

Application No: 13/2906M

Location: BRYBOUR LODGE KENNELS, ALTRINCHAM ROAD, WILMSLOW, SK9 4LY

Proposal: Redevelopment of site from kennels to office accommodation

Applicant: Matthew McNulty, McNULTY ARCHITECTS

Expiry Date: 29-Oct-2013

Date Report Prepared: 05.12.2013

**SUMMARY RECOMMENDATION**

**APPROVE, SUBJECT TO  
CONDITIONS**

**MAIN ISSUES**

- Principle of the proposed development
- Design/impact on the character and appearance of the area
- Impact on Green Belt
- Highways safety
- Arboricultural, Landscape & Nature Conservation issues
- Environmental Health issues

**REASON FOR REPORT**

The application submitted originally included development of over 1000 sq. m of floorspace.

**DESCRIPTION OF SITE AND CONTEXT**

The site to which the application relates is Brybour Kennels, located on the western side of Altrincham Road, approx. 1.5k from Wilmslow Town Centre. The site is currently a mixed use site that includes kennels, a two-storey detached dwelling and a building which has a use as an office and storage facility. There are a range of buildings on site, of varying sizes, all scattered within the northern half of the site, mainly sited within the central area of this half of the site, between the existing house and the 2 No. main kennels. The two-storey dwelling is the highest building, there is a single-storey barn (the second highest building on the site) and the rest of the buildings on site are lower level single-storey. The main existing parking area is located in the south-eastern corner of the site, to the left of the site access. There is also a large area of hard-standing within the northern half of the site spread between all the buildings. The site covers an area of approx. 6595 sqm. There are trees and hedges

surrounding the site. The site lies within the North Cheshire Green Belt, as defined in the Local Plan.

## **DETAILS OF PROPOSAL**

The proposed seeks full planning permission for redevelopment of the site from kennels to office accommodation. The proposal broadly consists of retaining the residential building on site and converting it to office use, demolishing all other buildings & structures on site and replacing them with 1 No. single-storey 'u' shaped building of office accommodation, with a 'courtyard area' created between the proposed new building and the retained building. The overall floor area will be 710sqm of office space. It will be possible to use the new building as 1 No. solo unit or divide it into 2 or 3 separate units, with the converted dwelling constituting a 4<sup>th</sup> unit; the units could be let or sold as 1, 2, 3 or 4 units. A substantial amount of hard-standing will be removed from within the site. The existing car parking area situated to the south eastern corner of the site will be used as the main car parking area with a small number of additional car parking spaces (5 No.) provided within 'courtyard area', mainly for disabled parking. The level of car parking is provided at a standard level of 1 No. space per 30sqm of office floor area. A covered cycle storage area is provided within the site along with a refuse storage point. The existing access to the site is to be retained with a pedestrian crossing point provided from the access across the road to link with a pedestrian/cycle path.

The main change to the external appearance of the existing building that is to be retained will be the removal of the paint over the brickwork. The external materials of the proposed new building will mainly be red brick and timber cladding walls and a slate roof.

It is noted that revised plans have been received during the course of the application as Officers expressed concerns about the size and scale of the proposals relative to the existing development on site. The revised plans should also help clarify some of the issues raised in the representations.

## **RELEVANT HISTORY**

- 06/2206P     Implement planning permission 06/0844P – Alterations to barn to provide additional living accommodation as part of existing dwelling, in non-compliance with condition 4, to allow upvc windows. Approved, 27.10.2006
- 06/0844P     Alterations to barn to provide additional living accommodation as part of existing dwellinghouse. Approved, 26.05.2006
- 04/1120P     Change of use of kennels reception and pet shop to office & storage area. Approved, 18.06.2004
- 46157P       Conversion of pet food storage area to retail pet food. Approved, 03.09.1986
- 12660P        Erection of detached dwelling. Refused, 21.12.1977

## **POLICIES**

**Macclesfield Borough Local Plan – saved policies**

BE1 (Design Guidance)  
NE11 (Nature Conservation)  
GC1 (New Buildings in Green Belt)  
DC1 (New Build)  
DC3 (Amenity)  
DC6 (Circulation and Access)  
DC8 (Requirements for Landscaping)  
DC9 (Tree Protection)  
DC63 (Contaminated Land)

## **National Planning Policy Guidance**

National Planning Policy Framework

## **CONSULTATIONS**

### **Manchester Airport:**

No safeguarding objections. Recommend an informative be added to any approval re use of cranes during the course of development.

### **Heritage & Design – Forestry:**

No objections, subject to conditions re tree retention, tree protection and a construction specification/method statement (car parking area).

### **Heritage & Design – Nature Conservation:**

A Bat Survey was submitted with the application following which additional information was requested and provided. The Nature Conservation Officer is satisfied that the proposed development does not raise any significant ecological issues. Hence, no objections and no conditions recommended.

### **Strategic Highways & Transportation Manager:**

The Strategic Highways & Transportation Manager (SHM) requested a Transport Statement, which has been submitted. The SHM raises no objections, subject to condition and an informative.

### **Environmental Health:**

No objections subject to a condition re hours of demolition/construction and an informative re action to take if any potential contamination is encountered on site.

### **Greenspace:**

No objections, subject to requirement for commuted sums: the Public Outdoor Space commuted sum will be £5,200 (the element for children's play space has been waived on this

occasion given the location and nature of the proposal); the Recreation Outdoor Sport commuted sum will be £10,400.

NB. It is noted that the above sums were calculated based on the plans previously submitted. As noted, plans have been revised (reducing the extent of floor area) and therefore the commuted sums will need to be re-calculated. It is intended to provide the re-calculated figures in the committee up-date.

## **PARISH COUNCIL**

### **Wilmslow Town Council:**

Recommends refusal for the following reasons: overdevelopment of the site in the Green Belt and potential traffic issues on the A538.

## **REPRESENTATIONS**

3 No. representations have been received, details of which can be read on file. A summary of the issues raised is provided below:

- Concern about the site being developed for commercial purposes and the impact on the area (with the “Waters” site close by)
- Claim that there are many office premises vacant at the moment and therefore no need for more office development
- Impact on the openness of the Green Belt
- Suggested that decision should be delayed until Cheshire East Council ‘Strategy Plan’ is out for consultation
- Other sites in the Borough could be used for such development – eg, Green Belt land behind Royal London or site at Alderley Park
- The design seems to mirror the Waters Building across the road
- Concern about increase in number of vehicles adding to congestion on Altrincham Road and exiting the site close to the new roundabout
- Object to the proposal as consider it to be contrary to policy, i.e. 1) the NPPF, 2) the Macclesfield Borough Local Plan and 3) the Cheshire East Local Plan Document – ‘A Development Strategy for jobs and Sustainable Communities’. Specific concerns relate to: a) access for disabled, b) highways safety issues both traffic and parking and c) ‘other issues’. Thus, to expand on these ‘other issues’: i) proposed doesn’t comply with policy E3 (MBLP), ii) considered not to be ‘sustainable development’ and it doesn’t ‘promote mixed use developments, and encourage multiple benefits from the use of land in urban areas’ (NPPF), iii) doesn’t comply with the principles in Cheshire East ‘Development Strategy...’ document relating to sustainable development, iv) no parking for disabled, no lift in building 4 and therefore not accessible for disabled, and no disabled toilet facilities in any of the buildings, v) significant increase in traffic entering & exiting the site along with the nature of the road alignment and gated entry creating highways safety issues, vi) proposed 59 car parking spaces not sufficient for the occupancy levels and no motor cycle parking spaces, vii) Brybour Lodge is a mixed use site inc. having a dwelling on it, but this is not noted within the application (needs clarifying), viii) 20 cycle spaces noted on application but only 18 illustrated on plan, ix) no outside shelter for smoking shown and assumed one I required, x) results on ‘Draft

Wilmslow Vision' showed that 71% were against land within this vicinity being used for employment led use.

## **APPLICANT'S SUPPORTING INFORMATION**

The following additional information has been submitted with the application:

*Design & Access Statement*  
*Bat Survey*  
*Arboricultural Survey*

Additional information was submitted during the course of the application:

*Bat Survey.– Additional Information*  
*Demand for Office Accommodation*  
*Sustainability Statement*  
*Transport Statement*

Details can be read on file. A summary of some key points raised in the documents is provided below:

- The site comprises a dwelling, large number of outbuildings and barns and large areas of hard-standing; visitor parking is currently located primarily in the south-eastern corner
- The site is mainly used as kennels; one building has been used as a reception and pet shop area and as offices
- Site is approx. 6595 sqm and abuts Altrincham Road to the east; access is gained from Altrincham Road
- The house has brick walls, which are painted over, and a slate roof. The outbuildings are constructed of a range of materials inc. brick, corrugated metal, timber and cementitious board
- The proposed is to renovate and redevelop the site. The existing dwelling building will remain and will be renovated and the brick cleaned back (building 4)
- The proposed new building is a replacement for the range of other outbuildings scattered within the site
- The site layout broadly reflects the current layout of the larger buildings on site, though it is more coherent
- The buildings are designed to reflect the size and scale of the existing house and kennels
- An existing line of conifers within the site (located to the south of the kennels where building 1 is proposed) are overgrown and are to be removed to decrease the visual massing of this area
- All mature trees on site will be retained in order to retain the character of the site and provide some privacy
- The appearance of the buildings is a simple contextual response to the form and appearance of existing local vernacular – the new buildings will be reclaimed brick, with slate roofs, stained timber cladding and frameless glazed apertures to add a contemporary feel

- Existing access is to be retained; car parking spaces are to be provided in line with current policy of 1 space per 30 sqm of office space; secure bicycle storage is to be provided
- Bin and recycling storage is provided within the site (inc. timbered louvered housing screened with planting); waste is to be recycled
- Site is within close proximity to Wilmslow Town centre (approx. 1m) and the available transport interchanges and local services/facilities; 3m from Manchester Airport; a bus stop is located approx. 500m from the site; the nearest services is a convenience store and petrol station approx. 500m from the site; it is approx 200m to nearest outdoor space (Jim Evison playing fields)
- All buildings are fully accessed at ground-floor level and will be DDA compliant; all will comply to latest building regulations
- Materials include reclaimed Cheshire brick partly from the site, and other materials sustainably sourced; energy efficient construction
- Energy efficient series of buildings that reduces reliance on fossil fuel energy generation and subsequent CO2 impact; natural ventilation and heat recovery systems; rainwater is to be stored for use in washrooms and landscape maintenance
- High quality grade A offices to encourage businesses to stay in Wilmslow, stimulate local economy, contribute to economic opportunities, benefits to other local companies re supply, support and service, contributing to local skills and training
- Offices aimed at a wide audience of business operators within the South Manchester market; despite the economic turndown in recent years, Wilmslow has continued to attract a good level of office enquiries and there has been a steady up-take in levels; the majority of space taken has been refurbished 1980s/90s offices Category A; recent trends show a demand (from a range of sectors) for something different to the majority of office space currently supplied – there has been a lack of ultra modern, contemporary, design lead office space; the plans for the Brybour development have attracted a good level of interest.

## **OFFICER APPRAISAL**

### **Principle of Development**

The key policy test with this application is whether the proposal is compliant with Green Belt policy.

As is outlined below, within the NPPF there are some exceptions to the general presumption against new buildings in the Green Belt, one of which is...*the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use...which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development.*

The site is a brownfield site and the proposed office development is for redevelopment of the site. Hence, the development may be considered appropriate development in the Green Belt, subject to the proposed development not having a greater impact on the openness of the Green Belt than the existing and not threatening any of the purposes of including land within the Green Belt.

### **Policy**

The relevant policies are listed above and relate to the issues identified.

## **NPPF**

A summary of what are considered to be key elements of the NPPF relevant to this application is provided below:

### **(Foreword):**

*The purpose of planning is to help achieve sustainable development...Sustainable means ensuring that better lives for ourselves doesn't mean worse lives for future generations. Development means growth....We must accommodate the new ways by which we will earn our living in a competitive world...Sustainable development is about change for the better...sustainable development is about positive growth – making economic, environmental and social progress for this and future generations...Development that is sustainable should go ahead, without delay...There is a presumption in favour of sustainable development.*

### **(Introduction):**

*The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system...There are three dimensions to sustainable development: economic, social and environmental...The planning system needs to perform a number of roles to support all three dimensions. The **economic role** is about...contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure...*

*Pursuing sustainable development involves seeking positive improvements in the quality of the built...environment...Which includes...making it easier for jobs to be created in cities, towns and villages...and...replacing poor design with better design...*

### **(Core principles):**

*Planning is...not simply about scrutiny...It should...proactively drive and support sustainable economic development to deliver...business and industrial units...It should...meet the...business and other development needs of an area, and respond positively to wider opportunities for growth...It should...always seek to secure high quality design...It should...encourage the reuse of existing resources, including conversion of existing buildings...It should...encourage the effective use of land by reusing land that has been previously developed (brownfield land)...*

#### **(1. Building a strong and competitive economy):**

*The Government is committed to securing economic growth in order to create jobs and prosperity...*

#### **(3. Supporting a prosperous rural economy):**

*Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development...Local plans should...support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings...*

**(4. Promoting sustainable transport):**

*Transport policies have an important role to play in facilitating sustainable development...Local Plans should...support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport...In order to support reductions in greenhouse gases....All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment...*

**(7. Requiring good design):**

*The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*

**(9. Protecting Green Belt land):**

*The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence...*

The purposes of including land in the Green Belt are broadly: a) to check unrestricted sprawl; b) to prevent neighbouring towns merging; c) to safeguard the countryside from encroachment; d) to preserve the setting and character of historic towns and e) to assist with urban regeneration.

*As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances...*

*A local planning authority should regard the construction of new buildings as inappropriate in Green Belt....There are some exceptions, one of which is...the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*

**(11. Conserving and enhancing the natural environment):**

*The planning system should contribute to and enhance the natural and local environment...*

**Local Plan**

Relevant policies of the Local Plan listed above are outlined as follows:

Policies BE1 and DC1 seek high standards of design; DC3 seeks to protect the amenities of neighbouring properties; DC6 seeks to ensure safe access and movement for pedestrians and vehicles; NE11 seeks to ensure ecological protection; DC8 requires appropriate landscaping; DC9 seeks to protect trees; GC1 relates to new buildings in the Green Belt; DC63 seeks to ensure contaminated land is appropriately dealt with.

### **Design/Impact on the Green Belt and the character and appearance of the area**

Revised plans have been submitted, which have reduced the size and scale of the proposed development from the plans originally submitted. In summary, the existing dwelling will be retained and converted (without the footprint being extended) and there will now be 1 No. single-storey building erected positioned broadly within the north-western quarter of the site (divided internally with the footprint being an incomplete 'U' shape). Positioning the building in this way creates a small courtyard area between the existing and new building, within which a small area of parking will be provided (primarily for disabled parking). The existing parking area to the south-eastern corner of the site will be retained as the main parking area. The existing access will be retained. Most of the existing trees and hedges around the perimeter of the site and the quality trees within the site will be retained.

**Table 1**

	EXISTING	PROPOSED	DIFFERENCE
HARD-STANDING	1953 sqm	1110 sqm	- 843sqm; 43% less
FOOTPRINT	847 sqm	710 sqm	- 137 sqm; 16% less
FLOOR AREA	1032 sqm	895 sqm	- 137 sqm; 13% less
VOLUME	3906 cu m	4012 cu m	+ 106cu m; 3% more

The paintwork on the retained dwelling will be stripped back to the brick. The new single-storey building will be constructed of brick, stained timber cladding with some large glazed openings and slate roofs.

The proposed new building has a ridge height of approx. 5.6m, eaves height of 3.2m and an internal floor to ceiling height of 2.5m. The height of the new building is approx. the same height as the existing barn on site, which is to be demolished. The overall area of hard-standing on site will be significantly reduced (see Table 1, above) by 843 sqm, i.e. 43% less. The overall existing footprint of buildings on site is approx. 847 sqm and the overall proposed footprint is approx. 710 sqm, i.e. a reduction of 137 sqm, i.e. 16% less. The overall existing floor area on site is approx. 1032 sqm, the proposed floor area is approx. 895 sqm, i.e. a reduction of 137 sqm, or 13% less. The overall existing volume on site is approx. 3906cu m, the volume of the proposed is approx. 4012cu m, i.e. an increase of 106cu m, or 3% more. Hence, there is a substantial reduction in the extent of hard-standing on the site, a significant reduction in footprint, a significant reduction in floor area and a slight increase in volume, i.e. 3%.

Whilst the footprint of buildings is reduced, the proposed replacement buildings are of a generally more substantial form and increased height when compared against existing kennel buildings, with the exception of one of the more substantial buildings being removed which is of slight greater height than those proposed. This explains why the volume of buildings shows a very marginal increase of 3% when compared to the existing.

Taking all of the different factors into account it is considered that the proposed buildings would have a comparable impact on the openness of the green belt when measured against the existing buildings on the site. The buildings would not have a greater impact on the openness of the green belt.

It is considered that the proposed development does not threaten any of the purposes of including land within the Green Belt, particularly as it does not encroach beyond the existing site.

The use of the site is likely to be intensified when compared to the existing use, with more activity to and from the site and more likely to be a greater number of cars parked at the site during the day. With the layout of the site and its proximity on a busy main road and opposite the Waters development it is not considered that the actual use of the site for offices will have an adverse impact on the openness of the green belt.

As such the proposal is considered to meet bullet point 6 of paragraph 89 of the NPPF and is therefore a listed exception to new buildings which would otherwise be inappropriate development in the green belt.

The weight to be given to policy GC1 of the Local Plan for the purposes of considering the redevelopment is a site in the Green Belt is reduced because it is silent on the exception set out in bullet point 6 of paragraph 89 of the NPPF.

The proposal is therefore considered as appropriate development in the Green Belt, under the definition of paragraph 89 of the Framework.

In terms of visual amenity it is considered that a) the removal of all existing buildings on site, with the exception of the dwelling, b) the overall reduction of hard-standing areas, footprint and floor area on site, c) the removal of the overgrown leylandii within the site, d) the positioning of the new building and the creation of the courtyard area, e) the main parking area being retained; f) the restricted views into the site (due to trees/hedges) from surrounding areas and the fact that when viewed from Nansmoss Lane to the west, the site is seen against the backdrop of the 'Waters Spectrometry' site, are all factors that ensure that the proposed development does not have a greater impact on the amenity of the Green Belt than the existing; indeed, when viewed through the entrance to the site (the point which provides the main view into the site) the removal of existing buildings, the siting of the proposed building and appropriate landscaping will all ensure that the visual amenity are improved.

Given that there are few other buildings within the immediate vicinity of the site (the main one now being the new 'Waters Spectrometry' building across the road from the application site) it is considered that the proposed design and the materials to be used (brick, timber cladding, slate roofs) have an acceptable impact on the character and appearance of the area and are an improvement on the range of dilapidated buildings currently on the site. It is noted that the most visible elevation of the existing dwelling (which fronts the main highway) is virtually retained as is in order to retain the rural appearance along the frontage.

### **Impact on residential amenity**

It is noted that there are no residential properties within the immediate vicinity of the site and therefore the proposed development does not have any detrimental impact on residential amenities.

### **Highways safety**

At the outset it is noted a) that the site is an existing commercial site, b) that the existing access is to be retained and c) that proposed parking levels are based on standard requirements of 1 No. space per 30 sqm of office space.

The Strategic Highways & Transportation Manager has assessed the application with particular reference to the Transport Statement and Access Layout plan. The key issues that have been considered are: 1) safety of the access proposal; 2) visibility at the site access; 3) refuse collection and servicing; 4) car parking and 5) sustainability of the proposal.

As noted above, the SHTM raises no objection to the proposal, being satisfied that: a) the proposal will not lead to capacity issues; b) the access will be safe; c) the access and internal layout will be suitable for refuse collection; d) appropriate levels of car parking are provided and e) the proposed crossing (to be linked to the proposed footway/cycleway on the opposite side of the road from the site) will provide improved accessibility for cyclists and pedestrians.

### **Arboricultural, Landscape & Nature Conservation issues**

The Arboricultural Officer considers broadly that the trees that are impacted upon within the site are either structurally damaged or of poor quality and do not contribute to the wider amenity of the site. Conditions relating to tree retention, tree protection and a construction method statement re car parking (to protect tree roots) will ensure the future well being of the trees of value that will remain on site.

The plans as submitted provide an overview of the site layout, landscaping and boundary treatments. It is considered that details of the landscaping and boundary treatments could be conditioned, should the application be approved.

The Nature conservation Officer is satisfied that the proposed development does not raise any significant ecological issues.

Hence, it is considered that the proposed development does not create any significant arboricultural, landscape or ecologic issues.

### **Environmental Health issues**

As noted above, the Environmental Health Officers raise no objections, subject to conditions and an informative. Hence, it is considered that there are no environmental health issues that would prevent the development from proceeding.

### **Response to representations**

Some of the issues raised in the representations have been addressed above. However, for clarification, the matters will be addressed below:

- As noted above, the NPPF allows for redevelopment of previously developed sites; the site is already a commercial site and there is no particular policy that would prevent this sort of development on this site.
- With the submission of the revised plans it is considered that the proposed does not have any greater impact on the openness of the Green Belt than the existing.
- Information has been submitted which indicates that high quality office space of the type proposed is in demand in the area, but this is not a test of planning policy anyway.
- Although there may be other sites within the Borough for developers to consider, the application has to be dealt with as submitted
- The design is actually considerably different to the 'Waters Building', which is of a different order of magnitude to this proposal.
- It is considered that the proposal complies with the NPPF, all matters have been weighed in reaching this conclusion
- It is considered that the proposed redevelopment of a brownfield site and the aspects that are included within the broad concept of 'sustainability' in the NPPF (eg. supporting economic growth and business development, creating jobs, encouraging the re-use of existing buildings, etc.) results in the proposed development being a sustainable form of development. Although emerging policies in the local plan for Cheshire East can only be afforded limited weight, some of the key principles of sustainability outlined in the 'Development Strategy for jobs and Sustainable Communities' document are adhered to.
- Policy E3 does not apply to this site.
- Parking is to be provided for disabled and the buildings will adhere to current DDA building regulations.
- There is no building regulations requirement to provide a smoking shelter.
- Appropriate levels of parking and cycle parking spaces are provided within the site.
- Pedestrian access will be provided into the site.
- The 'Draft Wilmslow Vision' has informed the Local Plan that is being drawn up. However, weight has to be given to the current Development Plan and other significant material considerations, including. the NPPF

## **HEADS OF TERMS**

A s106 legal agreement will be required to include the following heads of terms:

- £5,200 for off-site provision of Public Open Space for improvements, additions and enhancement of existing Public Open Space facilities at open space facilities at Jim Evison Playing Fields; and
- £10,400 for the off-site provision of recreation/outdoor sport (outdoor sports facilities and pitches, courts, greens and supporting facilities/infrastructure)

The commuted sums will be used at the Jim Evison Playing Fields and Burned Hey Wood.

NB. As noted above, revised commuted sum figures will be provided in the committee up-date to take account of the reduction in floor area of the proposed building.

## **Community Infrastructure Levy (CIL) Regulations**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (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.

The commuted sum in lieu of public open space and recreation / outdoor sport is necessary, fair and reasonable, as the proposed development will provide office space, the occupiers of which will use local facilities as there is no open space on site, as such, there is a need to upgrade / enhance existing facilities. The contribution is in accordance with the Council's Supplementary Planning Guidance.

All elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of the development.

## **CONCLUSIONS AND REASON(S) FOR THE DECISION**

In summary and to conclude, the issues raised in the representations have been addressed and all the issues raised have been borne in mind. In respect of the guidance in the NPPF the proposed redevelopment of a brownfield site is an appropriate form of development within the Green Belt, hence, the proposed development is acceptable in principle. The proposed development is considered not to have a greater impact on the openness of the Green Belt than the existing and not to threaten the purposes of including land within the Green Belt.

The proposed development is considered to be a sustainable form of development, bearing in mind the aspects of sustainability outlined in the NPPF, the location of the site and its proximity to Wilmslow Town Centre and other facilities. The design, size, scale, siting and materials of the proposed development are considered to have an acceptable impact on the character and appearance of the area and relationship with the street-scene. There are no issues re residential amenity arising from the proposal. The proposed development does not raise any significant arboricultural, landscape or ecological issues. The Strategic Highways & Transportation Manager is satisfied that the proposed does not raise any highways safety concerns.

The proposal complies with the relevant policies of the Development Plan, which are consistent with the NPPF. The only exception to this is policy GC1 of the Local Plan, which is silent on the issue of the redevelopment of previously developed land in the Green Belt.

In accordance with section 38(6) of the Planning and Compulsory Purchase Act (which requires planning application to be determined in accordance with the Development Plan unless material consideration indicate otherwise) planning permission should be granted.

For the reasons outlined above it is recommended the application be approved, subject to conditions and the completion of a s106 agreement for commuted sums as required.

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for

approval/refusal) prior to the decision being issued, the Northern Area Manager has delegated authority to do so in consultation with the Chairman of the Northern Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

Should this application be the subject of an appeal, authority shall be delegated to the Northern Area Manager in consultation with the Chairman of the Northern Planning Committee to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

#### Application for Full Planning

RECOMMENDATION: Approve subject to a Section 106 Agreement and the following conditions

1. A03FP - Commencement of development (3 years)
2. A02AP - Approved plans and detail on plans overridden by condition
3. A06EX - Materials as application
4. A02EX - Submission of samples of building materials
5. A01TR - Tree retention
6. A02TR - Tree protection
7. A03TR - Construction specification/method statement - car park area
8. A02LS - Submission of landscaping scheme
9. A04LS - Landscaping (implementation)
10. Contaminated land
11. Crane
12. Highway consent
13. Noise generative demolition & construction restrictive hours
14. Dropped kerb and access

(c) Crown copyright and database rights 2013. Ordnance Survey 100049045, 100049046.

