

Application Number 20/00594/FUL

Proposal	Conversion of former cafe/shop/garden centre into 9 apartments and associated works.
Site	Former Roe Cross Green Café, Roe Cross Road, Mottram, SK14 6SD
Applicant	Parkgate Developments Ltd
Recommendation	Grant planning permission subject to conditions and the prior completion of a Section 106 Agreement.
Reason for Report	A Speakers Panel decision is required because any planning permission granted would be subject to a Section 106 Agreement.

1.0 APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for the conversion of former cafe/shop/garden centre into 9 apartments and associated works.
- 1.2 The scheme comprises the following mix of accommodation:
 - 6 x 2 bedroom apartments; and
 - 3 x 1 bedroom apartments.
- 1.3 The proposed plans indicate that 4 apartments would be provided at ground floor level, with 5 proposed at first floor level. All of the units would meet or exceed the national minimum space standards (61 square metres for a 2 bedroomed property to be occupied by 3 people and 50 square metres for a 1 bedroomed property to be occupied by 2 people.)
- 1.4 The proposed apartments would be served by nine car parking spaces located along the eastern edge of the site.
- 1.5 The following documents have been submitted in support of the planning application:
 - Planning Statement; and
 - Bat Survey

2.0 SITE & SURROUNDINGS

- 2.1 The application site is located on Roe Cross Rod and is a 2 storey stone building which last operated as a café located on the north western edge of Mottram. The building fronts onto Roe Cross Road on the southern boundary. Old Road skirts the northern boundary of the site, with land levels rising up through the site, resulting in the properties on Old Road to the rear of the site sitting on a higher level than the buildings on the application site. The original stone building has been altered and extended but remains of some architectural merit.
- 2.2 A large tarmac covered car park occupies the eastern portion of the site and it is that part of the site to which the application relates. The properties at 29 Roe Cross Green and 6 Roe Cross Road share common boundaries with the south eastern boundary of the application site. The western boundary of the site is adjacent to the Green Belt, which extends to the south and west of the site. No part of the application site is within the designated Green Belt.

3.0 PLANNING HISTORY

- 3.1 20/00405/FUL - erection of 5 dwellings on the site (land currently occupied by a car park in the eastern portion of the site) – approved 12.03.2021.
- 3.2 17/00623/FUL - Demolition of the existing cafe/restaurant building (Use Class A3) and erection of 6 x 2.5 storey (Accommodation within roof space), detached, 4 bedroom dwellings, including alterations to the existing site access/egress and provision of associated hard and soft landscaping – approved 31.05.2018.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation:

The site is not allocated and is located within the settlement of Mottram.

4.2 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
- 1.4: Providing More Choice and Quality Homes.
- 1.5: Following the Principles of Sustainable Development.
- 1.11: Conserving Built Heritage and Retaining Local Identity.
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3 Part 2 Policies

- H2: Unallocated Sites (for housing);
- H4: Type, Size and Affordability of Dwellings;
- H5: Open Space Provision;
- H6: Education and Community Facilities;
- H7: Mixed Use and Density;
- H10: Detailed Design of Housing Developments;
- MW11: Contaminated Land;
- MW12: Control of Pollution;
- MW14 Air Quality;
- N3: Nature Conservation Factors;
- N4 Trees and Woodland;
- N5: Trees Within Development Sites;
- N7: Protected Species;
- OL10: Landscape Quality and Character;
- T1: Highway Improvement and Traffic Management;
- T10: Parking;
- T11: Travel Plans;
- U3: Water Services for Developments; and
- U4: Flood Prevention
- U5: Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft October 2018.

The Greater Manchester Combined Authority (GMCA) has consulted on the draft Greater Manchester Spatial Framework Draft 2019 (“GMSF”) which shows possible land use allocations and decision making policies across the region up to 2038. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation which is subject to unresolved objections.

Residential Design Supplementary Planning Document (SPD);

Trees and Landscaping on Development Sites SPD adopted in March 2007;

4.5 National Planning Policy Framework (NPPF)

Section 2: Achieving Sustainable Development;
Section 5: Delivering a Sufficient Supply of Homes;
Section 8: Promoting Healthy and Safe Communities;
Section 11: Making Effective Use of Land;
Section 12: Achieving Well-Designed Places;
Section 15: Conserving and Enhancing the Natural Environment; and
Section 16: Conserving and Enhancing the Historic Environment.

4.6 Planning Practice Guidance (PPG)

4.7 This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

5.1 Neighbour notification letters were issued and a notice displayed adjacent to the site for 21 days, in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement.

6.0 RESPONSES FROM CONSULTEES

6.1 Local Highway Authority – no objections to the proposals subject to the imposition of conditions requiring the provision of a continuous footway connection to Roe Cross Road, the car parking to be laid out as shown on the proposed plans prior to occupation of the development, the provision of secured cycle storage to serve the development and the submission and approval of a management plan for the construction phase of the development.

6.2 Borough Tree Officer – no objections to the proposals. The significant trees to the rear of the building are to be retained. The indicative landscaping appears to be appropriate to the development. Tree species for the Mottram Road frontage should be secured by condition.

6.3 Borough Environmental Health Officer (EHO) – no objections to the proposals subject to the imposition of conditions limiting the hours during which construction works take place, requiring the submission and approval of details of the refuse storage arrangements to serve the development and a scheme to mitigate the impact of the noise associated with traffic on Roe Cross Road and Old Road prior to the commencement of development.

6.4 Lead Local Flood Authority (LLFA) – no specific objections raised but request further information in relation to a surface water drainage strategy for the development, prior to the determination of the application.

6.5 United Utilities - no objections to the proposals subject to the imposition of conditions requiring surface and foul water to be drained from the site via different mechanisms and the submission and approval of a sustainable surface water drainage strategy prior to the commencement of development.

- 6.6 Borough Contaminated Land Officer - Based on the information received to date, the Environmental Protection Unit has no objection to the proposed development from a contaminated land perspective. The site has been used as a public house since the late nineteenth century. We have no information on the nature of ground conditions at the site or if made ground could be present. Made ground can be comprised of ash, which may be impacted with heavy metal contamination and it may also contain asbestos. In addition, due to the age of the building it may also contain asbestos. As a consequence, we recommend that (if approved) a condition is attached to any planning permission granted investigating all risks posed by contamination on the site and any necessary mitigation to be implemented during the conversion phase of the development.
- 6.7 Greater Manchester Ecology Unit (GMEU) – following the receipt of an emergence survey relating to bat activity on the site, no objections to the proposals subject to the imposition of conditions relating to mitigating the impact on protected species, the timing of tree/vegetation removal, the treatment of invasive species and the inclusion of biodiversity enhancements as part of the development.
- 6.8 Environment Agency – confirm that this site is located in Flood Zone 1.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 One letter of support and one in objection have been received to the proposals from neighbouring properties. The issues raised by the objector are as follows:
- Due to the limited number of parking spaces within the current proposal, any on-road parking for the proposed properties will be on Old Road, to the rear of the site. At present any roadside parking is limited to occasional visitors and resident's short term on-road parking only. The additional congestion will be a highway safety hazard.
 - There are no road markings, limited street lights, a pavement only on one side of the road, and no speed control measures on this section of Old Road. Any additional traffic will likely have a negative impact on safety without additional measures being taken.

The letter of support suggests that the retention of the existing building is a positive element of the scheme.

8.0 ANALYSIS

- 8.1 The key issues to be assessed in the determination of this planning application are:
1. The principle of development;
 2. The impact of the proposed design and scale of the development on the character of the site and the surrounding area;
 3. The impact on the residential amenity of neighbouring properties;
 4. The impact on highway safety;
 5. The impact on the ecology and trees;
 6. The impact on flood risk/drainage; and
 7. Other matters.

9.0 PRINCIPLE OF DEVELOPMENT

- 9.1 Section 8 of the NPPF is entitled promoting healthy and safe communities. Paragraph 92 states that 'to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should (amongst other things): 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...'

- 9.2 The scheme proposes to convert the 2 storey building on the site, which has an extant use as a café/garden centre. The existing building is not registered as an asset of Community Value and there are no policies in the adopted UDP which require the retention of community facilities.
- 9.3 There is a public house within walking distance (the Waggon and Horses) within half a mile of the site. Whilst the pub is clearly not in the same café use as the application site, they hold similar value in terms of places for the people to congregate.
- 9.4 It is also the case that planning permission was granted for the erection of 6 dwellings on the site following the demolition of the building (ref. 17/00623/FUL covers the location of the building as well as the adjacent car park). That planning permission has recently expired but officers consider that there has been no material change in planning policy since the expiration of that approval.
- 9.5 This proposal would allow for the retention of the existing building, which is considered to be a non-designated heritage asset (covered in more detail later in this report). The site is located close to bus stops on Roe Cross Road which provide regular services between Ashton, Mottram and Glossop. The scheme therefore proposes to boost the supply of housing in a sustainable location within the borough, through the conversion of a vacant brownfield site.
- 9.6 Following the above assessment, the principle of development is considered to be acceptable, subject to all other material planning considerations being satisfied.

10.0 CHARACTER

- 10.1 Section 16 of the NPPF is entitled conserving and enhancing the historic environment. Paragraph 192 states that local planning authorities should take into account the following when assessing applications affecting heritage assets (such as Conservation Areas):
- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
- 10.2 The building is not listed or within a Conservation Area and therefore the proposal would not directly affect a designated heritage asset. The building is however an example of vernacular architecture and although modified, retains original features, including mullioned windows and a stone hood over the front entrance. The building is therefore considered to be a non-designated heritage asset.
- 10.3 In relation to proposals that affect such assets, paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'
- 10.4 The proposed scheme would retain the mullioned windows on the principal elevation of the building, with the only changes on that elevation being limited to the eastern portion of the building (which is recessed behind the west portion) and the replacement of an

uncharacteristic bay window. New openings would be inserted and blocked openings reopened on the eastern and western side elevations of the building, with new openings also proposed on the rear elevation.

- 10.5 Taken cumulatively, the proposed alternations would result in less than substantial harm to the character and significance of the non-designated heritage asset and it is considered that this harm would be clearly outweighed by returning the building to viable use.
- 10.6 Section 12 of the NPPF is entitled Achieving well-designed places. Paragraph 127 states that planning decisions should ensure that development achieves the following criteria (those relevant to this proposal):
- Developments that will function well and add to the quality of the area;
 - Developments that are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Developments that are sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change (such as increased densities);
 - Developments that establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places;
 - Developments that optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space); and
 - Developments that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 10.7 Paragraph 130 of the NPPF states that ‘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....’
- 10.8 UDP policy C1 states ‘In considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development.
- 10.9 As stated previously, the modifications to the building required to facilitate the proposed use are considered to be limited and would not be detrimental to the character of the building. The retention of the building would have a positive impact on the character of the area, with traditional stone buildings being the predominant characteristic of the locality.
- 10.10 The necessary car parking and bin storage to serve the development can be accommodated on the eastern edge of the development, which would share a common boundary with the new build residential scheme in the eastern portion of the site, granted under planning permission ref. 20/00405/FUL. Subject to the detailed design matters being satisfied (to be secured by condition), it is considered that these ancillary elements could be designed in a manner that would not detract from the character of the site or the surrounding area.
- 10.11 Following the above assessment, it is considered that the amended proposals would achieve the requirements set out in UDP policy C1 and Section 16 of the NPPF as quoted above.

11.0 RESIDENTIAL AMENITY

- 11.1 The adopted Residential Design Guide (RDG) requires 21 metres to be retained between corresponding elevations of properties of the same height that contain habitable rooms, reducing to 14 metres where properties face each other across a highway. A separation distance of 14 metres is also required to be retained where an elevation with a habitable room and a corresponding blank elevation face each other. An additional 3 metres should be added to these distances for each additional storey where buildings are taller than 2 storeys in height.
- 11.2 The scheme has been amended to ensure that all of the proposed units meet the minimum size requirements detailed in the Technical Housing Standards. The separation distances to be retained to the dwellings within the eastern portion of the wider site (those approved under planning permission ref. 20/00405/FUL) are considered to be acceptable, having regard to the guidance above, the oblique relationship in the case of a number of those houses and the fact that the building could be retained with an extant commercial use.
- 11.3 Given the extant commercial use of the building, the separation distances to be retained and the fact that Roe Cross Road is located within the intervening distance, it is considered that the proposals would not result in unreasonable overlooking into or overshadowing of any of the neighbouring properties to the south of the site.
- 11.4 Due to the extent of the separation distances to be retained and the significant increase in land levels in the northern portion of the application site, it is considered that the proposed development would not result in adverse overlooking into or overshadowing of any of the neighbouring properties to the north of the site.
- 11.5 In the event that the extant scheme for 5 dwellings is built out on the existing car parking area to the east of the building that is the subject of this application, that development would largely obscure views of the building to be converted from the view of the properties to the east of the site, preventing unreasonable overlooking into or overshadowing of any of those neighbouring properties.
- 11.6 In the event that the extant scheme is not built out, a substantial separation distance would be retained between the habitable room windows on the south eastern elevation of the building and the neighbouring properties beyond the eastern boundary of the site. The distances to be retained would prevent unreasonable overlooking into or overshadowing of any of those neighbouring properties.
- 11.7 On the basis of the above assessment, the proposals are considered to preserve the residential amenity of neighbouring properties and the amenity of the future occupants of the development.

12.0 HIGHWAY SAFETY

- 12.1 The plans indicate that the proposed development would be accessed from Roe Cross Road via the access approved under the extant permission for the 5 new build properties in the eastern portion of the site. The 9 car parking spaces that would serve the development proposed in this application would be accessed immediately from that access road.
- 12.2 On the basis that an extension of the footway within the development to a direct connection with the existing footway on Roe Cross Road is secured, the local highway authority has not raised any objections to the safety implications of the proposed access arrangements. Whilst the footway requirement affects land outside of application site, the land is within the ownership of the applicant and as such, this matter can be dealt with by condition. Such a condition is attached to the recommendation.

- 12.3 Whilst it is acknowledged that the viability of the re-use of the building by a commercial enterprise is compromised by the extant permission to redevelop the associated car park, it is the case that this could occur. The impact of the proposed development in terms of traffic generation and highway capacity must therefore be considered in this context.
- 12.4 Policy RD8 of the RDG indicates that 2 car parking spaces should be provided for 2 bedroom properties in locations such as this site. The policy requires 1 car parking space per 1 bedroom property. This scheme proposed 1 car parking space per property and therefore falls a total of 6 spaces short of the standard set out in policy RD8.
- 12.5 As identified previously in this report, the site is considered to be situated in a sustainable location, with regular bus services with extremely close proximity of the site. These services allow connection to the services and facilities in Stalybridge by an alternative means to the private car. Within that context and having regard to the fact that this scheme is 100% apartments, it is considered reasonable to conclude that the level of car parking provision would not result in a detrimental impact on highway safety.
- 12.6 The assessment is corroborated by the lack of objection to the proposals from the local highway authority. A condition requiring secured cycle storage to be provided to serve the development is attached to the recommendation. This provision would help to mitigate the deficit in car parking provision against the standards set out in policy RD8.
- 12.7 In addition to this, conditions are also recommended by the LHA requiring the submission and approval of a management plan for the construction phase of the development and the provision of the car parking spaces on the approved plans prior to the occupation of the apartments. These conditions are considered reasonable and are attached to the recommendation.
- 12.8 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on highway safety, subject to the imposition of appropriate conditions.

13.0 ECOLOGY AND TREES

- 13.1 As the scheme involves the conversion of a currently vacant building, any potential impact on protected species during this process must be given consideration. The applicant has submitted a bat survey of the site which identified potential for bat activity and recommended that an emergence survey be undertaken during the breeding season. Such a survey has been undertaken. Two Common Pipistrelle bats were recorded entering the building during the emergence survey period and activity by the same species was recorded in the vicinity of the site.
- 13.2 The emergence survey proposes a number of mitigation measures, including the completion of the Natural England licensing application process prior to the commencement of any works. The other mitigation measures proposed include an ecologist supervising works to the roof of the building and the inclusion of biodiversity enhancement measures within the scheme. These details, along with a restriction on the timing of tree/vegetation removal from the site are the subject of conditions attached to the recommendation.
- 13.3 On the basis that these conditions are attached to any planning permission granted, along with a management plan for the treatment of invasive species on the site, GMEU has raised no objections to the proposals.
- 13.4 In relation to the impact on trees, the proposed development would not result in any adverse impact on the condition of the mature trees on the northern edge of the site, to the rear of the building. The plans indicate the planting of new trees on the southern edge of the development, adjacent to the proposed access point from Roe Cross Road. The Tree Officer

has raised no objections to the proposals. Conditions requiring the trees on the northern edge of the site to be protected to the relevant British Standard and details of the proposed soft landscaping scheme are attached to the recommendation.

14.0 FLOOD RISK/DRAINAGE

- 14.1 The applicant has submitted an indicative drainage strategy in support of the application, which indicates the proposed location of drainage infrastructure to serve the development. Correspondence with the Environment Agency has confirmed that the site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding.
- 14.2 The applicant has indicated that foul sewage will be disposed of via a connection to the mains sewerage network, with a sustainable drainage system proposed for surface water. The LLFA consider that further information is required prior to the determination of the application. However, it is the case that the proposed scheme would actually reduce the extent of hardstanding across the site through the creation of a soft landscaped area in the south eastern corner of the site. Within this context and given that the site is located in an area considered not to be at a high risk of flooding, it is considered that the details of the surface water drainage strategy can be secured by condition. Such a condition is attached to the recommendation.

15.0 OTHER MATTERS

- 15.1 In relation to developer contributions, any requirements in this regard must satisfy the following tests (as stated in paragraph 56 of the NPPF):
- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 15.2 Officers acknowledge that this scheme is for 9 units and therefore, when taken in isolation, is not a major scale of development and as a result, would not normally be subject to a requirement to fund off-site infrastructure in order to mitigate the impact of the development.
- 15.3 However, this site is under the same ownership as the land to the east which benefits from an extant permission for 5 dwellings (application ref. 20/00405/FUL). Taken cumulatively, the two scheme would result in a net increase of 14 dwellings and it has therefore been negotiated with the applicant that this application would be the subject of contributions to offset the impact of both developments.
- 15.4 On that basis, the applicant will be required to make a contribution to the provision of open space within the local area, in accordance with policy H5 of the adopted UDP. A contribution of £7,295.59 is to be secured towards a scheme the details of which shall be confirmed in a verbal update at the meeting of the Speakers Panel.
- 15.5 A contribution of £10,683.42 is required to mitigate the impact of the development on highway capacity, the details of which shall be confirmed in a verbal update at the meeting of the Speakers Panel.
- 15.6 These contributions are considered to meet the CIL regulations in that they are necessary to make the development acceptable in planning terms (given the limited amenity space to be provided on site and the additional traffic to be generated by the development), directly related to the development (as the close proximity ensures that residents are likely to use these facilities) and proportionate in that the sum is based on the size of the development.

- 15.7 In relation to other infrastructure, where a proposal exceeds 25 dwellings, policy H6 requires financial contributions towards education and other community facilities where current facilities do not have the capacity to meet the additional population of a proposed development. The cumulative scheme does not breach this threshold and as such, a contribution in this regard is considered not to be necessary to make the scheme acceptable in planning terms.
- 15.8 Paragraph 64 of the NPPF states that ‘where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area.’ The latest version of the NPPF came into force in February 2019. Following adoption of the Housing Needs Assessment (HNA) for the borough in August 2018, the Council now has an up to date evidence base on which to seek affordable housing contributions for developments of this scale. The HNA requires 15% of units on the proposed development to be provided as affordable housing.
- 15.9 Given that the NPPF is significantly more recent than the UDP policy and that the Council has an up to date evidence base to require a level of affordable housing provision at 15% across developments of the scale proposed (both schemes considered cumulatively).
- 15.10 However, the Vacant Building Credit (VBC) applies in this case, as the scheme proposes the conversion of a currently vacant building into residential use without significant extension. The PPG states the following in relation to VBC:
- ‘National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace.’
- 15.11 Applying the above formula to the circumstances in this proposal, the discount to be applied ensures that no affordable housing contribution is required in this case.
- 15.12 The Borough EHO has not raised any objections to the proposals, subject to the imposition of a number of conditions. Indicative details off an area for communal refuse storage are shown on the proposed site plan adjacent to south eastern boundary of the site. Exact details of the capacity of the bins to be provided and the means of enclosure of the communal storage area can be secured by condition. A condition limiting the hours during which conversion works take place is also considered to be reasonable in this case, given the close proximity of neighbouring residential properties.
- 15.13 The EHO has recommended that a condition requiring the submission and approval of a scheme to mitigate the impact of the noise associated with traffic on Roe Cross Road and Old Road prior to the commencement of development is attached to any planning permission granted. Given the close proximity of the building to the highway, the condition is considered to be reasonable and is attached to the recommendation.
- 15.14 In relation to ground contamination, the Council Environmental Health Protection Unit has recommended a condition be attached to any planning permission, requiring a full investigation into sources of contamination on the site. The main risk highlighted is asbestos and it is also the case that the residential accommodation proposed would be within the footprint of the existing building. Given these factors, it is considered that a scoping exercise into potential sources of contamination and details of any necessary remediation works would suffice in this case. Such a condition is attached to the recommendation.

15.15 The site is not located within an area identified as being at high risk in relation to the lands stability issues caused by coal mining legacy. An informative advising the developer of their responsibilities in this regard can be attached to the planning permission.

16.0 CONCLUSION

16.1 The proposals are considered to be acceptable in principle, proposing the conversion of a vacant building to residential use in a location served by regular public transport services. The previous use of the site was a facility that encourage community cohesion but that use has ceased and there is a need to boost the supply of housing in the borough.

16.2 The proposed development is considered to retain sufficient separation distances to neighbouring properties (including the 5 dwellings in the extant permission in the eastern portion of the wider site) to preserve the residential amenity of those dwellings and the future occupiers of the development.

16.3 The scheme proposes only limited alterations to the exterior of the building, none of which would detract from the vernacular character of the property, which is considered to be a non-designated heritage asset. The level of car parking is considered to be appropriate for the scale of development proposed in this sustainable location.

16.4 The Environment Agency has confirmed that the application site is located in flood zone 1. Given the relatively low risk of surface water flooding and the fact that the extent of hardstanding across the site would actually reduce as a result of the proposals, it is considered that the details of a surface water drainage strategy to serve the development can be secured by condition.

16.5 The cumulative impact of this development and the extant scheme for 5 dwellings on the site of the car park associated with the previous use of this application site has been considered and is reflected in the Section 106 contributions detailed in the recommendation.

16.6 It is considered that all other material considerations can be satisfied through the imposition of conditions, where appropriate, as detailed in the main body of the report. The proposals are therefore considered to comply with the relevant national and local planning policies quoted above.

RECOMMENDATION

Grant planning permission, subject to the following:

a) The prior completion of a deed of a Section 106 Agreement to secure the following contributions:

- £7,295.59 towards improvements towards off-site public open space enhancements (details to be confirmed);
- A contribution of £10,683.42 towards enhancements towards offsite highway improvements (details to be confirmed); and
- Management arrangements for surface water drainage and areas of public space within the development.

b) The following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

2. The development hereby approved shall be carried out in accordance with the following approved plans/details:

1:1250 Site location plan (drawing no. 2252-WS-PL-700-02a Rev. 1)
Existing and proposed floor plans (drawing no. 2252-B1-PL-200-01)
Proposed site plan (drawing no. 2252-WS-PL-700-03a Rev. 1)
Proposed front & rear elevations plan (drawing no. 2252-B1-EL-200-07 Rev. 1)
Proposed side elevations plan (drawing no. 2252-B1-EL-200-08 Rev. 1)

3. No development, other than site clearance and site compound set up, shall commence until such time as the following information has been submitted in writing and written permission at each stage has been granted by the local planning authority:
 - i. A screening assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the local planning authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
 - ii. Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment (including controlled waters) shall be approved by the local planning authority prior to implementation.
 - iii. Any additional or unforeseen contamination encountered during development shall be notified to the local planning authority as soon as practicably possible and a remedial scheme to deal with this approved by the local planning authority.

The discharge of this planning condition will be given in writing by the local planning authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the local planning authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the local planning authority.

4. Notwithstanding any description of materials listed in the application or detailed on the approved plans, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls (including retaining walls), fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.
5. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site (drawing no. 2252-WS-PL-700-03a Rev. 1) prior to the first occupation of any of the dwellings hereby approved and shall be retained free from obstruction for their intended use thereafter.
6. Prior to the first occupation of any part of the development hereby approved, details of the boundary treatments to be installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans of the treatments and details of the construction material and the finish to be applied. The boundary treatments shall be installed in accordance with the approved details prior to the first occupation of any of the dwellings.
7. No development shall commence until such time as a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

Wheel wash facilities for construction vehicles;
Arrangements for temporary construction access;
Contractor and construction worker car parking;

Turning facilities during the remediation and construction phases; and
Details of on-site storage facilities.

The development shall be carried out in accordance with the approved Construction Environmental Management Plan.

8. Notwithstanding the details shown on the approved plans, no part of the development hereby approved shall be occupied until details of the means of storage and collection of refuse generated by the development have been submitted to and approved in writing by the local planning authority. The details shall include scaled plans showing the location of storage and the means of enclosure. The bin storage arrangements for each dwelling shall be implemented in accordance with the approved details prior to the occupation of that dwelling and shall be retained as such thereafter.
9. Notwithstanding the details submitted with the planning application, no above ground development shall commence until full details of a scheme of hard and soft landscaping to be incorporated into the development hereby approved have been submitted to and approved in writing by the local planning authority. The scheme shall include the following specific measures:
 - A plan showing the location of all trees/hedges/shrubs to be planted, details of the species mix, the number of specimens to be planted, spacing between them and their height on planting; and
 - The location and construction material of all hard surfacing.

The landscaping scheme shall be implemented in accordance with the approved details prior to the first occupation of any part of the development hereby approved.

10. The approved soft landscaping scheme to serve the development shall be implemented before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of five years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species.
11. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the local planning authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Foul and surface water shall be drained on separate systems and in the event of surface water draining to the public surface water sewer, details of the flow rate and means of control shall be submitted. The scheme shall include details of on-going management and maintenance of the surface water drainage system to be installed. The development shall be completed in accordance with the approved details and retained and maintained as such thereafter.
12. Prior to the first occupation of any of the dwellings hereby approved, details of a scheme for external lighting to serve the development shall be submitted to and approved in writing by the local planning authority. The details shall include a scale plan indicating the location of the lighting to be installed, a LUX contour plan indicating the levels of light spillage and scaled elevations of lighting columns/supporting structures. The external lighting scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings and shall be retained as such thereafter.

13. Notwithstanding the details submitted with the planning application, no development shall commence until the following details have been submitted to and approved in writing by the local planning authority:

- Scaled plans showing the elevations of the development into which noise attenuation are to be installed;
- Manufacturer's specifications of the glazing and trickle vent to be installed within the openings of the units in the above locations;
- Details of the appearance, screening and specification of any plant/ventilation equipment to be installed on the exterior of the building; and
- Details of a soundproofing scheme to be installed between the ground floor retail units and the first floor residential accommodation.

The noise mitigation measures shall be implemented in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.

14. No development above ground level shall commence until details of an electric vehicle charging strategy for the development has been submitted to and approved in writing by the local planning authority. The strategy shall include details of the number of charging points to be installed, their location within the development and details of the management and maintenance of these facilities. The electric vehicle charging infrastructure shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings hereby approved and shall be retained as such thereafter.

15. No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless otherwise agreed in writing with the local planning authority.

16. Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.

17. No development above ground level shall commence until details of biodiversity enhancement measures to be installed as part of the development hereby approved has been submitted to and approved in writing by the local planning authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved enhancement measures shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.

18. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

19. Prior to the commencement of any development, protection measures meeting the requirements of BS5837:2012 shall be installed around the trees to be retained on the site and adjacent to the boundaries of the land. The protection measures shall be retained in place for the full duration of the construction works.

20. Notwithstanding the details illustrated on the approved plans, prior to the first occupation of any part of the development hereby approved, details of secured cycle storage to be installed within the development shall be submitted to and approved in writing by the local planning authority. The details shall include scaled plans showing the location of the storage and

details of the means of enclosure. The secured cycle storage shall be installed in accordance with the approved details, prior to the first occupation of any part of the development and shall be retained as such thereafter.

21. The development shall be carried out in accordance with the mitigation measures detailed in the approved bat survey.
22. Notwithstanding the details shown on the approved plans, no development shall commence until details of a scheme to ensure the provision of a continuous footway from the south eastern corner of the site to the existing footway on Roe Cross Road has been submitted to and approved in writing by the local planning authority. The scheme shall include scaled plans showing the extent and location of the footway connection and details, section plans showing the vertical dimensions of the footway connection and details of the construction materials. The footway extension shall be installed in accordance with the approved details prior to the first occupation of any of the dwellings hereby approved.
23. No development shall commence unless and until a Method Statement is submitted to and approved in writing by the local planning authority detailing how Japanese Knotweed and any other invasive species on the site will be treated/removed from the site. The development shall thereafter proceed in strict accordance with the approved Method Statement.