to enable the charging of plug in and other ultra low emission vehicles in safe, accessible and convenient locations.

All development that will generate a significant amount of movement should be accompanied by a travel plan and supported by a transport statement or assessment so that the likely impacts can be considered.

The Council offers guidance in the form of Supplementary Planning Documents (SPD) to inform development. In addition, whilst not with the status of an SPD guidance is also issued in relation to electric vehicle charging noting that both the Core Strategy and NPPF support measures to promote sustainable modes of travel, to reduce the impacts of climate change and improve air quality.

Submitted with the application is a Transport Statement. These documents consider the proposed development in terms of the location of the application site in relation to the highway network, the accessibility of the site by modes of transport other than the private car, the acceptability of the access, parking provision and servicing, trip generation and traffic impact. During the consideration of the application, the Council's Highway Engineer has requested the submission of additional evidence to support the proposed development and has also secured the submission of amended plans.

The application site is clearly within a sustainable location adjacent to a retail park, close to other similar commercial uses as well as the resident population.

The site is accessible by walking, cycling and public transport. From a highways perspective it is therefore appropriate that development such as that proposed be delivered in this location. The development will benefit from an access that is appropriate in its width and layout for that proposed and one that will benefit from an acceptable and appropriate level of visibility.

With respect to trip generation, the Transport Assessment (TA) outlines that, based on data contained in the TRICS database, the drive-thru coffee shop would be expected to generate 75 two-way vehicle movements during the weekday AM peak, 76 two-way vehicle movements during the busiest hour on weekdays (0900-1000), 42 two-way vehicle movements during the weekday PM peak, and a total of 738 trips each day. On Saturdays, the TA outlines that it would be expected to generate 101 two-way vehicle movements during the busiest hour of the day (1100-1200).

Whilst some customers of the drive-thru coffee shop will be people who would make a specific journey to visit it, others will already be on the road network (e.g. passing the site already and would call in to purchase a coffee). As such, the TA has assumed that 20% of trips will be new and 80% will be diverted trips, with 60% diverting from Manchester Road and 20% from the nearby retail park or the Lancashire Hill roundabout. The Council's Highway officer has considered this assumption and confirmed that these are acceptable. Based on this, the TA outlines that the development would be expected to result in 15 new vehicle movements on the local highway network during the weekday AM peak, 9 new vehicle movements during the PM peak and 20 new vehicle movements during the Saturday peak.

The impact of these movements on the Manchester Road / All Saints Road junction has then been assessed for the weekday peak hours using the PICADY junction modelling software (for both 2024 and 2029). This outlines that the junction presently operates within capacity, with minimal queuing taking place during both the AM and PM peak periods. With the drive-thru coffee shop constructed, it outlines that the junction will continue to operate within capacity, with only a small increase in queuing (less than 1 vehicle). After reviewing this assessment, the Council's Highway officer has confirmed that the overall conclusions are agreed, that the development will not have a severe impact on the local highway network and that the Manchester Road / All Saints Road junction will continue to operate within capacity following construction of the development.

In this respect, it can be concluded that the consideration of traffic generation arising from the proposed development undertaken by the Highway Engineer is robust.

In terms of pedestrian safety, there are two pedestrian access points into the site, one from Manchester Road and one from Hesketh Street. These have been amended since the original submission to respond to the comments made by the Council's Highway officer and are now considered to be acceptable. Consideration of the general accessibility of the site concludes that the site is within walking distance of various places of employment, retail and leisure facilities and therefore some customers may walk to the premises for lunch or visit on their commute to or from work. In addition, it is within reasonable walking and cycling distance of a reasonably large residential population and is within reasonable walking distance of bus stops on two bus routes and, as such there is some scope for staff to travel by sustainable modes of transport. Pedestrian and

cycle infrastructure and routes in the area is also reasonable, including a TOUCAN crossing adjacent to the site and a cycle link from Hesketh Street to Belmont Way. However, as not all junctions in the vicinity of the site benefit from having dropped kerbs and tactile paving, which would affect pedestrian access to the site, and the existing northbound bus stop on Manchester Road doesn't have a shelter which could deter bus use, it is recommended that any planning approval granted is subject to conditions requiring the provision of dropped kerbs and tactile paving at a number of junctions within the vicinity of the site and a bus shelter at this bus stop.

Parking is proposed to be provided for 16 cars (including 2 spaces for disabled badge holders and 3 spaces with EV charging points, 2 of which would be suitable for disabled people) and two motorcycles, as well as a waiting area at the end of the drive-thru lane. Cycle parking for 14 cycles, with a further 4 spaces for non-standard cycles is also proposed to be provided. Based on the adopted parking standards, a drive-thru with a floor area of 185sqm and with a public floor area of approx. 90sqm could have a maximum of 25 car parking spaces and would require a minimum of 3 spaces for disabled badge holders, 2 spaces for powered two-wheelers and cycle parking for at least 2 cycles. The level of car parking will therefore be within the maximum permitted based on the adopted standards (equating to 64% of the maximum permitted) and the number of spaces for disabled persons, cycles and motorcycles will accord with adopted standards.

With respect to overall level of car parking, the TA includes parking accumulation assessments for both weekdays and Saturdays, which outline that parking demand on weekdays is expected to reach 13 spaces (between 0900 and 1000) and 16 spaces on Saturdays (between 1000 and 1100). As such, it outlines that the proposed level of parking, should meet demand and notes that demand may be less as around half of the customers would be those using the drive-thru. Whilst parking accumulation assessments carried out in this way only provide an indication of demand, the overall conclusions are agreed that the proposed level parking should meet demand. In addition, it is noted that there are parking restrictions on Manchester Road, All Saints Road and the northern end of Hesketh Street to manage parking, which should ensure that overspill parking is discouraged and does not take place in locations that could affect access and highway safety.

With respect to EV provision, the scheme, as now proposed, includes proposals to provide 3 EV charging points (5 were proposed as part of the original scheme). This level of provision will be in line with the Council's guidance if the development is occupied in 2024 and 2025. If it is occupied in 2026 or later, additional charging points would be required. The provision of an appropriate number of charging points, however, can be dealt with by condition.

The Highway Engineer has also considered the issue of queuing vehicles associated with the drive through and advises that evidence submitted with the application, through the surveying of similar sites, satisfies him that there is sufficient space within the site for such vehicles not to cause an obstruction. The applicant has provided transactional data from 6 Starbucks drive-thru sites in the UK. This outlines that on average 46-55% of sales are via the drive-thru, with the higher percentages being at peak hour and on Saturdays. It is concluded that these figures show that any queue generated from the drive-thru operation should not extend to the access and onto the public highway and should not extend through much of the car park. Whilst there may be times it may extend

into the car park, it is considered that this will simply be an inconvenience to customers and not a safety issue.

Whilst it is concluded that the site should be able to operate in manner that will not affect site access, the operation of the car park or the highway network, the Highway officer has recommended that any approval granted is subject to condition which requires the submission, approval and implementation of a drive-thru operational statement / strategy, which includes measures to reduce the likelihood of queuing and to manage the site to ensure that if long queues do occur, that these are dispersed.

In relation to servicing, the TA outlines that the largest anticipated delivery vehicles to service the site would be a 11.36m long rigid vehicle that would park in front of the coffee shop unit when servicing the site. Vehicle swept-path tracking diagrams included in the TA outline that such vehicles could turn in the site, reverse into this area and then manoeuvre out of the site. The TA outlines that site servicing will be managed by computerised planning tools, only a single delivery vehicle would be on site at any time, staff would manage site servicing, and deliveries and refuse collection would be expected to take place prior to, or post, opening of the drive-thru and servicing could be managed as part of a Servicing Management Plan. The applicant has also confirmed that they would be willing to accept conditions attached to any approval granted which would limit the size of service vehicles to vehicles no larger than 11.36m long rigid HGVs and requiring the site to be serviced in accordance with an approved Servicing Method Statement.

It is acknowledged that orders for coffee shops are now coming from online delivery platforms, with orders being delivered to customers by car, motorbike or cycle. The proposed occupier of the site (Starbucks) use Uber Eats, Just Eat and Deliveroo to make deliveries. The Transport Assessment takes such deliveries into account and, as such, there is no requirement to provide additional parking bays for this, as this would be double counting. Following a review of the submitted information, it is considered that the 14 cycle spaces and 2 motorcycle spaces proposed to be provided should meet the needs of both customers and delivery riders. Interrogation of the TRICS database concludes that the number of trips by motorcycle to drive-thru coffee shops is low and, as such, the 2 motorcycle spaces should be sufficient to meet the needs of both customers and delivery riders. As such, it can be concluded that the proposed parking facilities (car, cycle and motorcycle) should meet the needs of both needs of both customers and delivery riders / drivers.

In relation to construction, the construction of all development has an impact on the local highway network, nearby businesses and dwellings. The site of the proposed development is fairly constrained, abuts three roads and there is a TOUCAN crossing and cycle facility abutting the site. Despite the site's constraints, noting the size and form of the building, it is considered that it would be possible to construct the development without adversely affecting the adjacent highway, subject to construction of the development being carefully managed. This may need to include limiting the size of vehicles delivering materials. As such, the Highway officer has recommended that any approval granted is subject to a condition which requires the submission, approval and implementation of a construction method statement.

Finally, the planning application seeks the approval of a Class E coffee shop use. Given that the highway considerations of this application are based upon a very

specific and relatively new use, it is considered appropriate that a condition be imposed restricting the use of the site that for the sale of food and drink for consumption (mostly) on the premises (Class E (b)) and for no other purpose within Class E. Without this condition the site (and built development approved) could be used for any other purpose in Class E (such as retail, financial and professional services, indoor sport and recreation, medical and health services, day nursery or day centre or offices, light industry, research and development), many of which would have different highway implications to that proposed by this application.

To conclude, on the basis of all of the above discussions and considerations, the proposals can be considered compliant with Core Strategy policies CS9, T1, T2 and T3 along with Chapter 9 of the NPPF.

Impact on Heritage Assets

The application site itself contains buildings that are of no architectural or historic interest and these are proposed to be demolished. However, whilst there are no heritage assets located within the proposed site boundary, the application site lies within close proximity to two locally listed buildings, including the former Bethesda Chapel and All Saints Church, which includes the former vicarage on the corner of Manchester Road and All Saints Road. These buildings form an attractive group along Manchester Road and contribute positively to the character and appearance of the local street scene.

On this basis, the application has been assessed by the Council's Conservation officer with regards to potential impacts on these non-designated heritage assets. It has been confirmed that given the scale of the proposed development and nature of the existing site, the proposal will have a neutral impact upon the setting of the adjacent heritage assets.

Clarification was sought in relation to the proposed boundary treatment at the site. It was requested that if the existing railings cannot be retained, it is recommended that details of any alternative arrangement are submitted for approval or reserved by way of planning condition. The applicant has since confirmed that the existing railings at the site cannot be retained and are proposed to be replaced by an alternative black metal railing.

The NPPF requires justification for proposed development that would lead to any harm to a designated heritage asset and an assessment of any harm to be weighed against the public benefits of the proposal. The public benefits of the proposed development in this case are viewed as considerable, most notably that the proposal would remove a currently vacant and underused site that is unsightly and attracts anti-social behaviour, the use of a vacant brownfield site in a highly accessible location close to existing retail centres and the Town Centre and with a development offering significant regenerative benefits to the locality.

Therefore, it is considered that the public benefits would outweigh, at worst, any less than significant harm helping secure the sites optimum viable use of the site as required by paragraph 215 of the NPPF. The proposal therefore does not conflict with the NPPF or the relevant policy of the development plan SIE-3.

Ecology, Biodiversity and Landscaping

Saved UDP Review policy NE1.2 confirms that the habitats and biodiversity of sites of biological importance will be protected and enhanced where possible. Development should seek to ensure the continuing viability of the habitat or wildlife interest of the site through the nature, scale, layout and density of development, measures which remove or minimise damage to habitat and disturbance to wildlife and appropriate provision for the future maintenance of the site.

The Core Strategy at policies H1, CS8 and SIE1 requires development to be landscaped to a high standard, paying high regard to the natural environment, within which it is cited. Incorporating Green Infrastructure into development schemes also contributes to addressing key issues such as climate change. Policy SD6 also acknowledges the importance of landscaping particularly in the urban area and seeks to secure provision of appropriate green cover (shaded green space and tree cover), green roofs, walls and boundaries.

Policy SIE3 confirms that the Borough's landscapes and biodiversity combine to create a unique and distinctive local character of importance to residents and visitors alike. Planning applications should identify mitigation measures that keep disturbance to a minimum and provide alternative habitats to sustain at least the current level of population as well as setting out a long term management for the site. Development proposals affecting trees which make a positive contribution to amenity should make provision for their retention unless there is justification for their removal to enable development to take place.

The NPPF at para 136 acknowledges that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning decisions should ensure that opportunities are taken to incorporate trees in development, that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

Planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity, by minimising impacts on and providing net gains for biodiversity (para 187). When determining planning applications if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused (para 193).

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).

The current application was made prior to mandatory 10% BNG required by the Environment Act but nonetheless biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). The submitted DEFRA Metric calculations shows there is currently a deficit in habitat units once BNG has been maximised on site. This would need to be addressed via delivery of off-site BNG to ensure the development achieves measurable BNG overall. It is confirmed that a minimum 10% BNG has been sought, in accordance with the Environment Act 2021. A

minimum of 10% BNG is also required in accordance with the GMCA BNG Guidelines for Greater Manchester (February 2021).

In terms of habitat offsetting, a commuted sum of £1,320 has been agreed, which includes the offsetting payment, an appropriate management fee (in the region of 10%) along with adjustments for inflation. This is an interim figure based on advice from the Greater Manchester Ecology Unit (GMEU) following pilot studies carried out within Greater Manchester and work undertaken by DEFRA.

This commuted sum would be secured via a legal agreement to cover the habitat enhancement, maintenance and monitoring costs at the receptor/off-setting site. The commuted sum would contribute towards habitat works (including but not necessarily limited to) new tree planting and would follow the spatial hierarchy. The proposed offsetting site would also be located as near to the development site as possible.

Plans submitted with the application include tree and native hedgerow planting along with grassland and mixed scrub and are welcomed within the proposals. The landscape strategy for the scheme should create structural diversity within proposed planting and aim to utilise a range of native wildlife-friendly species which will provide a year-round nectar/berry resource for invertebrates and birds. Details regarding the future long-term management and monitoring (30 years) of habitat areas will need to be provided via an appropriately worded condition, to ensure that the proposed habitats successfully establish and can be maintained in accordance with the submitted metric.

In respect of protected species, the application is accompanied by a Preliminary Roost Assessment that was carried out as part of the Preliminary Ecological Appraisal. An external inspection of the building was carried out in January 2024 to search for signs of bats and assess the potential for a bat roost to be present (ACJ Ecology Ltd, January 2024). It was not possible to access the building for an internal on health and safety grounds. No evidence indicative of roosting bats was recorded during the survey. It has been confirmed in a subsequent letter dated 17 April 2024 from ACJ Ecology Ltd submitted to the LPA, that the building was assessed as offering negligible bat roosting potential and that no potentially suitable roosting features were identified. Also, no potential roosting features were identified in the trees on site. There was no evidence of, or significant potential for any other protected species, noted during the ecological survey. Finally, there were no invasive species listed on Schedule 9 of the Wildlife Countryside Act 1981 (as amended), were recorded on site during the ecology survey. On this basis it is concluded that the site is of low biodiversity value. As requested, if permission is approved, an informative can be attached to the decision notice reminding the applicant of the need to report any protected species or their habitats if found during construction.

Conditions can also be imposed to ensure that demolition and site clearance is not carried out during bird nesting season unless an ecologist has confirmed that no birds will be harmed or that appropriate measures are implemented to protect them. Noting that ecological conditions can change over time, a condition can also be imposed to secure a repeat ecological survey of the site in the event that development has not commenced by January 2026. The submitted details of the lighting will be secured by condition to ensure that it follows the principles outlined in Bat Conservation Trust guidance.

The soft landscaping of the development has been considered by the Council's Arboricultural officer, who initially had concerns due to the loss of 7 existing trees and the replacement on site with only 3 trees. This was considered to have an unacceptable impact upon the character of the locality. Following suitable amendments to the number of replacement trees to be planted, the species of these trees and the improvement to the proposed species of hedge, the Council's Arboricultural officer has now confirmed that there are no objections to the proposals from a landscaping and tree loss perspective.

The proposed landscaping scheme now shows the retention of 6 existing trees, the planting of 8 replacement native trees, the planting of a native hedgerow mix along the boundary with Hesketh Street and a single species hedge around the rest of the site boundary, further enhanced by native shrub mix planting and species rich turf grass in the remaining soft areas. This is considered to be acceptable for this tight site and has been maximised within the spaces available around the building, car parking and drive thru lane.

On the basis of the above, subject to appropriately worded conditions and a S106 Agreement to secure the delivery of further off-site biodiversity improvements, the proposal can be considered compliant with Saved UDP Review policy NE1.2, policies SD6, H1, CS8, SIE1 and SIE3 of the Core Strategy and the NPPF.

Flood Risk and Drainage

The application site is identified by the Environment Agency as being within flood zone 1. As such the site is at the lowest risk of flooding and a flood risk assessment is not required. Given the scale of the development proposed, the application must however be accompanied by a Drainage Strategy.

The Core Strategy at policy SD-6 requires all development to be designed to avoid, mitigate or reduce the impacts of climate change. All development will be expected to incorporate SuDS so as to manage surface water run off from the site and development on previously developed land must reduce the unattenuated rate of surface water run off by a minimum of 50%.

The NPPF confirms at chapter 14 major developments should incorporate sustainable drainage systems with maintenance arrangements in place for the lifetime of the development.

The application is accompanied by a Drainage Strategy Report, which advises that full infiltration into the ground has been fully investigated through the completion of ground condition assessments and an infiltration exercise. On the basis of these reports, full infiltration has been discounted due to the falling head test showing poor permeability. Therefore, the Drainage Strategy outlines that surface water would be discharged into the public combined water sewer at a rate of 3.1l/s. However, to improve sustainability, other SuDS measures are proposed, which include rain gardens, shallow swales and permeable paving.

On this basis, the LLFA has confirmed that the proposals are acceptable subject to the imposition of a condition to secure the implementation of the strategy proposed. On this basis the proposals are considered compliant with Core Strategy policy SD6 and the NPPF.

Energy and Climate Change

Paragraph 163 of the NPPF states that the need to mitigate and adapt to climate change should be considered in preparing and assessing planning applications, taking into account the full range of potential climate change impacts. This includes taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures.

Core Strategy policy CS1 seeks to ensure that all development meets an appropriate recognised sustainable design and construction method 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 meeting the Borough's carbon footprint reduction by achieving carbon management standards. As confirmed by policy SD3, applications should include an energy statement showing how carbon reductions will be achieved.

However, given the scale of the development proposed (187.8 sqm), the application falls below the Core Strategy policy threshold and as such, is not expected at this stage to evidence how it will contribute to sustainable design. Notwithstanding this, the submitted Design and Access Statement includes a small scale energy statement, which outlines that the development attempts to promote sustainability through the following measures in order to mitigate and adapt to climate change.

The matters of biodiversity and landscaping are covered earlier in the report and the conclusions are that the development is acceptable when assessed against local and national planning policies. The soft landscaping proposals at the site and the proposed off site biodiversity improvements would assist with reducing the impacts of the development on climate change and will provide a betterment over the existing situation. Matters of flood risk and drainage are also covered above, where it outlines that in consideration of climate change and of flood risk in particular, sustainable urban drainage methods including rain gardens, shallow swales and permeable paving are proposed over and above reducing the discharge rate of surface water to the system.

In relation to other potential climate change impacts, the small scale energy statement states that the development would include high insulation standards and efficient natural ventilation systems, air sourced heating, dual low flush sanitary appliances and 5 no. electric vehicle charging points. It also states that the scheme will aim to exceed the current Building Regulations standards. An assessment is also included in relation to sustainable technologies. Based on this assessment, the statement concludes that technically feasible technologies for this project could be solar photovoltaics, air source heat pump, exhaust air heat pump and mechanical ventilation heat recovery system. In terms of project viability, only these methods have the capacity to contribute to reducing the carbon emissions of the site with regards to mitigating and adapting to climate change, without in turn impacting on the likelihood of the development going forward in terms of project costs.

Therefore, in this case, it is considered that an appropriately worded condition could be imposed to request the submission of additional information once this is available at the construction stages. On this basis, it can be concluded that the proposed development does include measures to mitigate and adapt to climate change in accordance with paragraph 163 of the NPPF and includes appropriate

and recognised sustainable design and construction methods (where viable to do so) in order to address both the causes and consequences of climate change, in accordance with Core Strategy policy CS1.

Summary and Conclusions

There is no objection to the loss of the existing public house noting that the site has not been operational as a public house for over nine years and has not been providing any service to the local community for some time. The proposed development would create a new food and drink use on the site that could be used as a hub for the community. Also, the presence of other pubs within close proximity to the site would enable the community to meet their day to day needs. For this reason, the proposal is considered to accord with para 98 of the NPPF.

The applicant has satisfactorily demonstrated that there are no sequentially preferable sites within the Town Centre nor in the nearby district centres at Heaton Chapel that could accommodate the proposed development. The proposal in terms of the land use is therefore compliant with Core Strategy policies AS-3 and CS6, together with para's 91, 92 and 94 of the NPPF.

Given that there will be less than 200m² of floorspace, there is no requirement for an impact assessment and the proposal accords with para 94 of the NPPF as well as Core Strategy policy CS5. Noting that the proposed use does not comprise a hot food takeaway (Sui Generis) the requirement of Core Strategy policy CS5 that it should be located over 300m from schools and parks is not relevant to the consideration of this application.

The application site is close to a number of Locally Listed non-designated heritage assets. A balanced judgement having regard to the scale of any harm versus the planning merits of the proposal has been undertaken. Noting the neutral impact of the development due to its small scale and the less than significant harm confirmed by the Conservation Officer, given the public benefits associated with the development and given the compliance of the proposals with the Development Plan in all other respects, it is considered that the development is acceptable with regards to harm on these undesignated heritage assets. On this basis the proposal would accord with Core Strategy policies CS8, SIE1 and SIE3 together with the NPPF.

The proposed development is considered to be of a size, siting, layout and design commensurate with the mixed residential and commercial character of the locality. Landscaping including tree planting will enhance the setting of the development. Subject to the imposition of conditions to comply with the noise impact assessment and necessary mitigation measures, the control the hours of operation and servicing, and to comply with the lighting strategy, it is considered that the development is in keeping with the character of the locality and will not give rise to an unacceptable impact on amenity. The proposal therefore accords with Core Strategy policies CS8, SIE1 and SIE3 together with the abovementioned paragraphs of the NPPF.

The application site is in a sustainable location adjacent to a retail park, close to other similar commercial uses as well as the resident population. The site is accessible by walking, cycling and public transport. From a highways perspective it is therefore appropriate that development such as that proposed be delivered in this location. The development will benefit from access that is safe and practical to use and will have parking in accordance with the Council's maximum standards sufficient to cater for demand. The level of traffic generated by the

proposed use beyond that which could arise should the lawful use of the site recommence would not be of a level that will cause disruption to the highway network or cause harm to highway safety. Subject to the imposition of conditions as requested by the Highway Engineer, the proposal can be considered compliant with policies CS9, T1, T2 and T3 of the Core Strategy together with the NPPF.

The site has no nature conservation designations, legal or otherwise. Information submitted with the application demonstrates that there will be no harm to protected species or habitats. The landscaping of the site will provide some biodiversity value, however this is to be supplemented by further off-site biodiversity improvements to be secured by a S106 Agreement. Subject to the imposition of conditions and the required legal agreement, the development can be considered compliant with Saved UDP Review policy NE1.2, policies SD6, H1, CS8, SIE1 and SIE3 of the Core Strategy and the NPPF.

The drainage strategy submitted with the application proposes a sustainable approach to the disposal of surface water. Subject to the imposition of a condition requiring compliance with this strategy the proposals are compliant with policy SD6 and the NPPF.

Subject to the imposition of a condition to secure the submission, approval and implementation of an energy statement, the proposal is compliant with Core Strategy policies CS1 and SD3 and the guidance within paragraph 163 of the NPPF.

Members are reminded that the purpose of the planning system is to contribute to the achievement of sustainable development. Compliance with the Development Plan as set out within this report will ensure that the development achieves the objectives of sustainable development, those being economic, social and environmental.

At the heart of the NPPF is a presumption in favour of sustainable development and for decision making this means approving developments that accord with an up to date development plan.

As set out within this report it is considered that the proposed development accords with the Development Plan and thus, in accordance of para 11 of the NPPF, this application seeking planning permission should be approved.

RECOMMENDATION

Grant subject to Conditions and a S106 Agreement in relation to biodiversity