

## SPEAKERS PANEL (PLANNING)

**Day:** Wednesday  
**Date:** 23 March 2022  
**Time:** 10.00 am  
**Place:** Guardsman Tony Downes House, Manchester Road,  
 Droylsden, M43 6SF

Item No.	AGENDA	Page No
1.	<b>APOLOGIES FOR ABSENCE</b> To receive any apologies from Members of the Panel.	
2.	<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest from Members of the Panel.	
3.	<b>MINUTES</b> The Minutes of the meeting of the Speakers Panel (Planning) held on 16 February 2022, having been circulated, to be signed by the Chair as a correct record.	1 - 4
4.	<b>PLANNING APPLICATIONS</b> To consider the schedule of applications:	
a)	<b>21/00077/FUL - SNIPE RETAIL PARK, SNIPE WAY, ASHTON-UNDER-LYNE, OL7 0DN</b>	5 - 46
b)	<b>21/00976/FUL - 8 WARRINGTON STREET, ASHTON-UNDER-LYNE, OL6 7PR</b>	47 - 74
5.	<b>URGENT ITEMS</b> To consider any other items, which the Chair is of the opinion should be considered as a matter of urgency.	
6.	<b>DATE OF NEXT MEETING</b> To note that the next meeting of the Speakers Panel (Planning) will take place on 20 April 2022.	

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## **SPEAKERS PANEL (PLANNING)**

**16 February 2022**

**Commenced: 10:00am**

**Terminated: 11.40am**

**Present: Councillor McNally (Chair)**

**Councillors: Boyle, Choksi, Dickinson, P Fitzpatrick, Glover, Jones, Naylor, Owen, Ricci and Ward**

### **36. DECLARATIONS OF INTEREST**

There were no declarations of interest from Members of the Panel.

### **37. MINUTES**

The minutes of the proceedings of the meeting held on 19 January 2022, having been circulated, were approved and signed by the Chair as a correct record.

### **38. PLANNING APPLICATIONS**

The Panel gave consideration to the schedule of applications submitted and it was:-

#### **RESOLVED**

**That the applications for planning permission be determined as detailed below:-**

<b>Name and Application No:</b>	<b>21/00077/FUL</b> <b>Orchard Street Investment Management</b>
<b>Proposed Development:</b>	<b>Planning application for the demolition of existing buildings and the erection of a new class E commercial unit with associated physical works to create a revised access, car parking and landscaping.</b> <b>Snipe Retail Park, Snipe Way, Ashton-under-Lyne, OL7 0DN</b>
<b>Speaker(s)/Late Representations</b>	<b>Patrick Franks addressed the Panel objecting to the application.</b> <b>Adam Robson addressed the Panel in support of the application.</b>
<b>Decision:</b>	<b>That the item be deferred to the next meeting of the Speakers Panel (Planning) to allow officers to suggest conditions for Members to consider, should they be minded to approve the application.</b>

<b>Name and Application No:</b>	<b>19/01090/REM</b> <b>BDW Trading Limited (Operating as Barratt Manchester)</b>
<b>Proposed Development:</b>	<b>Seeking approval of the reserved matters with respect to access, appearance, layout, scale and landscaping for the</b>

	<p>construction of 20 new dwellings (pursuant to outline planning permission ref. 16/00944/OUT).</p> <p>Land between Ford Grove, Atherton Avenue and Hyde Road, Mottram</p>
<b>Speaker(s)/Late Representations</b>	<p>Councillor Cooper and Tracey Whitehead addressed the Panel objecting to the application.</p> <p>Simon Artiss, on behalf of the applicant, addressed the Panel in relation to the application.</p>
<b>Decision:</b>	That planning permission be granted, subject to the conditions as detailed within the submitted report and a further condition controlling construction access and hours of work on the site.

<b>Name and Application No:</b>	<p>21/01352/FUL</p> <p>Mr and Mrs A Gwynne</p>
<b>Proposed Development:</b>	<p>Proposed single storey rear extension and alterations.</p> <p>139 St. Annes Road, Denton, M34 3DY</p>
<b>Decision:</b>	That planning permission be granted, subject to the conditions as detailed within the submitted report.

<b>Name and Application No:</b>	<p>21/00881/FUL</p> <p>SMN Design and Construction Ltd</p>
<b>Proposed Development:</b>	<p>Erection of a five-storey apartment building (32no. total apartments) with associated landscaping, separate bin storage and undercroft car parking at ground floor level.</p> <p>Site of former North Star public house, Queen Street, Dukinfield</p>
<b>Speaker(s)/Late Representations</b>	Josh Pearson, on behalf of the applicant, addressed the Panel in relation to the application.
<b>Decision:</b>	That planning permission be granted, subject to the conditions as detailed within the submitted report.

### 39. APPEAL/COST DECISIONS

<b>Application Reference/Address of Property</b>	<b>Description</b>	<b>Appeal Decision</b>
<p>APP/G4240/C/21/3279380</p> <p>Land at 141 Mottram Moor, Hollingworth, SK14 8LZ</p>	Erection of an agricultural building, covered storage area, feed silo, concrete hardstanding and associated works (retrospective).	The appeal succeeds in part and the enforcement notice is upheld as varied in the terms set out in the Formal Decision.

<b>APP/G4240/W/21/3279383</b> <b>Land at 141 Mottram Moor,</b> <b>Hollingworth, SK14 8LZ</b>	<b>Erection of an agricultural building, tractor store, feed silos and associated works for the purposes of rearing cattle (part retrospective).</b>	<b>Appeal dismissed.</b>
<b>APP/G4240/D/21/3284272</b> <b>Former Breakthrough City Church, Ripon Street, Ashton-under-Lyne, OL6 9PD</b>	<b>Proposed extension to form first floor and roof to existing single storey dwelling.</b>	<b>Appeal dismissed.</b>

#### **40. URGENT ITEMS**

The Chair advised that there were no urgent items of business for consideration by the Panel.

#### **41. CHAIR'S CLOSING REMARKS**

The Chair informed Members that Gary Richardson, Senior Engineer, would be leaving Tameside Council next month. The Chair extended his thanks to Gary for his support and hard work at Panel and Members echoed these comments.

**CHAIR**

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**Application Number** 21/00077/FUL

<b>Proposal</b>	Planning application for the demolition of existing buildings and the erection of a new class E commercial unit with associated physical works to create a revised access, car parking and landscaping.
<b>Site</b>	Snipe Retail Park, Snipe Way, Ashton-under-Lyne, OL7 0DN
<b>Applicant</b>	Orchard Street Investment Management
<b>Recommendation</b>	Members resolve to refuse planning permission.
<b>Reason for Report</b>	A Speakers Panel decision is required because the application constitutes a major development.

## 1. BACKGROUND

- 1.1 Members will recall that this application was considered at the meeting of Speaker's Panel held on 15 February 2022. Members decided that the application be deferred to this meeting to allow officers to suggest conditions should they be minded to approve the application.
- 1.2 Since the February Speakers Panel meeting the applicant has forwarded a further 20 letters in support of the application from consultation undertaken by themselves.

## 2. APPLICATION DESCRIPTION

- 2.1 The application seeks full planning permission for the demolition of Pizza Hut and former Carphone Warehouse in replacement of a new 1,969sqm Aldi foodstore (Class E). The proposed works would entail the following:
  - Provision of 85 new parking spaces, including six disabled spaces, 7 parent & child spaces, 3 motorcycle spaces and 10 cycle spaces;
  - Realignment of the internal estate road and closing off of an existing vehicular access from Manchester Road;
  - Re-opening 'left in' turn off Manchester Road with Snipe Way;
  - Provision of dedicated hard and soft landscaping areas; and
  - Provision of dedicated service yard and external plant area.
- 2.2 The building would be constructed from a steel portal frame with insulated cladding, red brickwork and glazing to its elevations. The building would be rectangular in shape measuring approximately 56m (l) x 32m (b) x 7.9m (h). The entrance would overlook a dedicated car park accessed from the internal access road within Snipe Retail Park. On the northern elevation presented to Manchester Road there would be a projecting loading dock accessed from the customer car park. To the rear of the loading dock there would be an enclosed plant area. Soft landscaping would be limited to areas to the rear (western) and Manchester Road elevations. Dedicated pedestrian access would be created onto Manchester Road. It was originally proposed that the junction from Manchester Road to Snipe Way would be opened up to accommodate left turn access; this has since been omitted in lieu of alternative highway mitigation works.
- 2.3 Amendments have been submitted during the course of the application relevant to the design of the store. The changes are summarised as follows:
  - Plant and fire exit door relocation, behind timber screen;

- Introduction of horizontal timber cladding to the loading pod and extended brick wall to screen part loading dock and bin enclosure;
- Introduction of hard landscaping to the west corner of the site with Manchester Road including opportunity for feature artwork; and
- Introduced continuous roof pitch from ridge line over the loading pod.

2.4 Further to above a package of highway mitigation works has also been submitted to address concerns raised by the local highways authority (LHA) relevant to access and serving of the site. The proposals include:

- Increasing the width of the Snipe Way / Manchester Road junction to accommodate a further left turning lane to accommodate west bound traffic;
- Widening the existing single lane between Manchester Road and Snipe Way roundabout to accommodate two-lanes for vehicles entering the Snipe; and,
- The eastbound A635 Manchester Road ahead and left-turn lane at the A635/A6140 four-arm junction, will be amended to an ahead-only lane, with left-turning traffic routed via the A635/Snipe Way/Lord Sheldon Way junction.

2.5 The Design and Access statement submitted with the application provides a rationale behind the design and layout choices. It emphasises that the layout has been largely dictated by the need to acknowledge easements associated with the presence of electrical and drainage easements.

2.6 The application is supported with the following documents:

- Design & Access Statement
- Planning Statement and Sequential Test Assessment
- Flood Risk Assessment and Outline Drainage Strategy
- Crime Impact Statement
- Coal Mining Risk Assessment
- Ground Investigation Report
- Habitat and Bat Survey
- Tree Survey
- Transport Assessment
- Travel Plan
- Sustainability Assessment

2.7 The applicant states that it is anticipated that the site would support the equivalent of 40 full time jobs.

### **3. SITE & SURROUNDINGS**

3.1 The site relates to land located on the frontage of Snipe Retail Park. The retail park is located on the Audenshaw / Ashton boundary, it is bordered by the M60 motorway to the south-east, the A6140 to the north-east, the A662 Manchester Road to the north-west and by existing properties on Park Road to the south-west. The main access junction is located to the north-eastern corner of the site and is the southern arm of a four arm signalised junction with the A662 Manchester Road and the A6140 Lord Sheldon Way.

3.2 The retail park supports a number of established retail operators and is distinctly commercial in character and appearance. The applicant accurately describes the park as being characterised by four distinct areas, these being:

- North-East Quadrant – a terrace of three retail units, currently occupied by Argos, Dunelm and Currys PC World. Includes dedicated car parking and servicing areas accessed via an internal estate road from Snipe Way.
- South-East Quadrant – a large, standalone retail unit occupied by B&M Bargains, including a garden centre. Also includes dedicated car parking and servicing areas accessed from Snipe Way.
- South-West Quadrant – contains the main retail park terrace, which currently accommodates tenants including B&Q, Halfords, Home Bargains, Next, Wren Kitchens, Pets at Home and Carpet Right and are served by a large dedicated car park. These units are served by a dedicated servicing area to their rear which is accessed by HGVs from Snipe Way.
- North-West Quadrant – contains a total of five smaller, standalone units fronting Manchester Road, some of which are accessed from the internal estate road via the roundabout on Snipe Way, and some of which are accessed via dedicated entry points directly from Manchester Road. Occupiers currently include McDonald's, Topps Tiles, Dreams and Pizza Hut, with one unit (the former Carphone Warehouse) now lying vacant. There are dedicated car parking areas for each of the five units.

3.3 The application site concerns land within the 'north-west quadrant' which is currently occupied by a Pizza Hut restaurant and former the Carphone Warehouse retail unit. Both these units are single storey in height and are served with an independent parking area from the main retail park. There are soft landscaped areas to the peripheral boundary to the Manchester Road / retail park exit located to the west of the Pizza Hut building. There is a change in levels across the site with the main retail park being positioned marginally higher than that of the applicant site.

3.4 Manchester Road links the site with Ashton town centre and the M60 motorway to the east and Audenshaw / Droylsden to the west. It is well served with bus services with dedicated bus stops immediately adjacent to the retail park entrance. In addition to this the Metrolink runs directly past the site with the nearest stop (Audenshaw) being located within 150m.

## 4. PLANNING HISTORY

4.1 None relevant to the application site. It is noted that units within the wider retail park are not subject to trading restrictions as established by Lawful Development Certificate Ref 15/00931/CLUD.

## 5. RELEVANT PLANNING POLICIES

5.1 **Tameside Unitary Development Plan (UDP) Allocation:** Existing out-of-centre retail parks and stores.

### 5.2 Part 1 Policies

- 1.1: Capturing Quality Jobs for Tameside People
- 1.3: Creating a Cleaner and Greener Environment
- 1.5: Following the Principles of Sustainable Development
- 1.6 Securing Urban Regeneration
- Supporting the role of town centres
- Maintaining Local Access to Employment and Services
- 1.10: Protecting and Enhancing the Natural Environment
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

### 5.3 Part 2 Policies

- C1: Townscape and Urban Form;

- OL10: Landscape Quality and Character
- C1: Townscape and Urban Form
- MW11: Contaminated Land
- U3: Water Services for Developments
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N7: Protected Species
- S1: Town Centre Improvement
- S3: New Retail Developments Outside Town Centres
- S9: Detailed Design of Retail and Leisure Developments
- S10: Existing Out-of-Centre Retail Parks and Stores
- T1: Highway Improvement and Traffic Management
- T10: Parking
- T11: Travel Plans
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

#### 5.4 **Other Policies**

- Trees and Landscaping on Development Sites SPD adopted March 2007
- Employment Land Supplementary Planning Document adopted January 2009

#### 5.5 **National Planning Policy Framework (NPPF)**

- Section 2: Achieving Sustainable Development
- Section 6: Building a Strong Competitive Economy
- Section 7: Ensuring the Vitality of Town Centres
- Section 8: Promoting Healthy Communities
- Section 11: Making Efficient Use of land
- Section 12: Achieving Well Designed Places
- Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 15: Conserving and Enhancing the Natural Environment

#### 5.6 **Planning Practice Guidance (PPG)**

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.

### 6. **PUBLICITY CARRIED OUT**

6.1 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, the application has been advertised as a Major Development:

- Neighbour notification letters to neighbouring premises
- Display of site notices
- Advertisement in the local press

### 7. **RESPONSES FROM CONSULTÉES**

7.1 Coal Authority – Have reviewed the content and conclusions of the submitted desk study. Raise no objection.

- 7.2 Contaminated Land – The reporting provided to date has identified that there is a potential contamination risk from the features identified in the Phase 1 Desk Top Study report. Consequently, site investigations are required to quantify this risk and to determine whether any remediation works are needed. EPU recommend that contaminated land conditions are attached should planning approval be granted.
- 7.3 Environmental Health Officer – Comments that the site is located within an Air Quality Management Area and that the submitted Transport Assessment has identified additional vehicle trips and congestion from the development. Without an Air Quality Impact Assessment it is not possible to determine how significant the worsening of local air quality from traffic generated by the development would be.
- 7.4 Greater Manchester Ecology Unit – Confirm no objections to the submitted ecology reports. The developer's ecological consultant identified no significant ecological issues. Issues relating to biodiversity enhancement measures can be resolved via condition and or an informative.
- 7.5 Greater Manchester Police Architectural Design Officer – No comments received.
- 7.6 Local Highway Authority (LHA) – Have reviewed the Transport Assessment and suggested mitigation along with TfGM and recommend refusal of the application. The local highway network is operating at capacity and the additional traffic associated with the store would result in additional congestion to the detriment of the free flow of traffic movement and overall highway safety.
- 7.7 Lead Local Flood Authority (LLFA) – No objections in principle but questions have been raised about the conclusions of the submitted drainage strategy. Comment that the assessment for SUDs is basic and unimaginative and recommend further investigation. It is advised that the drainage design should be revisited to ensure that 50% betterment of brownfield runoff rates are achieved.
- 7.8 National Highways – No objections to the proposals.
- 7.9 Tree Officer – Identifies that the trees to be removed are mainly smaller specimens of limited value that are adequately mitigated for by the proposed new planting.
- 7.10 Transport for Greater Manchester (TfGM) – Has reviewed the Transport Assessment in conjunction with the LHA and object to the proposals on grounds of highways safety and local capacity.
- 7.11 United Utilities – No objections but recommend a condition is applied requiring that the site is drained in accordance with the drainage hierarchy.

## **8. SUMMARY OF THIRD PARTY RESPONSES RECEIVED**

- 8.1 There have been approximately 120 letters of objection received in relation to the development from local residents and 16 neutral/support letters. In addition, objections have been made on behalf of New Era Properties Ltd and Tesco Store Ltd.
- 8.2 The applicant contacted the council in December 2021 stating that they had approximately 50 letters of support from members of the public from their own engagement process. The Council has not seen the content of these responses.
- 8.3 New Era Properties:

- New Era are currently marketing a sequentially preferable, suitable and available retail unit within Droylsden town centre which they hope to be occupied by a discount food operator;
- A strategy to align tenancies within Droylsden town centre has created a suitable unit for a discount operator within Droylsden town centre;
- The Droylsden town centre site would achieve wider regeneration benefits for Droylsden and is aligned to National Planning Policy to repurpose existing high streets;
- Identify that an impact assessment should accompany the application in line with policy S3 of the adopted UDP;
- Disagree with Aldi conclusions on their specific requirements and consider that the Droylsden site is very close to meeting all of the operator's needs;
- The proposal is for an out of centre site which will attract car bourn trips at odds with town centre focus of national planning policy;
- The design presents an inward looking store with an unscreened service area which would create a poor impression to Manchester Road; and
- The swept path analysis shown for service vehicles shows conflicts with delivery vehicles having to cross the centre line of the carriageway.

#### 8.4 Tesco Stores Ltd:

- Object on the lack of consideration by the applicant to the potential impact on defined centres and failure to have proper regard to relevant case law in the interpretation of the sequential approach;
- Considers that a 'proportionate' impact assessment accompanied by an assessment of the health of any town, district or local centres likely to be affected by the proposal is undertaken as supported within the NPPG;
- Inadequate and erroneous sequential assessment with the omission of Denton from the search area;
- Insufficient assessment of an alternative site in Droylsden town centre and the applicant fails to demonstrate adequate flexibility;
- Plans have been approved to refurbish Droylsden town centre and amalgamate units to create a food store for essential shopping there should be no doubt over the availability of this unit. Improvements associated with the site has not been sufficiently reviewed in any detail by Aldi;
- Lack of any assessment of out of centre opportunities which are better connected to town centres;
- Case law has established that the sequential approach does not operate on the basis of a particular operator's requirements. Aldi's assertion that the opportunity at Droylsden Shopping Centre is too close to an existing store places an inappropriate constraint on testing; and
- The weight afforded to job creation must be tempered by impacts on existing employment taking account of the net change in retail jobs that likely reflect trading impacts on existing shops. Remaining benefits are either marginal or are not merits in their own right.

#### 8.5 Other Representations:

- Traffic is already a significant problem and the supermarket will place extra pressures on the road system;
- Local residents on the Snipe Estate need to travel via the Snipe Retail Park when heading west towards Droylsden and Manchester. The additional traffic will make this even more difficult;
- Existing access arrangement to the Snipe Retail Park are inadequate and operate over capacity with prolonged delays;

- This store will encourage even more people to come from outside the area as this will enable them to multi-shop given the location on a retail park. The current retail park is overused and has had an already catastrophic impact on the surrounding residents.
- Additional noise disturbance to existing residents;
- The retail park is a significant bottleneck at present with not enough parking to meet demand. People will park on surrounding streets;
- Adverse impact upon business within Droylsden which already has high vacancy rates;
- Contrary to government policy of promoting town centres;
- No need for an additional supermarket;
- Extremely difficult to navigate Manchester Road when its congested and the proposals will add to this safety issue;
- The Snipe was never meant to support a food store due to the impact on local centres;
- Loss of the popular Pizza Hut restaurant which is well used by the community;
- Lighting and signage needs to be less intrusive;
- Development would create additional pollution which is already terrible within the area;
- The structure is going to be too big for the position it is going to be built on;
- Adverse health impact associated with more traffic congestion;
- There would be an adverse impact on existing business;
- Development would be out of character;
- The store is too large;
- Pedestrian access across Manchester Road is dangerous;
- Already Aldi Stores locally with another being opened at Denton there is no need for a further store, and;
- Why not use existing units at Market Street in Droylsden.

#### 8.6 Comments of support / neutral:

- Having an Aldi store on the Snipe would be excellent but highways issues need to be addressed first;
- Good to have more local amenities but the local traffic management needs to be looked at;
- Great to have a great store chain locally within walking distance to so many; and
- Additional jobs and revenue for the area is welcomed.

## 9. ANALYSIS

- 9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 9.2 The development Plan consists of the policies and proposals maps of the Unitary Development Plan and the Greater Manchester Joint Waste Plan Development Document.
- 9.3 The National Planning Policy Framework (NPPF) is also an important consideration. The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision making this means:-
- Approving development proposals that accord with the development plan without delay; and
  - Where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-
    - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
    - Specific policies in the Framework indicate development should be restricted.

## **10. PRINCIPLE OF DEVELOPMENT**

- 10.1 The site is identified on the UDP proposals map as an out of centre retail park. Policy S10 permits the refurbishment of existing parks where there is no demonstrable conflict with the criteria of policy S3 (New Retail Development Outside Town Centres). The subtext of the policy defines “refurbishment” as to include renovation, reconfiguration or replacement of units within the park. The nature of the proposals clearly exceed the tolerance of the policy and so the presiding Development Plan Policy is that of S3 in addition to Policy 1.7 (Supporting the Role of Town Centres).
- 10.2 The NPPF states that local planning authorities should adopt a ‘town centre first’ approach when assessing applications for ‘main town centre uses’. This is in order that town centres remain the focus of retail, commercial and leisure activity and to ensure their continued vitality and viability. It is well documented that changes to retailing habits have had an adverse impact upon high streets with an increase in vacancies. The need to protect and enhance established centres carries significant weight to the planning assessment. Retail development (class E) is defined as a main town centre use within the glossary to the NPPF. The NPPF advises that proposals for such uses which are not in an existing centre and not in accordance with an up-to-date development plan should be subject to a sequential test (paragraph 87) and where the floor space is over 2,500sqm an impact assessment should be undertaken (paragraph 90).
- 10.3 The application falls just below the threshold for submission of a retail impact assessment as per the NPPF (which would measure the likely impact of the use on the viability and vitality of established town centres). UDP policy S3 sets a lower threshold of 1,400sqm, where the applicant has not submitted an impact assessment on the basis of the higher NPPF threshold. Given the age of the development plan, it would be difficult to defend that the plan is sufficiently up-to-date to justify the application of the lower threshold which is not fully consistent with the development management tests set out in within Paragraph 90 of the NPPF. Therefore it is considered that more weight should be given to the impact tests set out within the NPPF.
- 10.4 The impact on the viability of adjacent town centres is a material consideration in the determination of this application. It is recognised that Droylsden town centre loses convenience goods expenditure to stores in Manchester, this includes the Aldi store in Clayton and ASDA store in Eastlands. This loss (leakage) provides an indication for the need to bolster the provision of convenience retail within the town centre. The owner of the Droylsden Shopping Centre is currently investing in the centre to improve its attractiveness to operators and customers. They have stated a commitment to work with Aldi to accommodate a discount superstore at their site as part of a programme for further investment. They identify that a further out of centre convenience store would exacerbate current expenditure leakage from Droylsden further undermining the overall health and vitality of the centre. The proposal has the potential therefore to undermine the future viability of Droylsden town centre.
- 10.5 Saved policy S3 of Tameside’s UDP requires applicants to demonstrate compliance with the sequential approach, for decision making this is considered consistent with the NPPF. As identified, the development falls within use class E (food store), this undoubtedly represents a town centre use for the purposes of land use planning. The sequential test should therefore be applied. The NPPF paragraph 87 states; ‘Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered’. Town centres are the particular focus for growth and investment for the area, as set out in Tameside’s Inclusive Growth Strategy. The applicant has been asked to consider more central sites in a sequential test as part of the application.

- 10.6 Queries have been raised on the applicant's submission relevant to the sequential test area of search as Denton has been excluded. In addition, the catchment has been defined as a five minute drive time as opposed to a defined catchment area on a map. The Tameside Retail Study (2018) would suggest that customers are primarily going to arrive from Ashton, Droylsden and Denton.
- 10.7 A representation has been received from New Era Properties who own the Droylsden district centre. They identify availability within the centre which would be suitable to accommodate the proposed food store. In their representation they set out how they consider their site to be comparable in size (store size up to 25,747 sq. ft gross internal area (GIA)) to the applicant's out of centre proposal (19,999sqft GIA). They also set out how the requirements for car parking can be met (albeit 85 spaces rather than 100 spaces), availability of loading dock and good access to a main road (albeit not main road frontage). In terms of catchment, there are less physical barriers (no main road to cross for the majority of the population) for the Droylsden community to a store in the town centre location.
- 10.8 The applicant contests that this site is not considered suitable for the proposed development and that the site is not sequentially preferable for locational and market reasons. The concerns raised by the applicant are that the Droylsden site is not suitable for Aldi's requirements, they identify that testament to this is that Aldi have not already relocated to the centre. The main issues which have been raised are that the Droylsden site lacks a prominent main road frontage, would not provide an acceptable level of car parking, does not have an appropriate loading dock, in addition the applicant also identifies that a store at this location would also compete with the existing store at Openshaw. They conclude that the Droylsden site is not a realistic alternative and that the Snipe site offers significant benefits.
- 10.9 During the assessment of the application the applicant has been keen to impress what they considered to be the benefits of the development. It is agreed that retail policy does not prevent out of centre development in instances where there is no real prospect of a store being delivered in or at the edge of the town centre. It is important to clarify that this is not to force a supermarket operator to trade from Droylsden, but that in policy terms, Droylsden is sequentially preferable for the purposes of the planning test.
- 10.10 Paragraph 88 of the NPPF advises that applicants and local planning authorities 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. In demonstrating compliance with the sequential test, National Planning Practice Guidance (NPPG) is clear that the burden rests with the applicant. On the subject of suitability, the applicant suggest that the Droylsden site would require too many compromises which would be prohibitive to Aldi's established business model. However, the site at Droylsden is considered to be available and therefore sequentially preferable, such that the applicant would not have to make significant compromises. This judgment is also partly informed by observations of existing sites which Aldi trades from which are not dissimilar to that of the Droylsden site. Indeed, this has been demonstrated by their occupation of the former M&S store at Crownpoint, Denton which amongst other things, does not have a prominent road frontage, dedicated car parking or (initially) the services of a loading dock. Their ability to occupy these premises demonstrates a flexible approach.
- 10.11 The applicant has repeatedly stated that Droylsden is not suitable to a discount operator. They state that refusal of planning permission would not result in Aldi trading within Droylsden is noted. The LPA would take the view that refusal of the planning permission would prevent the further loss of convenience expenditure from Droylsden centre and this would be in line with established retail policy and wider objectives of supporting the high street. In addition to this, the reasons for refusal are not limited to a single issue, concerns raised with respect to design and access (to be discussed later) further confirm why the sites location is not considered to be appropriate.

- 10.12 Therefore to conclude, available evidence indicates that a more centrally located site is available, and is potentially suitable, to accommodate the proposed food store. On the matter of suitability, the necessary evidence to enable the applicant's standpoint to be accepted is presently lacking. As a result, it has not been demonstrated that the application meets the requirements of the NPPF sequential test at paragraph 86. It is also contrary to Policy S3 on that basis.

## **11. DESIGN & LAYOUT**

- 11.1 The site forms part of an existing retail park, which has a particular character reflective of its form and function and which is typical of such out-of-centre retail destinations. The location is characterised by terraces of relatively low-rise, flat-roof development which occupies large floorplates and which is fronted by surface-level car parking with onward highway connections. However, this part of the retail park is in the most prominent location that being on the frontage of the A635 Manchester Road and highly visible from public vistas from the A662 Droylsden Road to the north.
- 11.2 The NPPF places a firm emphasis on the need to secure good quality design. Paragraph 126 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. In addition, it also states that; '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'. Paragraph 130 states that 'developments should be visually attractive, as a result of good architecture, layout and appropriate and effective landscaping, should be sympathetic to local character and history and should establish or maintain a strong sense of place, using the arrangements of street, spaces and buildings to create attractive, welcoming places'.
- 11.3 UDP Policy S9 'Detailed Design of Retail and Leisure Developments' sets out a total of five design based criteria to be applied in the consideration of new retail development. In summary the criteria is as follows:
- a. the need to provide suitable and safe provision for parking and servicing;
  - b. the need for the design to relate well to local features and enhance the character of the local area;
  - c. the need for suitable landscaping and screening and requirement to minimise the visual impact of plant, storage and service areas;
  - d. the need not to impact adversely on residential amenity; and
  - e. the minimisation of opportunities for crime and anti-social behaviour.
- 11.4 From receipt of the initial pre application enquiry, concerns have been raised over the design, siting and mass of the proposed food store. There is a clear hierarchy to units within the Snipe Retail Park ranging from the dominance of the larger 'bulky' good operators to the rear of the site to that of the smaller standalone units along the Manchester Road frontage. Units within the park are all serviced from the rear via a dedicated service road which is largely screened from surrounding public views.
- 11.5 It is important that the principles of good urban design are demonstrated, primarily in relation to how the building/development is viewed from public vistas. Active frontages are really important on public facing interfaces as they add to the vitality and safety of an area. In response to the siting of the food store, the applicant has confirmed that this has been largely dictated by constraints relevant to levels and easements across public utilities / drains which cross the site. The applicant also references that neither the Pizza Hut restaurant nor the former Carphone Warehouse units are buildings of any architectural note, and that in comparison the store would secure a significant environmental improvement.
- 11.6 The proposed store would be orientated with the main customer entrance facing east. The northern elevation facing inwards to the retail park would include a wrap around canopy and

glazing across its elevation, in contrast the outward facing southern and western elevations would not be glazed and openings would be limited to emergency exits. The southern elevation would include a projecting loading dock in addition to a number of plant and refrigeration units set behind a landscaped screen. The presence of the service area and loading dock on the main public facing elevation is considered to be particularly jarring and contrary to established design practice of ensuring that buildings actively engage with the street scene. To address officer's concerns, the applicant has sought to introduce further landscaping and public realm works to the Manchester Road frontage and Snipe Way junction, but this does not mitigate the perceived harm.

- 11.7 The scale and form of the building would sit tight to the boundaries of the site, with the northern, western and southern elevations being situated almost immediately to back of footways. Consideration to this arrangement is that it fails to respond to the need to respect the existing urban grain and take the opportunity to provide a strong, well-defined active frontage to Manchester Road. The applicant has sought to evolve the plans through the application process, although the addition of further sections of facing brickwork to the elevations of the building is welcomed, this is not considered to resolve the identified concerns.
- 11.8 The design is such that its primary elevations are non-public facing. The remainder of the building elevations are devoid of any glazing, with a blank elevation facing out towards Manchester Road and Snipe Way, which is a prominent junction and highly visible from public vistas on Droylsden Road and Manchester Road. The appearance of this largely 'dead frontage' on such a prominent junction would be particularly jarring, where the presence of large featureless gables only serve to enforce the negative connotations such developments can have on local environmental quality.
- 11.9 In an attempt to address officer concerns, the applicant has also revisited the landscaping proposal. The revised landscaping plan indicates that soft landscaping would be limited to peripheral areas on the western and northern frontages, where the remaining areas would be consumed by the building, car parking area and associated pedestrian footways. A separate report from the plans suggests that an area of public artwork would be provided at the junction of Snipe Way/Manchester Road to create a public focal point. This is not shown on the site plan or landscaping plan.
- 11.10 Overall, there would be a net reduction in the level of soft landscaping compared to that of the current site arrangement, this would include the removal of existing large conifers on the Snipe Way / Manchester Road frontage exposing views into the site further. Although it is noted that the proposals include for the provision of tree planting to the edges of the site, the otherwise narrow soft landscaping strips proposed to the site edges along Manchester Road and Snipe Way would provide little benefit or contribution to the street scene, particularly given their limited depth. The soft landscaping would therefore do little to break up the mass of the building and it would remain that the rear elevation and plant area would appear very prominent. Whilst the inclusion of the public art work is admirable, the location and practicality of this is considered to be ill-conceived given the dominance of the highway junction and proximity of the rear (blank elevation) of the proposed store. The landscaping would not provide sufficient mitigation to setting and appearance of the building on a key gateway frontage.
- 11.11 The building design itself is considered to be an uninspiring and dominant structure; although it is acknowledged that this typical to that of established Aldi Stores within the borough. This format may be acceptable in other less-sensitive locations, notwithstanding the established commercial character of the retail park, the proposals represent a strong departure from the established hierarchy of buildings and the desire to create more prominent and welcoming public interface to Manchester Road.

- 11.12 Taking all of the above into account, the proposed development, in light of the proposed site layout, building position, boundary treatments & landscaping, the absence of active frontages to the surrounding highway network & the dominative presence of large expanses of car parking, and the scale, form and elevational treatment of the store building, fails to respond to and sit sympathetically within its physical context. The development would fail to contribute positively towards local identity and distinctiveness and fail to establish a strong sense of place.
- 11.13 The applicant's rebuttal to the design concerns is centred upon the influence constraints formed by utilities which cross the site. The ability for these to be diverted/relocated has not been looked at in any detail but officers would accept that such measures may not be viable. The applicant has shown little flexibility to the design and store format when site conditions would dictate the need for a more bespoke approach. Alternative options are not limited to the siting of the building only. Whilst the existing interface between Manchester Road and the site (Pizza Hit & Carphone Warehouse) is poor, this should not be used as a justification to promote further bad design choices.
- 11.14 Paragraph 130 of the NPPF sets out 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. The proposals are therefore considered to be contrary to Policies S6 and C1 and the National Planning Policy Framework, having particular regard to the requirement to achieve all three strands of sustainable development set out within Chapter 2 and the need to achieve well-designed places set out within Chapter 12.

## **12. RESIDENTIAL AMENITY**

- 12.1 In addition to ensuring that developments are designed to be visually attractive, the NPPF (at paragraph 130) advises that planning decisions should create places that provide a high standard of amenity. Collective policies of the UDP are clear in their requirements to ensure that new development must not prejudice the amenities of neighbouring residents by reason of being overbearing or of overshadowing, overlooking, visual intrusion, noise/disturbance or in any other way.
- 12.2 The nearest residential properties are those located to the west (Park Road) and north (Windsor Drive). These properties are separated from the site by the highway, this being Snipe Way to the west and Manchester Road to the north. The separation distance and local circumstances dictate that the store would be sufficiently isolated from these dwellings to have any direct impact upon amenity of occupants with regard to privacy, overshadowing, noise and disturbance.
- 12.3 Environmental Health have reviewed the proposals and have not identified any concerns. The influence of the retail park and Manchester Road on the local environment is such that the level of activity associated with the store would not be discernible. Conditions controlling construction practice and hours of operation are considered to be a proportionate response to ensure that associated activities are controlled.
- 12.4 It is noted that in objection to the development a significant number of residents have raised concerns about the traffic impacts associated with the development. These issues have been primarily been raised from residents of the Snipe Estate which is located to the north of Snipe Retia Park. Access to the estate is restricted and vehicles can only exit via left turn / eastern direction. Residents who wish to travel west have a tendency to enter the retail park and exit via Snipe Way, it is reported that this manoeuvre can take a significant amount of time during peak periods. The concerns raised within the many representations is that any additional congestion would be a further inconvenience to these residents who are already impacted considerably by congestion within the area. There are highway capacity and safety concerns identified within the development which will be addressed separately in the report. Additional

queuing on Manchester Road and Lord Sheldon Way could exacerbate the issues currently experienced by residents of the Snipe Estate however, on amenity grounds only it is not considered a reason for refusal would be justified.

- 12.5 Given the established commercial nature of the site it would be difficult to substantiate any direct adverse impacts upon local residents. Conditions can ensure that reasonable working practices are followed and that opening times are consistent with that of businesses within the wider park.

### **13. HIGHWAY SAFETY & ACCESSIBILITY**

- 13.1. The NPPF identifies that the where development would result in significant impact upon the transport network or highway safety such impacts should be appropriately mitigated. UDP policy T1 (Highway Improvement and Traffic Management) provides the main framework for assessing highway impacts relevant to capacity, safety and design, policy S3 (New Retail Development Outside Town Centres) states that development should not result in an unacceptable increase in congestion on the surrounding highway network. Paragraph 11 of the NPPF states that; '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'.
- 13.2 It is observed that during peak periods there are significant delays from vehicle congestion associated with users of Manchester Road who are visitors to the Snipe Retail Park. This results in significant levels of local congestion on the highway network with queues often extending to the M60 exit slip road. It is noted that there have been a number of vehicle and pedestrian accidents reports in the area of the Manchester Road frontage. The level of congestion is also attributed directly to local air quality issues with the Manchester Road corridor falling within an air quality management area (AQMA).
- 13.3 The highway implications of the proposed development have been carefully considered by the LHA and with TfGM also providing an important advisory role. This review has covered the applicant's initial Transport Assessment (TA) and subsequent highway related submissions.
- 13.4 A single access (for customers) currently serves the retail park, situated off Manchester Road and which is signalled controlled. It leads to a mini-roundabout (Snipe Way) which serves as the feeder road to dedicated parking spaces as well as the rear access to service area of the established retail units. The proposals would see the store accessed in a similar manner to the existing Pizza Hut restaurant this being via a priority junction to the north of Snipe Way. This entrance would serve both customers and deliveries.
- 13.5 The scheme proposes a total of 85 parking spaces including 72 general car parking spaces, 7 family spaces and 6 disabled parking spaces. The overall parking provision is below the adopted Council standards but a survey of the spaces across the wider retail shows a sufficient level of capacity, where it is assumed that during peak periods any overspill would be adequately accommodated within the remainder of the retail park. Conditions could be attached to ensure compliancy with cycling parking standards in addition to onsite electric charging facilities.
- 13.6 It is matters relevant to the capacity and safety of the local highway network which have formed the most concern.
- 13.7 The LHA have been engaged in discussions with the applicant for a considerable time. They have considered numerous measures to mitigate the development and reduce traffic queues around the traffic junctions including:

- Opening up the left turn from Manchester Road into the existing priority junction to the west of the development;
- Removing the left turn lane exit from the existing signalised junction creating two straight ahead lanes;
- Widening the existing exits to include additional straight ahead as well as a dedicated left turn exit; and
- Widening of the carriageway on Manchester Road to facilitate vehicle movements.

13.8 Concerns have been raised with reference to the access arrangements and capacity on the local highway network in all scenarios. These concerns are also shared by TfGM who have also provided comments in support of the LHA. For ease of reference the assessment on the highway impacts is broken down to the original proposals, revised proposals and traffic signal capacity.

### **Original Proposal**

13.9 Left turn into the site from Manchester Road - The planning application originally proposed to open up the left turn from Manchester Road into the site, to the west of the traffic signal junction. The current access configuration only permits vehicles to turn left out onto Manchester Road. The junction would have increased vehicles using the junction as the proposal was to ban the left turn for vehicles emerging from the site access at the traffic signal junction. This would require pedestrians to use an uncontrolled crossing across the site exit. Pedestrians would need to be aware of an additional traffic stream into site which does not currently occur and the increased numbers of vehicles turning left out of the exit onto Manchester Road. The risk to pedestrian safety would increase with the opening of the left turn into the site and the increased numbers of vehicles exiting the site at this point.

13.10 Historically there have been a number of road traffic accidents resulting in injuries along Manchester Road near side road junctions. Vehicles travelling westbound along Manchester Road to turn left into the site would need to slow down to make the turn. The LHA was concerned that the slowing down of vehicles, a manoeuvre that does not currently occur on this part of Manchester Road, would increase the highway safety risk.

13.11 In addition, there was a concern that vehicles turning out of the site access onto Manchester Road would have obscured visibility of vehicles approaching from the east along Manchester Road. Vehicles travelling straight on along Manchester Road westbound are expected to do so in the outside lane of the dual carriageway when vehicles are slowing down in the nearside lane to turn left into the site. This slowing down of a vehicle would restrict visibility for a motorist emerging from the priority junction to vehicles travelling in the outside lane; this conflict of vehicle movement would result in a highway safety risk.

13.12 There is a further concern that the proposal would have encouraged unauthorised vehicle manoeuvres. The LHA identified that vehicles travelling east along Manchester Road to the site may be more prone to making a u-turn at the traffic signal junction which is considered an unsafe movement and although banned, there is a likelihood this would occur.

13.13 The LHA/TfGM considered the above safety issues would have an unacceptable highway safety impact. The development proposal is thereby contrary to the Policies E5, E6, T1 and T8 of the Tameside UDP and paragraph 111 of the National Planning Policy Framework.

### **Revised Proposals**

13.14 To address the above concerns the applicant has focused upon improvements to the existing access arrangements at the Snipe Retail Park. The latest proposals are still met with objection from the LHA and TfGM, who have identified that the entrances into Lord Sheldon Way northbound, Manchester Road eastbound and the entrance into the retail park are too narrow to safely accommodate the two traffic lanes which are proposed. The tracking information which has been supplied only shows one vehicle at a time making these manoeuvres, and these indicate that if a HGV is making these manoeuvres, then only one

lane can be safely used. Additionally, the LHA and TfGM are unsure that the widening of Manchester Road will provide much additional benefit to mitigate for the increase in traffic movements from the development and this view is also taken on the additional left/ahead lane from the retail park. In addition to this it is noted that the footway on Manchester Road, that the proposed left turn will sit on is currently occupied by services which could prove a considerable constraint.

### **Traffic Signal Capacity**

- 13.15 The LHA and TfGM have identified that the increased traffic volumes generated by the proposed development will lead to over saturation of the traffic signal junction on all approaches to the Snipe Retail Park. The initial modelling of the junctions indicated that without development in years 2021, 2026 and 2031 the traffic signals operate below 90% capacity. In 2031 without development the signals are forecast to operate at 95% capacity. In the with development scenarios of the store being operational, the signals would operate above capacity in the years 2026 100% and 2031 107% during peak periods.
- 13.16 An alternative proposal has been put forward by the applicant which would ban the left turn from the site access at the traffic signal junction. With the additional traffic predicted from the Aldi Store, TfGM has expressed a concern that the results of analysis show that the junction would operate over capacity in the evening peak and Saturday afternoon peak periods resulting in further delay and congestion for vehicles within the area.
- 13.17 Following a detailed assessment of the proposals it is not considered that the application would suitably mitigate the associated impact of the development. The store would attract additional traffic movements to the existing retail park placing additional strain upon existing junctions which would operate beyond capacity. The resultant congestion upon the surrounding network would be unacceptable and the application has failed to demonstrate that they can be appropriately mitigated. Consequently, it is considered that the proposal would be contrary to the Policies S3, T1 and T8 of the Tameside UDP and paragraph 111 of the National Planning Policy Framework (2021).

## **14. DRAINAGE AND FLOOD RISK**

- 14.1 The site is located in flood zone 1 and is at the lowest risk of flooding. The majority of the site is laid to hard surfacing and there would be no significant increase to the size of this area.
- 14.2 A Drainage Strategy and Flood Risk Assessment has been prepared and submitted with the application. This concludes that infiltration would not be suitable at the site such that the proposal is to discharge surface water via an attenuated system to an onsite culvert (which also required diversion). The LLFA has reviewed and raised a number queries relevant to the design and capacity. It is also suggested that the culvert may need to be revised further to ensure no encroachment would occur from the building.
- 14.3 There are not considered to be any fundamental drainage issues on the site. The observations raised by the LLFA in their review can be adequately addressed through the detailed design process. Ultimately a planning condition would be sufficient to ensure that the design and drainage strategy would be adequate for the site.
- 14.4 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity.

## **15. GROUND CONDITIONS**

- 15.1 Historically the site is in the location of the former Snipe Colliery. As such, there are coal mining features and hazards which need to be considered. The applicant has obtained

appropriate and up-to-date coal mining information for the proposed development site and has used this information to inform the mining report which has been reviewed as acceptable by the Coal Authority in their assessment. No conditions are recommended.

- 15.2 The EHO has recommended that a standard contaminated land condition is attached to any planning approval granted for development at the site, requiring the submission and approval of an assessment into potential sources of contamination and a remediation strategy. This is considered reasonable to ensure that occupiers of the unit will not be exposed to any potential risks.

## **16. ECOLOGY**

- 16.1 The NPPF emphasises that planning policies and decisions should contribute to and enhance the natural and local environment. The submission includes a phase 1 habitat survey and bat survey, which has been reviewed by the Greater Manchester Ecology Unit. The consultation response accepts that there are no significant ecological issues. The existing buildings to be demolished have negligible potential to host roosting bats. Issues relating to bats, nesting birds, invasive species and biodiversity enhancement measures can be resolved via condition and/or informative.

## **17. AIR QUALITY**

- 17.1 The development is located within an air quality management area (AQMA). It is recognised following an assessment of the Transport Assessment that the development would result in an increase in vehicle trips to and from the site and an increase in congestion on the surrounding highway network. The associated impacts of this traffic would have a negative impact on air quality within the AQMA and surrounding areas. Without an Air Quality Impact Assessment it is not possible to determine how significant the worsening of local air quality from traffic generated by the development would be. The inability of the application to assess or mitigate this impact is considered to be contrary to UDP policy MW14 Air Quality.

## **18. OTHER ISSUES**

- 18.1 The economic benefits of the development are recognised although no substantive detail has been provided by the applicant and consideration also needs to be given to those lost from the existing Pizza Hut restaurant. Nonetheless, it is acknowledged that the scheme would result in creation of employment opportunities in the operational phase, together with the additional employment and economic investment benefits arising from the store construction period. In accordance with Paragraph 81 of the NPPF, the need to support economic growth and productivity is relevant to the assessment process.

## **19. PLANNING BALANCE AND CONCLUSION**

- 19.1 In addressing the principle, the proposed development proposes a town centre use outside of designated centres. However, a sequentially preferable site appears to be suitable for the development within Droylsden town centre.
- 19.2 The assessment of the planning merits has identified four clear separate areas of objection which are deemed to result in conflict with policies of the Development Plan and National Planning Guidance. The identified issues relating to the stores location (sequential test) design, access arrangements and potential impact upon local air quality collectively reinforce why the location is not deemed suitable to support the Aldi food store. Whilst the attributed job creation would be of a benefit this would not mitigate the perceived harm associated with

the leakage of further convenience expenditure from Droylsden town centre, the impacts upon the local highway network and the adverse impact upon the amenity and environmental quality of the area.

- 19.3 Chapter 2 of the NPPF is clear that the three overarching objectives for achieving sustainable development are interdependent and need to be pursued in mutually supportive ways. In this respect it is not considered that the economic, social or environmental objectives would be demonstrably achieved.
- 19.4 The NPPF places great importance on the need to achieve well-designed places, setting out that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development. The development fails to foster a well-designed built environment and fails to respond to and sit sympathetically within its physical context.
- 19.5 The application is accompanied by insufficient information to demonstrate that the development would have an acceptable impact on the surrounding highway network and local air quality.
- 19.6 In reaching a conclusion a balanced assessment has been undertaken of the proposals including the associated economic benefits resulting from the investment. The objections raised by third parties and technical consultees are persuasive, and confirm that there is no reasonable justification to depart from established town centre policy, urban design practice and highway safety requirements. To permit the development would be prejudicial to the vitality of Droylsden town centre, local environmental quality and highway safety and capacity of the locality. It is therefore not considered that the proposals pass the sustainability test laid out within the NPPF.

## **RECOMMENDATION**

That planning permission be refused for the following reasons:

1. There is a sequentially preferable site that is available and potentially suitable to accommodate the proposed food store development. When demonstrating flexibility on issues such as format and scale, it has not been adequately demonstrated by the applicant that this alternative site is not suitable. As such, it is considered that the application proposal fails to satisfy the sequential test at paragraph 87 of the NPPF and thus a reason to refuse the application at paragraph 91 of the NPPF applies. The proposal is also contrary to saved Policy S3 (New Retail Developments Outside Town Centres) of the Tameside Unitary Development Plan.
2. The existing interface between Snipe Retail Park and Manchester Road is poor. The proposed layout, scale, elevational treatment and landscaping of the building would create an inward facing form of development which would fail to uplift the appearance of the retail park and the result would have a negative appearance from surrounding public vistas on a major public highway. The absence of active frontage to the surrounding public realm would be particularly harmful, where the dominant elevations and exposure of service and plant areas would reflect negatively on the locality leaving a damaging legacy and undesirable precedent. Consequently, the proposals would be contrary to Policies C1 (Townscape and Urban Form) of the Tameside UDP and chapter 12 of the National Planning Policy Framework.
3. The site is located within an area which is prone to traffic congestion with existing junctions operating at or close to capacity. The traffic modelling undertaken of the Manchester Road / Snipe Retail Park shows that the development will have a detrimental impact on the highway network and will result in large queues resulting in an increase in congestion and

highway safety issues within the locality to the detriment of existing highway users. Consequently, it is deemed that the proposal would have an unacceptable and adverse impact upon highway safety contrary to the UDP policies T1, and S3. The associated harm which would occur warrants refusal against the provision of paragraph 111 of the NPPF.

4. The application has not been supported with an Air Quality Assessment. The site falls within a designated Air Quality Management Area, an assessment of the transport impact has identified additional highway congestion resulting from the development. The absence of an air quality report means that it is not possible to assess the impact the development would have upon local air quality, consequently the proposals are considered to be contrary to UDP policy MW14 (Air Quality) and NPPF paragraph 186.

## **RECOMMENDED CONDITIONS**

Should Members of the Panel be minded to approve the application it is recommended that the following conditions are applied:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in full accordance with the following approved plans/details unless required by another condition of this permission:

Site Location Plan 11152 13 PL L01  
Existing Underground Constraints Plan 11152 13 PL L03  
Proposed Elevations 11152 13 PL E01 Rev E  
Ground Floor Plan 11152 13 PL P01 Rev E  
Proposed Roof Plan 11152 13 PL P02 Rev E  
Proposed Section 11152 13 PL S01 Rev B  
Illustrative Street Scene Elevations 11152 13 PL E02 Rev E  
Coal Mining Risk Assessment Ref 20-466  
Design & Access Statement  
Flood Risk Assessment and Outline Water Drainage Strategy Ref J6952 Rev A  
Ground Investigation Report Ref 20-466  
Habitat and Bat Survey Ref October 2020  
Planning Statement  
Sustainability Assessment Ref 1207  
Transport Assessment Ref Nov 2020  
Travel Plan Ref 2181 December 2020  
Tree Survey Ref 20/AIA/Tameside/06 Rev B

Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policies and relevant National Planning Guidance (list policies against which the application has been assessed).

3. No work shall take place in respect to the construction of the approved food store's access arrangements until a scheme relevant to highway construction and improvement works to the local highway network (as shown on Dwg Ref: 2181-F02 Rev E) has been submitted to and approved in writing by the local planning authority. The scheme shall include full details of:

1. Phasing plan of highway works.
2. Surface and drainage details of all carriageways and footways.

3. Details of Camera Traffic Monitoring System and the Revalidation of the SCOOT network at the retail park junction and the adjacent junction. Details of the works to the reinstatement of redundant vehicle access points on Manchester Road as a continuous footway to adoptable standards following the completion of the construction phase.
4. Full details for proposed retaining walls within the development, including temporary retaining structures required for the proposed site.
5. Details of the areas of the highway network within the site shown on the approved drawing 2181-F02Rev E to be constructed to adoptable standards and the specification of the construction of these areas. The new road/access to the development shall be constructed in accordance with the Tameside Metropolitan Borough Council Specification for Construction of Commercial Roads.
6. Details of carriageway markings and signage, including Traffic Regulation Orders for No Waiting at Any Time on the length of carriageway between the two internal roundabouts.
7. Details of a lighting scheme to provide street lighting (to an adoptable standard), to the shared private carriageway have been submitted to and approved in writing by the local planning authority. The scheme shall include details of how the lighting will be funded for both electricity supply and future maintenance.

No part of the approved development shall be occupied until the approved highways works have been constructed in accordance with the approved details or phasing plan.

Reason: In order that the site will benefit from safe and practical access arrangements in accordance with Policy T1 of the Tameside UDP.

4. No development, other than site clearance and site compound set up, shall commence until an air quality assessment detailing the likely construction and operational impacts of the development upon local air quality and appropriate measures to mitigate these impacts has been submitted to, and approved in writing by, the local planning authority. Any approved mitigation shall be implemented and verified as approved prior to the commencement of use.

Reason: In the interests of local air quality given that Manchester Road is within a designated Air Quality Management Area in accordance with UDP policy MW14 (Air Quality) and NPPF paragraph 186.

5. 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:

- Arrangements for the control of Noise and dust;
- Any 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.

Reason: In the interest of highway safety, in accordance with UDP Policy T1: Highway Improvement and Traffic Management.

6. No development shall commence (excluding the demolition of existing structures and site clearance or preparation) until 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, has been 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. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The strategy shall also include details of on-going management and maintenance arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure proper drainage of the area, in accordance with UDP policy U3 Water Services for Developments and Section 14 of the NPPF.

7. No development shall commence (excluding the demolition of existing structures and site clearance or preparation) until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:

1. A Preliminary Risk Assessment which has identified:
  - All previous and current uses of the site and surrounding area.
  - All potential contaminants associated with those uses.
  - A conceptual site model identifying all potential sources, pathways, receptors and pollutant linkages.
2. A site investigation strategy, based on the Preliminary Risk Assessment in (1) detailing all investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
3. The findings of the site investigation and detailed risk assessment referred to in point (2) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
4. Based on the site investigation and detailed risk assessment referred to in point (3) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
5. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (4) have been fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

8. Prior to the first opening of the food store to the general public, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the local planning authority.

If during development, contamination not previously identified is encountered, then no further development (unless otherwise agreed with the LPA), shall be undertaken until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

9. Notwithstanding any description of materials in the application form and shown within the Design & Access Statement or elevation drawings, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the building; in the construction of all boundary walls, fences, railings and plant/machinery enclosures; 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 schedule.

Reason: In the interests of the visual amenities of the locality, in accordance with policies OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

10. No development shall commence (excluding the demolition of existing structures and site clearance or preparation) until an Employment and Skills Plan that is tailored to the development and will set out the employment and skills training opportunities for both the construction and operation phase of the development, has been submitted to and approved in writing by the local planning authority. The plan shall include:
  - a) Details of how the initial staff/employment opportunities at the development will be advertised and how liaison with the Council and other local employment bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;
  - b) Details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships or an agreed alternative;
  - c) A procedure setting out criteria for employment, and for matching of candidates to vacancies;
  - d) Measures to be taken to offer and provide college and/or work placement opportunities at the development to students within the locality;
  - e) A procedure for monitoring the local employment scheme and reporting the results of such monitoring to the Council including details of the origins qualifications numbers and other details of candidates; and
  - f) A timetable for the implementation of the local employment scheme.

The development shall be implemented in accordance with the approved scheme.

Reason: In the interest of promoting local employment opportunities in accordance with policy E7 (Local Access to New Employment) of the Tameside UDP.

11. Prior to the first opening of the food store to the general public a method statement detailing how the food store will be serviced shall be submitted to and approved in writing by the local planning authority. The method statement shall include details of times of servicing, the size and type of vehicles that will service the site, where service vehicles will load / unload, how servicing will be managed, how the service areas will be kept clear for servicing and how refuse / recycling will be managed. The food store shall trade in full compliance with the approved method statement.

Reason: To ensure that the development is serviced in a safe manner, having regard to policy T1 of the Tameside UDP.

12. Details of a scheme to provide wayfinding signage within the vicinity of the site to sign key routes for pedestrians and cyclists to and from the site shall be submitted to and approved in

writing by the local planning authority. The development shall not be occupied until the signs have been provided in accordance with the approved drawings.

Reason: To ensure that the development has safe and good quality pedestrian / cycle access arrangements in accordance with Policies T1: Highway Improvement and Traffic Management, T7 Cycling of the Tameside UDP.

13. No work shall take place in respect to the construction of the pedestrian and cycle access routes within and that will serve the site until detailed drawings of the access routes have been submitted to and approved in writing by the local planning authority. Details shall include how the access routes will be surfaced, drained, illuminated and signed, together with details of levels and any steps. The approved development shall not be occupied / the approved access routes shall not be brought into use until the access routes have been constructed in accordance with the approved drawings and are available for use. The routes shall thereafter be retained as constructed.

Reason: In order that the site will benefit from safe and practical access arrangements in accordance with Policies T1: Highway Improvement and Traffic Management, T7 Cycling of the Tameside UDP.

14. The development shall be drained with separate foul and surface water systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution to surface water in accordance UDP policy U3 Water Services for Developments and Section 14 NPPF.

15. Prior to the opening of the food store full details of all proposed tree planting, including the intended dates of planting, shall be submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the opening of the food store or within a timescale to be agreed in writing with the local planning authority.

Reason: In the interests of the visual amenities of the locality, in accordance with policies OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

16. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with policies OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

17. Prior to the first opening of the food store, full details of a scheme for public artwork, seating and interpretation boards to the Manchester Road / Snipe Way frontage, shall be submitted to and approved in writing by the local planning authority. The approved artwork and public seating shall be carried out in accordance with the approved details prior to the first occupation of the development or within a timescale to be agreed in writing with the local planning authority.

Reason: In the interests of the visual amenities of the locality, in accordance with policies OL10: Landscape Quality and Character and C1: Townscape and Urban Form and C12 Art in the Environment.

18. The parking/manoeuvring facilities, indicated on the submitted plan ref 2181-F02 Rev E, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the

manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

Reason: In the interests of highway safety in accordance with policy T1 Highway Improvement.

19. Notwithstanding details on the parking layout plan, prior to the first opening of the food store, an electric vehicle charging design showing two dedicated charging points shall be submitted for approval in writing by the local planning authority. The design shall comply with the following requirements listed below:

1. be designed and installed in accordance with the appropriate parts of BS EN 61851 (or any subsequent replacement standard in effect at the date of the installation);
2. Have a minimum rated output of 7kW, measured or calculated at a nominal supply voltage of 230VAC;
3. Be fitted with a universal socket (known as an untethered electric vehicle charge point);
4. Be fitted with a charging equipment status indicator using lights, LEDs or display; and
5. A minimum of Mode 3 or equivalent.

Reason: In the interest of sustainability to encourage electric vehicle ownership in the interests of local air quality.

20. The development hereby approved shall be carried in accordance with the measures listed in the submitted Travel Plan ref 2181 December 2020. Upon appointment of a Travel Plan Coordinator, a further Travel Plan shall be submitted to the local planning authority for approval in writing. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan to be submitted by the appointed travel plan coordinator. The travel plan and all updates shall be produced in accordance with current national and local best practice guidance and shall include details on the method of operation, targets, infrastructure to be provided, measures that will be implemented, monitoring and review mechanisms, procedures for any remedial action that may be required and a timetable for implementing each element of the plan.

Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management and T11 Travel Plans.

21. Prior to occupation of the building, full details of externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with the approved details.

Reason: In the interest of visual and residential amenity in accordance with Tameside UDP policy C1: Townscape and Urban Form and policy OL10: Landscape Quality and Character.

22. The foodstore hereby permitted shall only be open for trade to the public between the hours of 07:00hrs to 23:00hrs Mondays to Saturdays and 08:00hrs to 16:00hrs Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

23. 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.

Reason: To protect the amenities of occupants of nearby properties/dwelling houses in accordance with UDP policies 1.12 and E6.

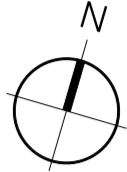
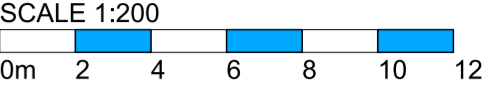
24. The development hereby permitted shall have a maximum gross internal area of 1,858 sq. metres and a maximum net sales area of 1,315 sq. m. It shall be used within class E(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended), primarily for the sale of convenience retail goods with an allowance for 20% (262 sq. m) of the net sales area able to be used for the sale of any comparison goods, and for no other purpose. Following its construction there shall be no internal sub-division of the unit.

Reason: To reflect the basis on which the application has been assessed and to protect the vitality and viability of nearby town centres, having regard to Policy S3 of the Tameside UDP.

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SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:



EXISTING BUS STOP

MANCHESTER ROAD

EXISTING ACCESS OFF MANCHESTER ROAD RE-ESTABLISHED

EXTERNAL PLANT COMPOUND

EXISTING SUB STATION

NEW CROSSING

TOTAL 85 CARS  
(6 ACC. + 7 P&C + 72 STD)

NEW CAR PARKING

PARENT & CHILD BAYS

NEW CROSSING

NEW CROSSING

BACK-OF-HOUSE

UNIT 13  
PROPOSED FOODSTORE  
20,000 SqFt 1,858 SqM GIA

SHOP FLOOR

31040

17300

55000

10 No. CYCLES

CANOPY ABOVE

TROLLEY STORAGE

EXIT

ENTRANCE

GLAZED SHOPFRONT

STEPPED ESCAPE

DELIVERY RAMP

BINS

DELIVERY SHUTTER

DRIVERS DOOR

WINDOW

WINDOW

FIRE EXIT

FIRE EXIT

FIRE EXIT

NEW CROSSING

EXISTING ROAD RE-ALIGNED,  
KERBS MODIFIED TO SUIT. 4  
CAR BAYS LOST

HOME BARGAINS

SNIFE WAY

EXISTING SERVICE ROAD AND JUNCTION MODIFIED

REV.E	01.09.21	UPDATED PLANT COMPOUND LAYOUT AND ADDED PROJECTING WALL	AAS
REV.D	15.01.21	INTERNAL ARRANGEMENT SHOWN, FIRE ESCAPE & RAMP UPDATED TO SUIT TENANT REQUIREMENTS	AJP
REV.C	22.12.20	DOOR TO BOH UPDATED, GRID ADJUSTED	AJP
REV.B	21.12.20	WINDOWS & DOOR TO BOH UPDATED	AJP
REV.A	17.12.20	FE WIDENED, BOH FE MOVED, WINDOWS INDICATED	AJP

REV.	DATE	NOTES	INIT.
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CLIENT / PROJECT

ST. JAMES PLACE UK PLC.  
PROPOSED FOODSTORE

PROP. UNIT 13, SNIFE RETAIL PARK, SNIFE WAY  
AUDENSHAW, ASHTON-UNDER-LYNE. OL7 0DN

DRAWING TITLE

PROPOSED GA PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A2
20.11.20	AJP	1:200

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
11152	13	PL	P01	E

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix: Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER  
105 MANCHESTER ROAD  
BURY LANCASHIRE BL3 0TD  
T. 0161 797 6000 E. manchester@rgp.co.uk  
www.rgp.co.uk

LONDON  
19 BEDFORD ROW  
LONDON WC1R 4EB  
T. 020 7600 6666 E. london@rgp.co.uk



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## LANDSCAPE RESPONSE - PLAN

Provide a break in the planting and a focal point at ground floor and on the elevation. An opportunity for people to arrive to the site

MANCHESTER ROAD

EXTERNAL PLANT COMPOUND  
WITH TIMBER SCREEN

Soften the frontage through enhanced  
planting and detailing of the architecture

ALDI STORE

Soften the frontage through enhanced  
planting and detailing of the architecture

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**Application Number 21/00071/FUL**

**Planning application for the demolition of existing buildings and the erection of a new class E commercial unit with associated physical works to create a revised access, car parking and landscaping**

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**Photo 1: Aerial view of site**



**Photo 2: Aerial view looking south**



**Photo 3: Google Street view from Manchester Road**



**Photo 4: Pizza Hut looking west**



**Photo 5: Vacant former Carphone Warehouse building**



**Photo 6: Internal view from mini roundabout**



**Photo 7: View from Snipe Way junction**



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SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CON REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING

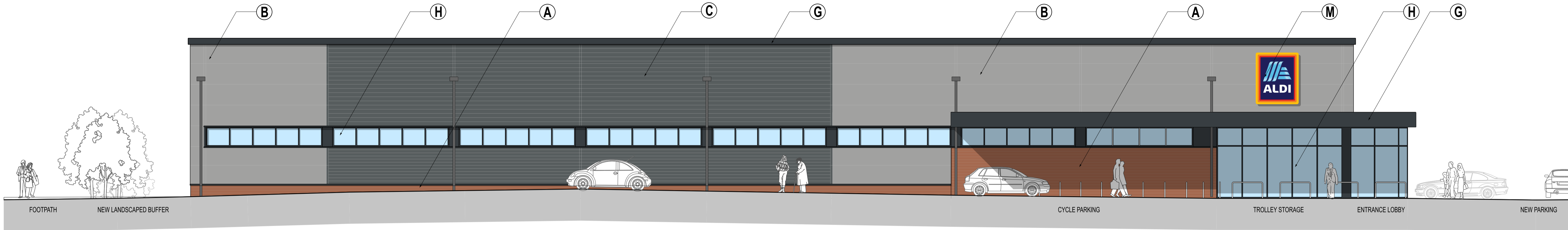
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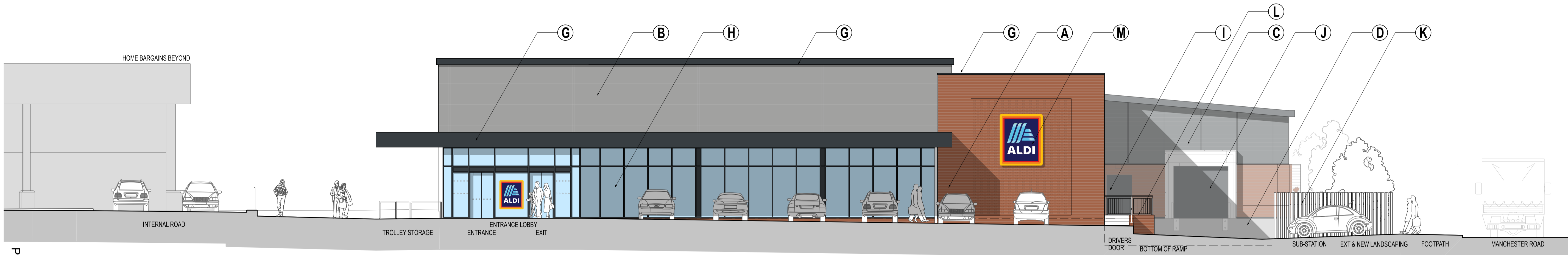
MATERIALS

- (A) FACING BRICKWORK  
COLOUR: RED
- (B) MICRO-RIB METAL FACED WALL CLADDING  
COLOUR: SILVER RAL 9006
- (C) HORIZONTAL MTIMBER CLADDING  
IN SIBERIAN LARCH
- (D) CONCRETE DOCK / RAMP WALL  
COLOUR: LIGHT GREY [NATURAL]
- (E) METAL ROOF CLADDING  
COLOUR: GOOSEWING GREY
- (F) FLAT ROOF  
COLOUR: MID GREY
- (G) PPC ALUMINIUM TRIMS, FLASHINGS & RAINWATER  
COLOUR: ANTHRACITE RAL 7016
- (H) ALUMINIUM CURTAIN WALLING / WINDOWS  
COLOUR: ANTHRACITE RAL 7016
- (I) STEEL SECURITY DOORSETS  
COLOUR: ANTHRACITE RAL 7016
- (J) INSULATED SECTIONAL OVERHEAD DOOR  
COLOUR: ANTHRACITE RAL 7016
- (K) TIMBER HIT AND MISS FENCE PANEL / SCREEN
- (L) HANDRAIL / EDGE PROTECTION / EXT. STEPS
- (M) INDICATIVE SIGNAGE  
(SUBJECT TO SEPERATE APPLICATION)

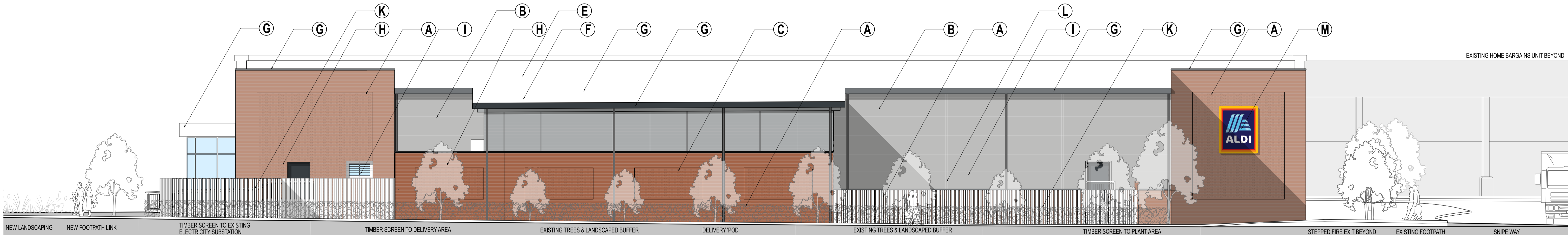
LANDSCAPING SHOWN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECTS DETAILS FOR FULL INFORMATION.



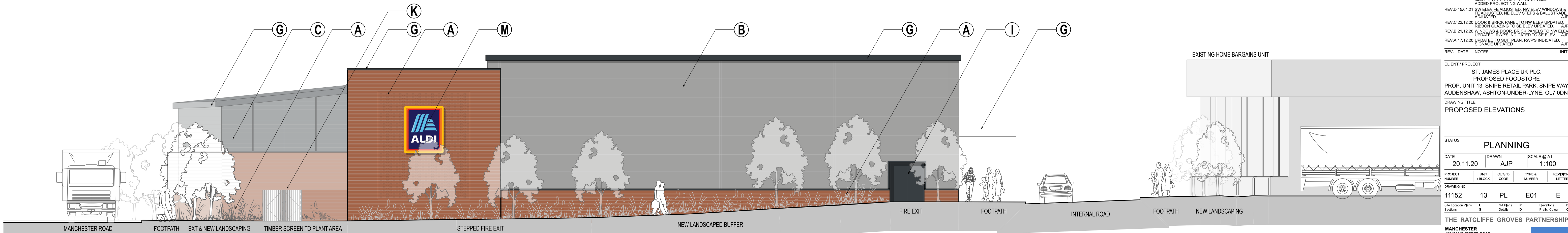
**SOUTH EAST ELEVATION**  
FACING HOME BARGAINS



**NORTH EAST ELEVATION**  
FACING DREAMS



**NORTH WEST ELEVATION**  
FACING MANCHESTER ROAD



**SOUTH WEST ELEVATION**  
FACING SNIPE WAY

REV.E 25.08.21 UPDATED PLANT COMPOUND LAYOUT, AAS  
MANCHESTER ROAD ELEVATION AND  
ADDED PROJECTING WALL  
REV.D 15.01.21 SW ELEV FE ADJUSTED, NW ELEV WINDOWS &  
FE ADJUSTED, NE ELEV STEPS & BALUSTRADE  
ADJUSTED  
REV.C 22.12.20 DOOR & BRICK PANEL TO NW ELEV UPDATED, AJP  
RIBBON GLAZING TO SE ELEV UPDATED  
REV.B 21.12.20 WINDOWS & DOOR, BRICK PANELS TO NW ELEV  
UPDATED, RWPS INDICATED TO SE ELEV AJP  
REV.A 17.12.20 UPDATED TO SUIT PLAN, RWPS INDICATED, AJP  
SIGNAGE UPDATED

REV. DATE NOTES INT.

CLIENT / PROJECT  
ST. JAMES PLACE UK PLC.  
PROPOSED FOODSTORE  
PROP. UNIT 13, SNIPE RETAIL PARK, SNIPE WAY  
AUDENSHAW, ASHTON-UNDER-LYNE, OL7 0DN  
DRAWING TITLE  
PROPOSED ELEVATIONS

STATUS  
PLANNING

DATE 20.11.20 DRAWN AJP SCALE @ A1  
1:100

PROJECT NUMBER UNIT / BLOCK CI / SPS CODE TYPE & NUMBER REVISION LETTER

DRAWING NO. 11152 13 PL E01 E

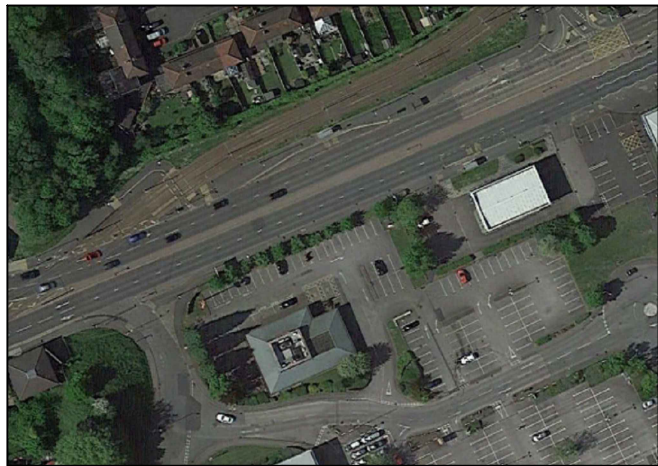
Site Location Plans L GA Plans P Elevations E  
Sections S Details D Profile Colour C

THE RATCLIFFE GROVES PARTNERSHIP

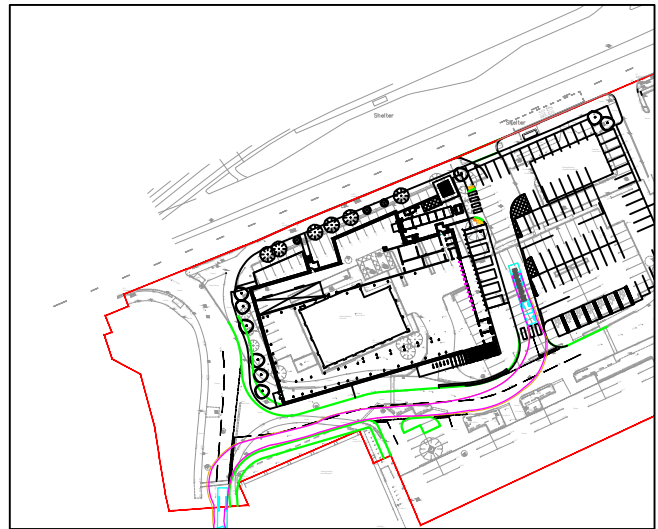
MANCHESTER  
131 MANCHESTER ROAD  
BURY, LANCASHIRE, BL9 6TD  
T: 0161 797 6000 E: manchester@rgp.co.uk  
www.rgp.co.uk

LONDON  
19 REDFORD ROAD  
LONDON, WC1R 4BS  
T: 020 7600 6666 E: london@rgp.co.uk  
architects

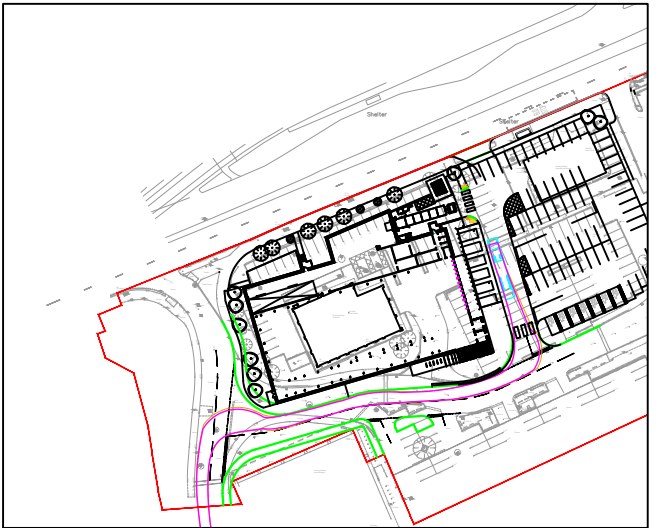
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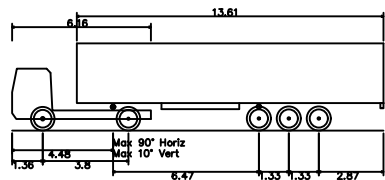
NORTH SOUTH AERIAL VIEW



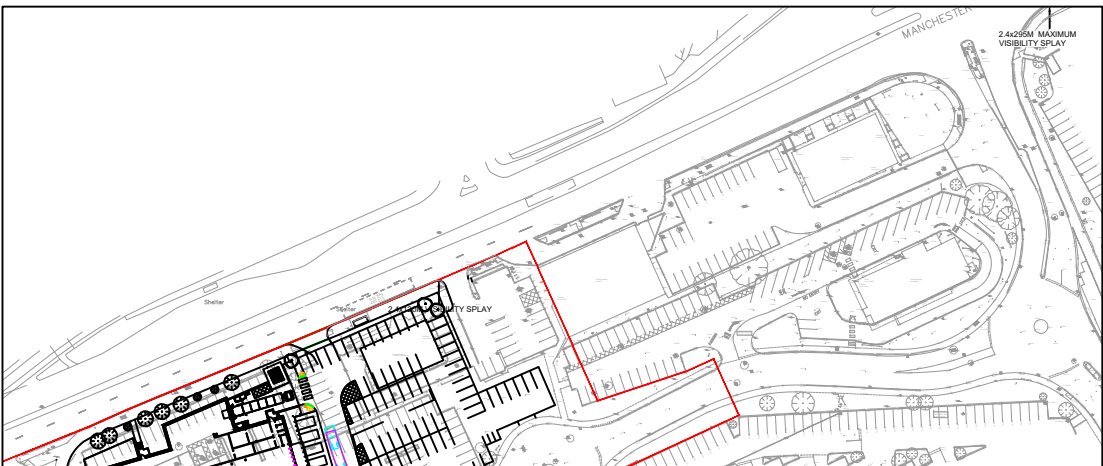
FTA RIGHT OUT OF SITE - SCALE 1:2000@A3



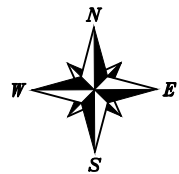
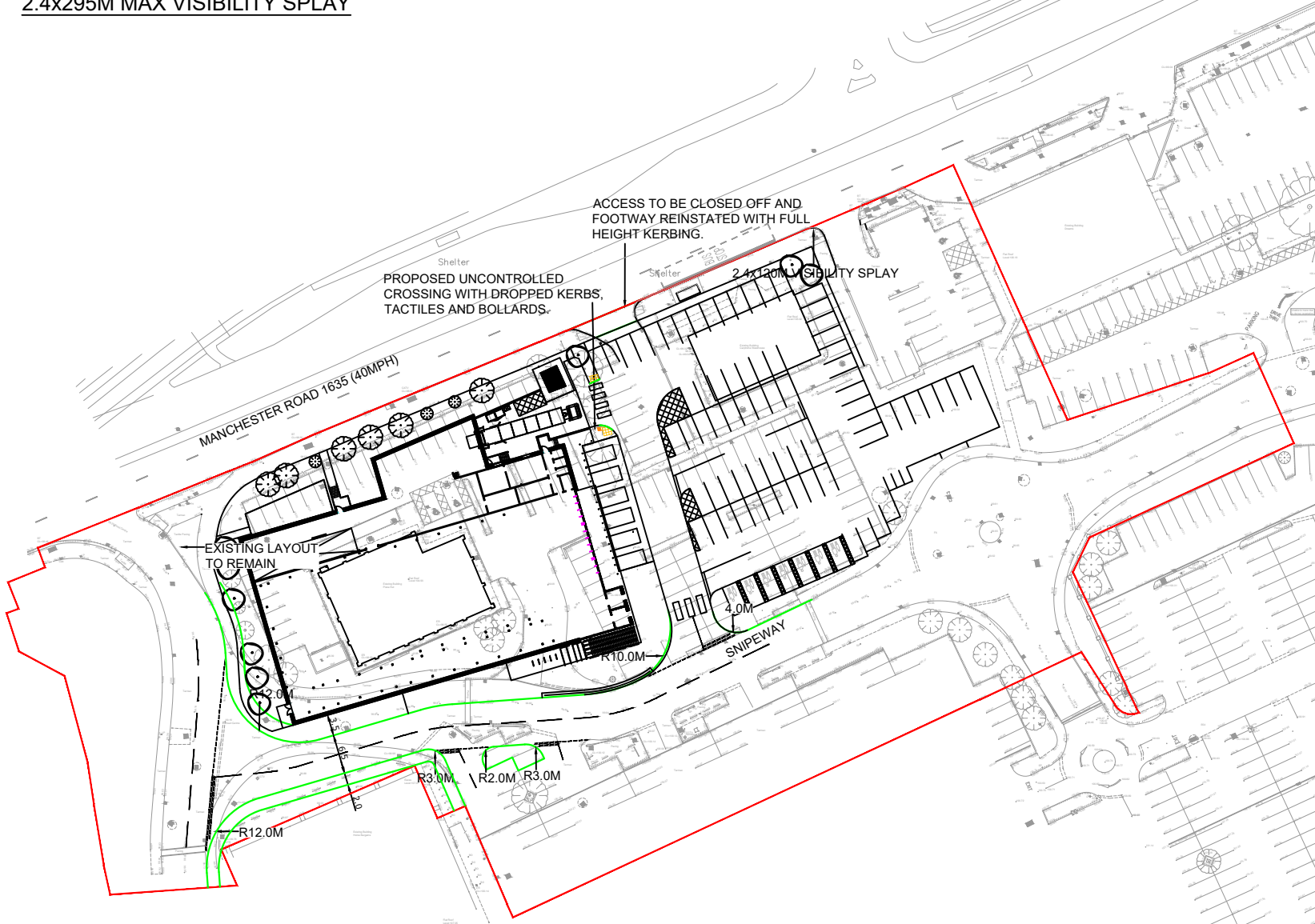
FTA RIGHT INTO SITE - SCALE 1:2000@A3



FTA Design Articulated Vehicle (1998)  
Overall Length 16.480m  
Overall Width 2.550m  
Overall Body Height 4.270m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.470m  
Lock to Lock Time 6.00s  
Kerb to Kerb Turning Radius 6.550m



2.4x295M MAX VISIBILITY SPLAY



## NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.  
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

REV	DETAILS	DRAWN	CHECKED	DATE
E	ACCESS AMENDMENTS	LB	LW	DEC 21
D	VISIBILITY AMENDMENTS	LB	LW	NOV 21
C	MINOR AMENDMENT	LB	JC	JUL 21
B	MINOR AMENDMENT	LB	JC	JUL 21
A	MINOR AMENDMENT	LB	JC	MAY 21

CLIENT:  
**ORCHARD STREET**

PROJECT:  
**SNIFE RETAIL PARK,  
ASHTON UNDER LYNE**

DRAWING TITLE:  
**PROPOSED SITE ACCESS  
ARRANGEMENT**

SCALES:  
**1:1000 @ A3**

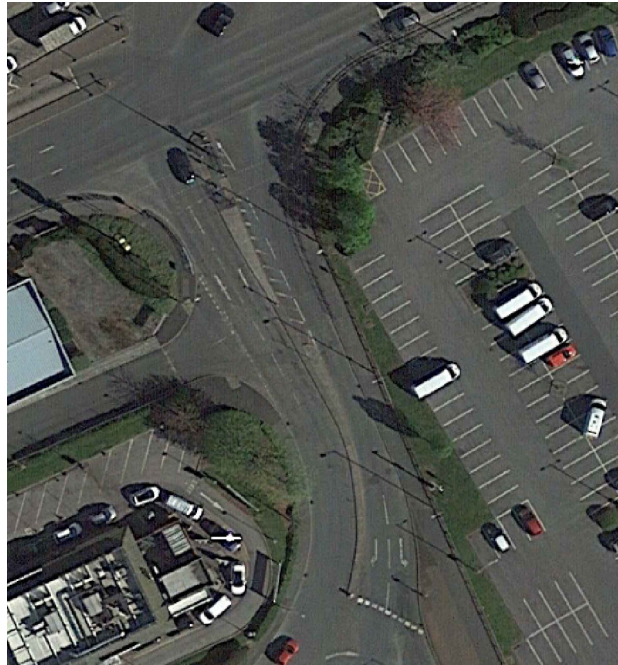
DRAWN: LB CHECKED: JC DATE: NOV 20

Croft Transport Planning & Design  
340 Deansgate  
Manchester  
M3 4LY  
Email: [info@crofts.co.uk](mailto:info@crofts.co.uk)  
Tel: 0161 837 7380  
Web: [www.eddisons.com/services/transport-planning](http://www.eddisons.com/services/transport-planning)

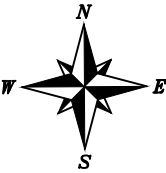
DRAWING NUMBER: 2181-F02 REVISION: E

**Eddisons** | Incorporating  
Croft

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NORTH SOUTH AERIAL VIEW



NOTES

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THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

— DENOTES NEW KERBS

E	LANE AMENDMENTS	LB	MC	DEC 21
D	LANE AMENDMENTS	LB	MC	DEC 21
C	LANE AMENDMENTS	LB	MC	NOV 21
B	ADDITIONAL LEFT TURN LANE	LB	MC	NOV 21
A	MINOR AMENDMENT	LB	LW	NOV 21

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

# ORCHARD STREET

PROJECT:

## SNIPE RETAIL PARK, ASHTON UNDER LYNE

DRAWING TITLE:

### PROPOSED HIGHWAY IMPROVEMENT PLAN

SCALES:

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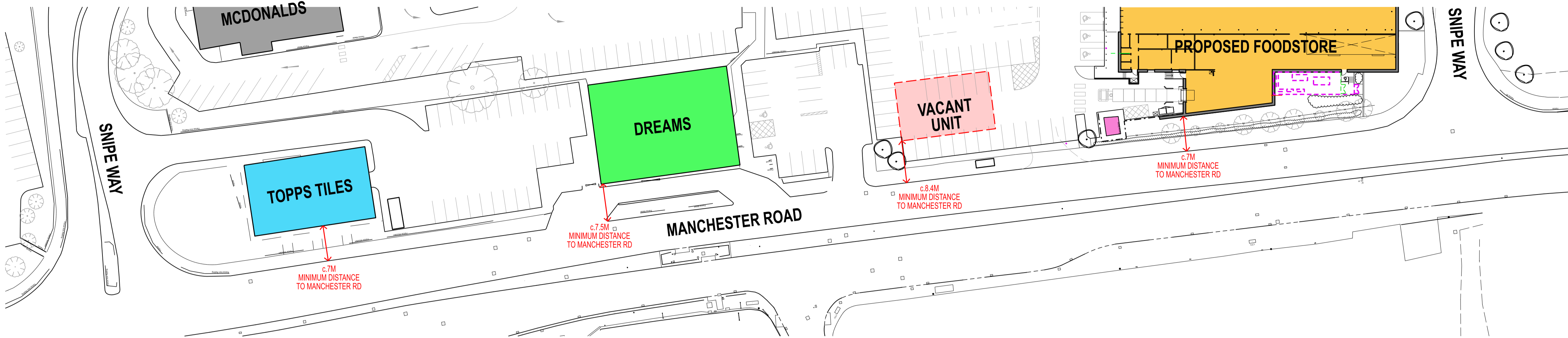
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Croft Transport Planning & Design  
340 Deansgate  
Manchester  
M3 4LY

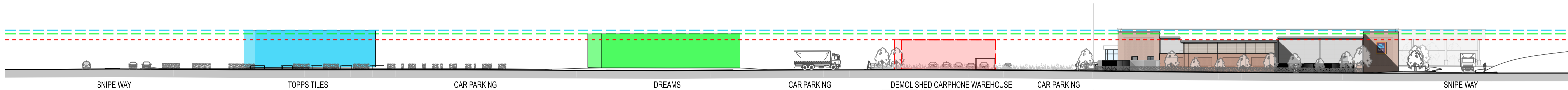
Email: [info@crofts.co.uk](mailto:info@crofts.co.uk)  
Tel: 0161 837 7380  
Web: [www.eddisons.com/services/transport-planning](http://www.eddisons.com/services/transport-planning)

DRAWING NUMBER:	2181-F05	REVISION:	E
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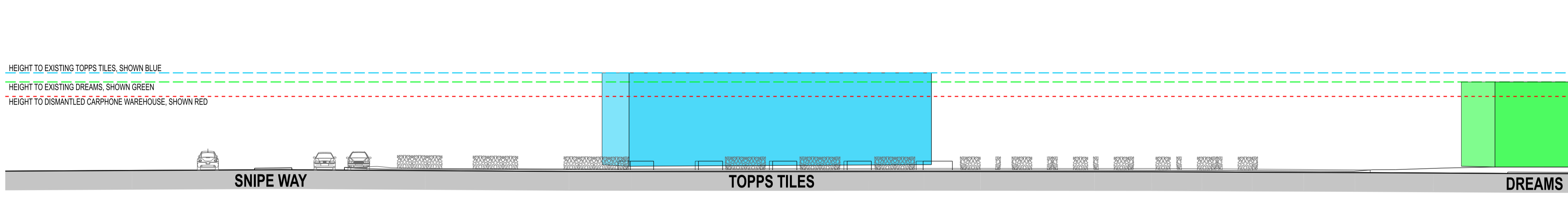
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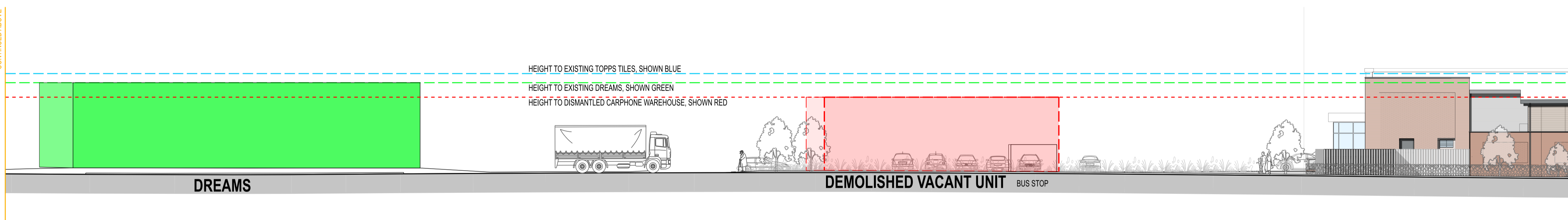
PART SITE PLAN 1:500



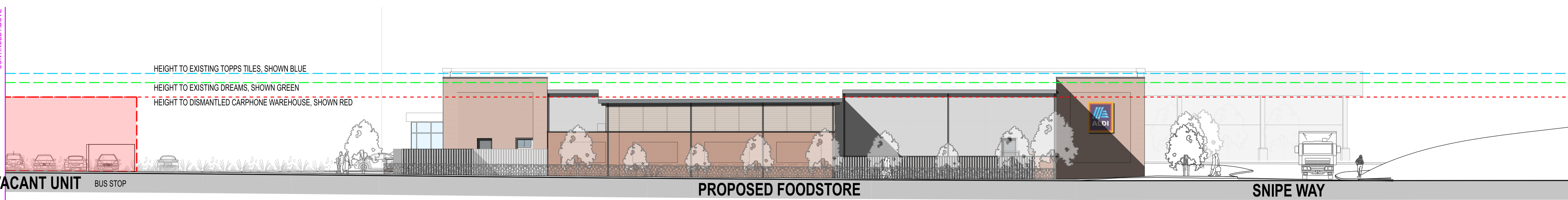
ELEVATION 1:500



ELEVATION 1:200



ELEVATION CONTINUED 1:200



ELEVATION CONTINUED 1:200

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<b>Application Number:</b>	21/00976/FUL
<b>Proposal:</b>	Change of use from office to 10 one-bedroomed apartments including re-instating doorway and lifting part of the existing roof.
<b>Site:</b>	8 Warrington Street, Ashton-under-Lyne, OL6 7PR
<b>Applicant:</b>	Mr M Blum, Ashton Solutions NW Ltd
<b>Recommendation:</b>	Grant planning permission, subject to conditions.
<b>Reason for Report:</b>	A Speakers Panel decision is required in accordance with the Council's Constitution because this is a major application as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015.
<b>Background Papers:</b>	The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972.

## **1. SITE & SURROUNDINGS**

- 1.1 The application relates to a part 3-storey and part 2-storey building located in the Old Town Quarter in the Ashton town centre conservation area. The building has its main frontage on to Warrington Street on the western side, and has frontages on to parallel roads, Church Street to the south and Fleet Street to the north. At the rear, the eastern side, the building is attached to another building in Church Street, access to the rear of which is taken from Fleet Street alongside the application premises.
- 1.2 The listed former Methodist Chapel directly across Fleet Street and a former technical college directly across Warrington Street have both been converted to flats. Planning permission (ref. 21/00715/FUL) was granted in August 2021 for the use of the attached building, formerly offices, to be changed to a 7-bedroom house in multiple occupation. There is a public house directly across Church Street.

## **2. PROPOSAL**

- 2.1 Full planning permission is sought for the change of use of the building from offices to 10, one-bedroomed apartments. In order to facilitate the proposed change of use, the scheme includes the upward extension of the section of the building that rises currently to two storeys to provide a third floor.
- 2.2 All of the flats would be one bedroomed. One flat would be a duplex utilising part of the ground floor and part of the basement.
- 2.3 Other external alterations proposed are the reinstatement of a door at the corner of the building at the junction of Warrington Street with Fleet Street, which would then provide discrete access to one of the ground floor flats, and the reinstatement of a window in the third floor gable to Church Street and the reinstatement of sections of glazed brickwork at low level in both the Warrington Street and Church Street elevations.

- 2.4 Two of the ground floor flats would be accessed directly and discretely from Church Street. Access and egress to the other flats would be via a hallway and staircase through an existing external door in Warrington Street.
- 2.5 A gated yard alongside the building in Fleet Street would provide two car parking spaces and refuse bin storage facility.

### **3. PLANNING HISTORY**

- 3.1 21/01152/P3N - Change of use of from (Class E) commercial, business and service uses to (Class C3) 8 flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 – Approved 26.11.2021.

### **4. PLANNING POLICY**

#### **National Planning Policy Framework (NPPF)**

- 4.1 Paragraph 9 states that planning 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.
- 4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 4.3 Paragraph 12 clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.
- 4.4 Paragraph 11 states that 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.
- 4.5 Paragraph 120 states that planning decisions should:
- Promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and
  - Support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.
- 4.6 Paragraph 125 states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where

they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

- 4.7 Paragraph 130 states that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - 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); and
  - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- 4.8 Paragraph 197 states that in determining applications, local planning authorities should take account of:
- 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 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.

#### **Development Plan**

- 4.9 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

- 4.10 Part 1 Policies
- 1.3 Creating a Cleaner 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
  - 1.13: Meeting Obligations on Minerals, Waste and Energy
- 4.11 Part 2 Policies
- H2: Unallocated Sites
  - H4: Type, Size and Affordability of Dwellings
  - H10: Detailed Design of Housing Developments
  - T10: Parking
  - C1: Townscape and Urban Form
  - C2: Conservation Areas
  - C4: Control of Development in or Adjoining Conservation Areas
- 4.12 **Supplementary Planning Documents**
- Residential Design Supplementary Planning Document
  - Ashton-under-Lyne Town Centre Strategy Supplementary Planning Document

#### **Other relevant policies**

- 4.13 It is not considered there are any local finance considerations that are material to the application.

### **Places for Everyone**

- 4.14 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.15 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.16 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

### **Other Considerations**

- 4.17 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.18 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

## **5 PUBLICITY CARRIED OUT**

- 5.1 The application has been advertised by means of: a notice being published in a local newspaper on December 9 2021 and posted at the site on December 17 2021, and, neighbour notification letters dispatched on December 22 2021 to 40 addresses in Warrington Street, Stamford Street, and Church Street.

## **6. SUMMARY OF THIRD PARTY RESPONSES**

- 6.1 None received.

## **7. RESPONSES FROM CONSULTÉES**

- 7.1 United Utilities has offered no objection to the proposal and suggested the development be implemented in accordance with the surface water drainage hierarchy included in PPG.
- 7.2 The Head of Waste Management and Fleet Services has raised no objection to the proposal and provided advice on refuse bin provision requirement to serve the development.
- 7.3 The Head of Environmental Services (Public Protection) has raised no objection to the proposal and suggested that conditions restricting the hours of construction work, requiring

the provision of refuse bin storage facilities, and investigating the need for acoustic insulation be attached to any permission.

- 7.4 The Head of Environmental Services (Highways) has raised no objection to the proposal and suggested that conditions requiring the provision of cycle storage and car parking facilities be attached to any permission.

## **8. ANALYSIS**

- 8.1 The principle that the proposed development is acceptable is established by the previous issue of notice (ref. 21/01152/P3N) of the prior approval Council for the change of use of the building from offices to residential. The issues to be assessed in the determination of this planning application are:

- The impact of the design and appearance of the extension on the building itself and on significance of both the conservation area and the setting of the listed building as heritage assets;
- The impact on exiting amenities;
- The residential environment created; and
- Accessibility and highway safety.

## **9. DESIGN AND APPEARANCE**

- 9.1 The construction of the extension will impact on the significance of both the conservation area and the setting of the grade II listed former Methodist chapel as well as on the building itself. Although situated in the town centre, the building is not located on a main thoroughfare but on a back street where it is relatively secluded.
- 9.2 The extension is designed to replicate the appearance of the existing third storey of the building to which it would be attached. There is currently a shallow pitched hipped roof on the section of the building that would be extended. The roof of the extension would be hipped and the eaves and ridge heights would correspond with the adjacent existing roof. Fenestration in the extension would match the existing third floor fenestration and windows would be constructed with reveals, or recesses, and sills. It is proposed that brickwork and roof tiles would match the existing.
- 9.3 In these circumstances it is considered that the general form, design and detailing of the proposed extension suitably replicate the existing building and would therefore have a neutral impact and lead to no harm to the significance of the conservation area or the setting of the neighbouring listed building as designated heritage assets, nor to the building itself, and so accord with policies 1.11, C1, C2 and C4 of the UDP and paragraph 130 of the NPPF.

## **10. IMPACT ON EXISTING AMENITIES**

- 10.1 There are habitable room windows in the converted chapel across Fleet Street and also in the apartment building, a converted former mill, facing across Warrington Street. The separation distances between windows in the building subject to the application and those in its neighbours are, respectively, approximately 5m and 11m. Both distances are significantly less than would be required normally by application of policy RD5 of the Residential Design SPD, which is designed to prevent undue over-looking and over-shadowing of neighbouring residential buildings. The policy does allow for flexibility on infill sites where existing spacing should be taken in to account. As existing, the spacing between the building subject to the application and the neighbouring residential conversions is less than would be required

normally. The spacing between the buildings is typical of the Old Town Quarter, as this is defined by the Ashton Town Centre Strategy SPD.

- 10.2 Approval exists for the conversion of the application building to residential. Whilst an additional storey would undoubtedly increase the degree of over-looking and over-shadowing of the neighbouring buildings, given the separation distances involved, the angle of over-looking would be downward at an acute angle. It is therefore considered that the increased incidence of over-looking as a result of the creation of a third storey would not be so much greater than that which would occur as result of the conversion of the building as approved.
- 10.3 Given the circumstances, and adopting a flexible approach, as recommended by paragraph 125 of the NPPF in applying policies relating to daylight and sunlight, in terms of over-looking, over-shadowing and noise, the proposal is considered acceptable and compliant with policy H10(d) of the UDP, policy RD5 of the Residential Design SPD and paragraph 130 of the NPPF.

## **11. RESIDENTIAL ENVIRONMENT CREATED**

- 11.1 Policy H10 (a) of the UDP requires that the design of proposed residential developments, which are acceptable in relation to other relevant policies in the plan, meet the needs of the potential occupiers. To this end policy RD18 of the Residential Design SPD recommends minimum floor areas that residential developments should achieve. Internal space is interpreted by reference to the nearest equivalent new national technical standard as given by the Government's Technical Housing Standards – nationally described space standard document (THS). As indicated on the submitted drawings the proposed single-level flats would provide at least 39sqm of usable, internal floor area, whilst the duplex flat would provide approximately 60.5sqm floor area. The requirements of THS are therefore achieved.
- 11.2 Each habitable room in each of the flats created would be provided with a window. In this arrangement it is considered that the proposal would provide both adequate natural light.
- 11.3 Although a town centre location, the surrounding uses are primarily residential. There is a public house, and a children's day nursery nearby but, as was accepted when the previous application for prior approval was assessed, it is not considered that the impact of noise generated by either would be so detrimental to the amenities of occupiers of the proposed flats so as to render the proposal unacceptable.
- 11.4 The amount of living accommodation that would be provided is considered of a suitable size and would meet the needs of potential occupiers to undertake their day-to-day living. There would be the provision of natural light and ventilation. The proposal is therefore considered acceptable and compliant with policies 1.5 and H10(a) of the UDP and paragraph 130 of the NPPF.

## **12. ACCESSIBILITY AND HIGHWAY SAFETY**

- 12.1 The location is such that there is ready access to services and infrastructure in the town centre so that it is considered that the two car parking spaces proposed would be adequate to serve the development without there being any undue impact on highway safety, or that the residual cumulative impacts on the road network would be so severe so as to warrant refusal of the application. Despite the absence of any dedicated cycle storage provision, the impact on highway safety and the road network of the proposal is thereby considered acceptable and compliant with policies H10(b) and T1 of the UDP and paragraph 111 of the NPPF.

## **13. OTHER ISSUES**

- 13.1 Comprising ten apartments, the development constitutes a major development, as such there would normally be a requirement to provide a contribution towards green space provision. The proposal is for the extension and conversion of an existing building and would provide one-bedroomed flats. It is considered that, given the type of people likely to occupy the flats, either single people or couples, outdoor recreational needs could be provided by the open space on the south side of Park Parade, some 60m to the south, or else the Memorial Gardens, a short walk across the town centre. It is therefore considered that the outdoor recreational needs of future occupiers can be satisfied by existing provision and no contribution towards further green space provision is sought.

## **RECOMMENDATION**

Grant planning permission, subject to the following conditions:

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

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

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

- Floor Plan (Ground Floor & Basement) (drawing no. 2021/0404/101),
- Floor Plans – First & Second Floors – Existing (drawing no. 2021/0404/112),
- Elevation Side – Existing (drawing no. 2021/0404/108),
- Elevation Rear – Existing (drawing no. 2021/0404/110),
- Elevation, Side – Proposed (drawing no. 2021/0404/112),
- Rear Elevation – Proposed (drawing no. 2021/0404/114),
- Roof Plan – Existing (drawing no. 2021/0404/115),
- Roof Plan – proposed (drawing no. 2021/0404/116),
- Received on 16.08.2021
- The Site Location Plan, received 15.11.2021;
- Proposed First Floor Plan (drawing no. 2021/0404/104),
- Proposed Second Floor Plan (drawing no. 2021/0404/105),
- Existing & Proposed Site Layout (drawing no. 2021/0404/106),
- Received on 28.01.2022
- Proposed Plans – Ground Floor & Basement (drawing no. 2021/0404/103 A),
- Existing Front elevation (drawing no. 2021/0404/107 A),
- Existing Church Street Elevation (drawing no. 2021/0404/109 A),
- Proposed Front Elevation (drawing no. 2021/0404/111 A),
- Proposed Church Street Elevation (drawing no. 2021/0404/113 A),
- Received on 03.03.2022.

Reason: For the avoidance of doubt.

3. During construction / conversion, 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.

Reason: To protect the amenities of occupants of nearby properties/dwelling houses.

4. Prior to their use in the development, samples or a full specification of materials to be used externally in the construction of the extension hereby approved shall be submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of visual amenity.

5. All new windows, as indicated on the approved plans, nos. 2021/0404/111 A and 2021/0404/113 A, shall be constructed with reveals, or recesses, to match those of the existing window openings to be retained.

Reason: In the interests of visual amenity.

6. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved site plan (no. 2021/0404/106) prior to the first occupation of that development and shall be retained free from obstruction for their intended use thereafter. Driveways shall be constructed on a level which prevents displacement of materials or surface water onto the highway and shall be retained as such thereafter.

Reason: To ensure adequate car parking arrangements.

7. The refuse bin storage facility, indicated on the approved drawing no. 2021/0404/106, shall be provided prior to the first occupation of any part of the development hereby approved and thereafter maintained for the intended purpose at all times.

Reason: To safeguard the general amenity of the area and in the interests of visual amenity.



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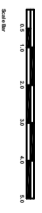
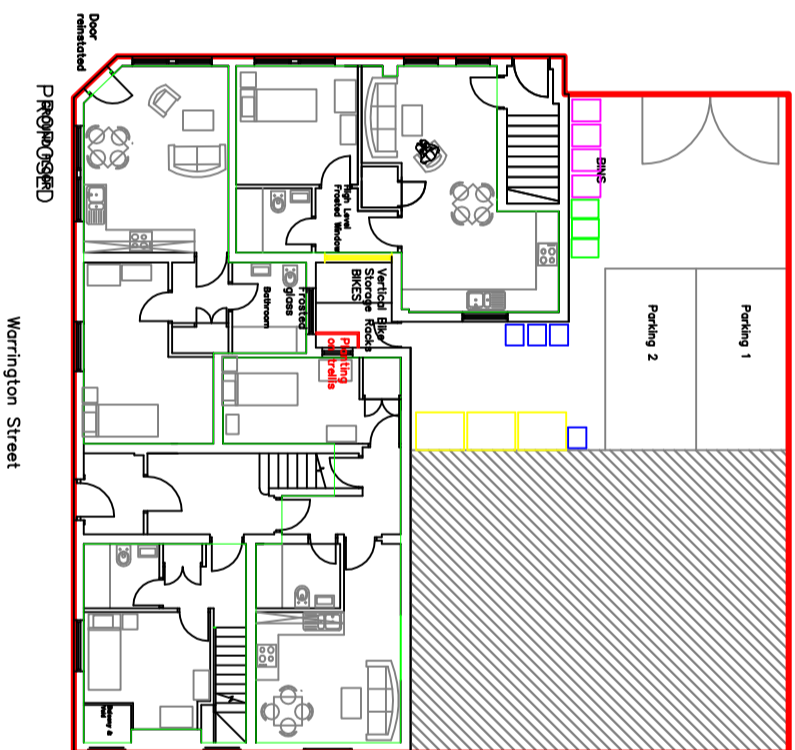
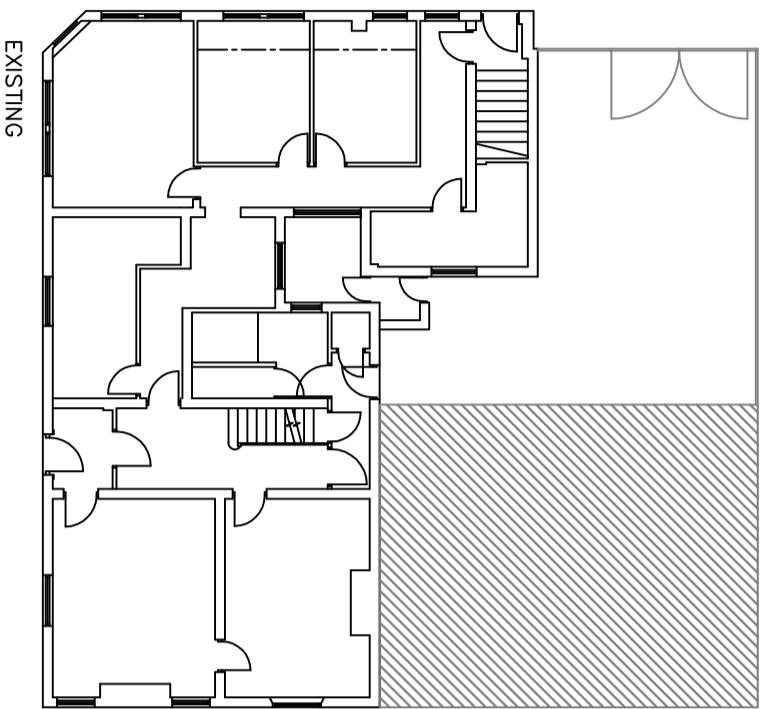
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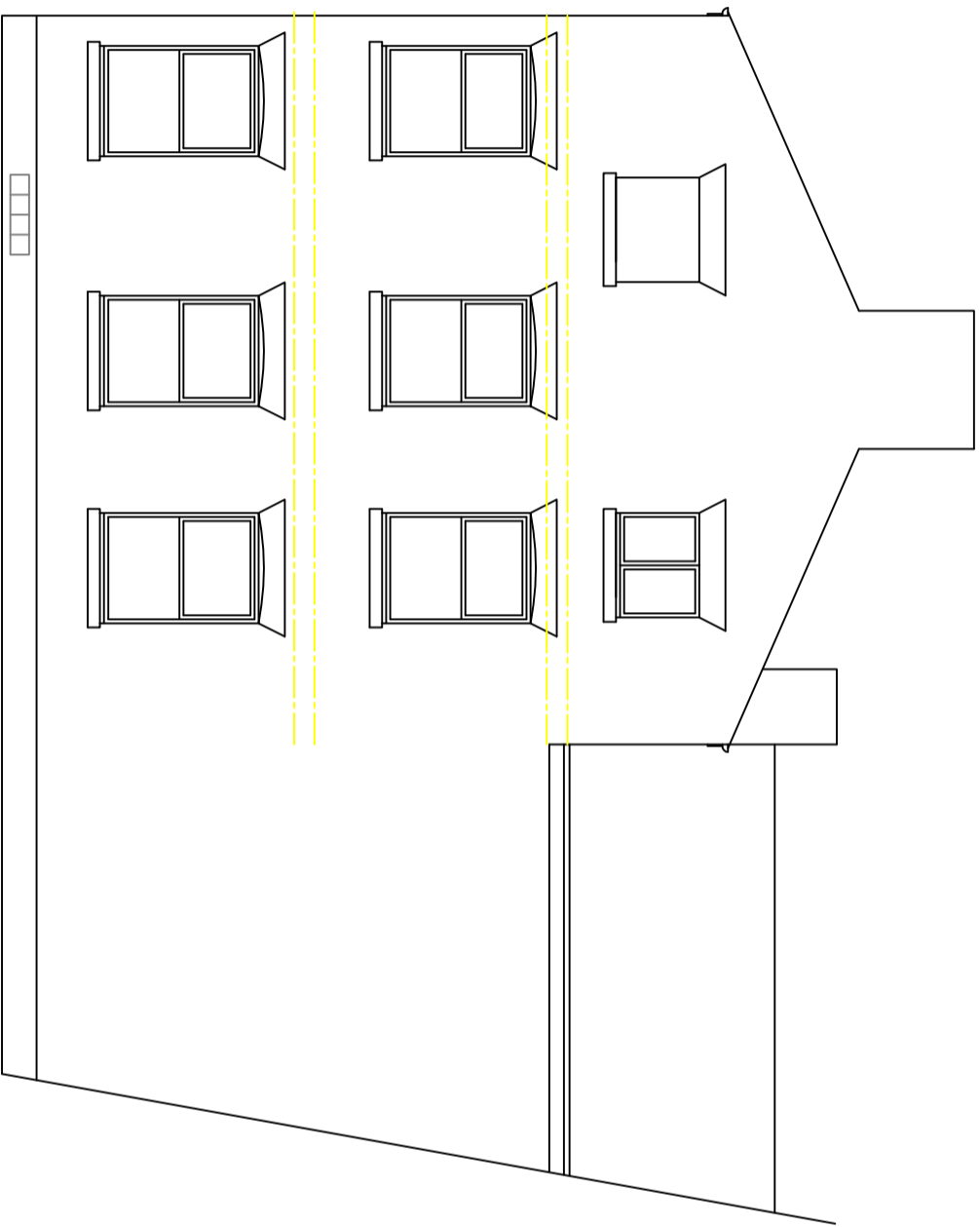


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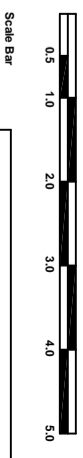


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<b>Project</b> 8 – 10 Warrington Street Ashford			
Scale 1:100 @ A1 1:200 @ A3			
Purpose	approved 	drawing	
Revision		letter	
		date	rev
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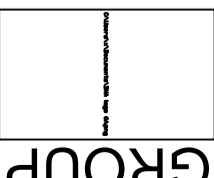
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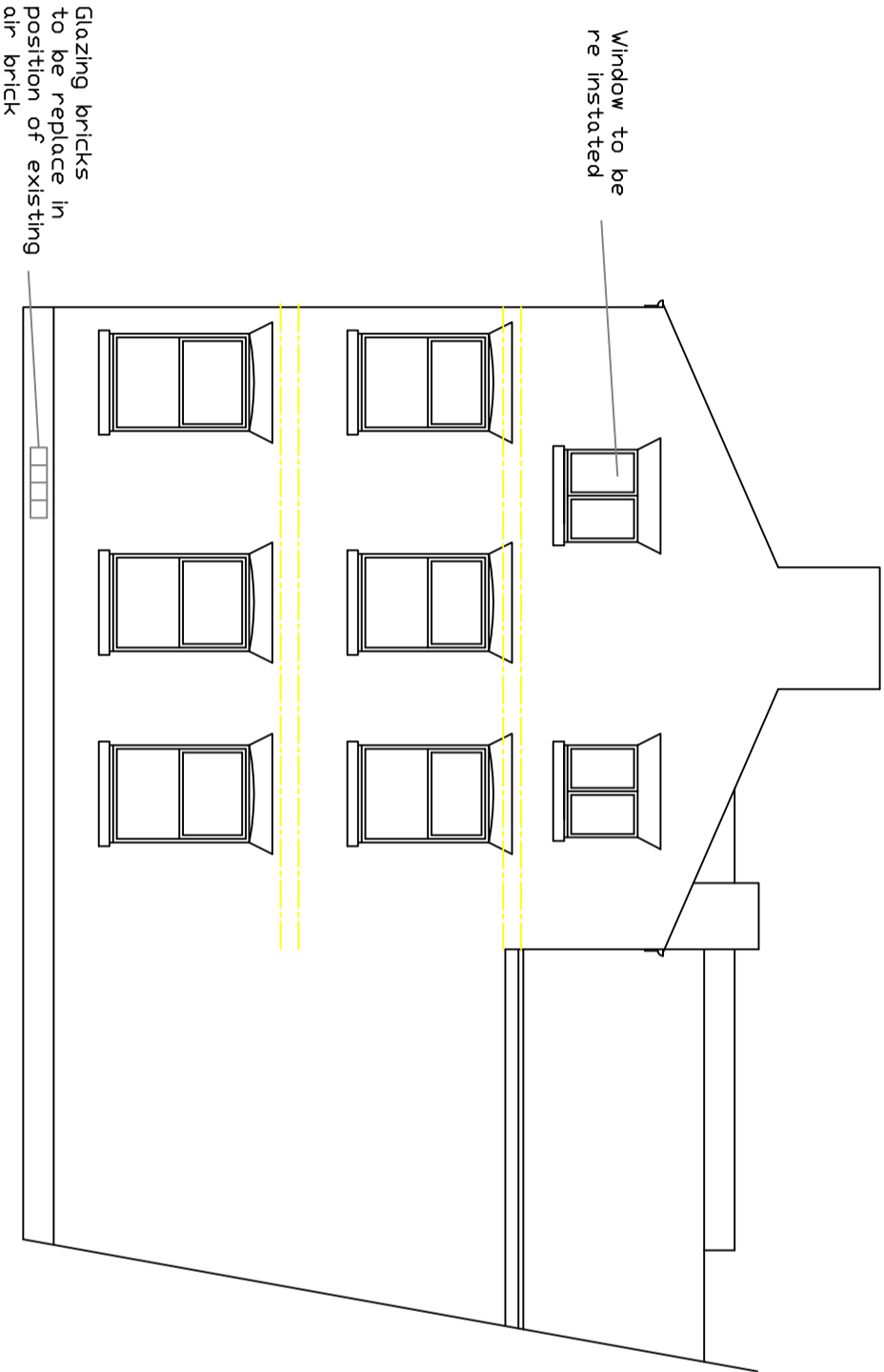
## CHURCH STREET ELEVATION



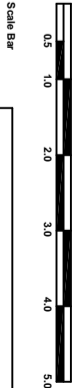
Page 61

<div> <div>  </div> <div> <p> <b>DNA</b>  <b>GROUP</b> </p> </div> </div>		<p>             Head Office:              PARKHILL BUSINESS CENTRE              WALTON ROAD              WETHERBY              LS22 5DZ           </p>	
<p>             BIRMINGHAM MANCHESTER DARLINGTON              Tel: 0161 870 6316 email: <a href="mailto:dna@group.co.uk">dna@group.co.uk</a> </p>		<p> <b>Project</b>              8 – 10 Warrington Street              Ashford           </p>	
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Purpose	<input type="checkbox"/> approved <input checked="" type="checkbox"/> planning	Building type	
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CHURCH STREET ELEVATION



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Tel: 0161 670 6316 e-mail : dna.group@mail.com

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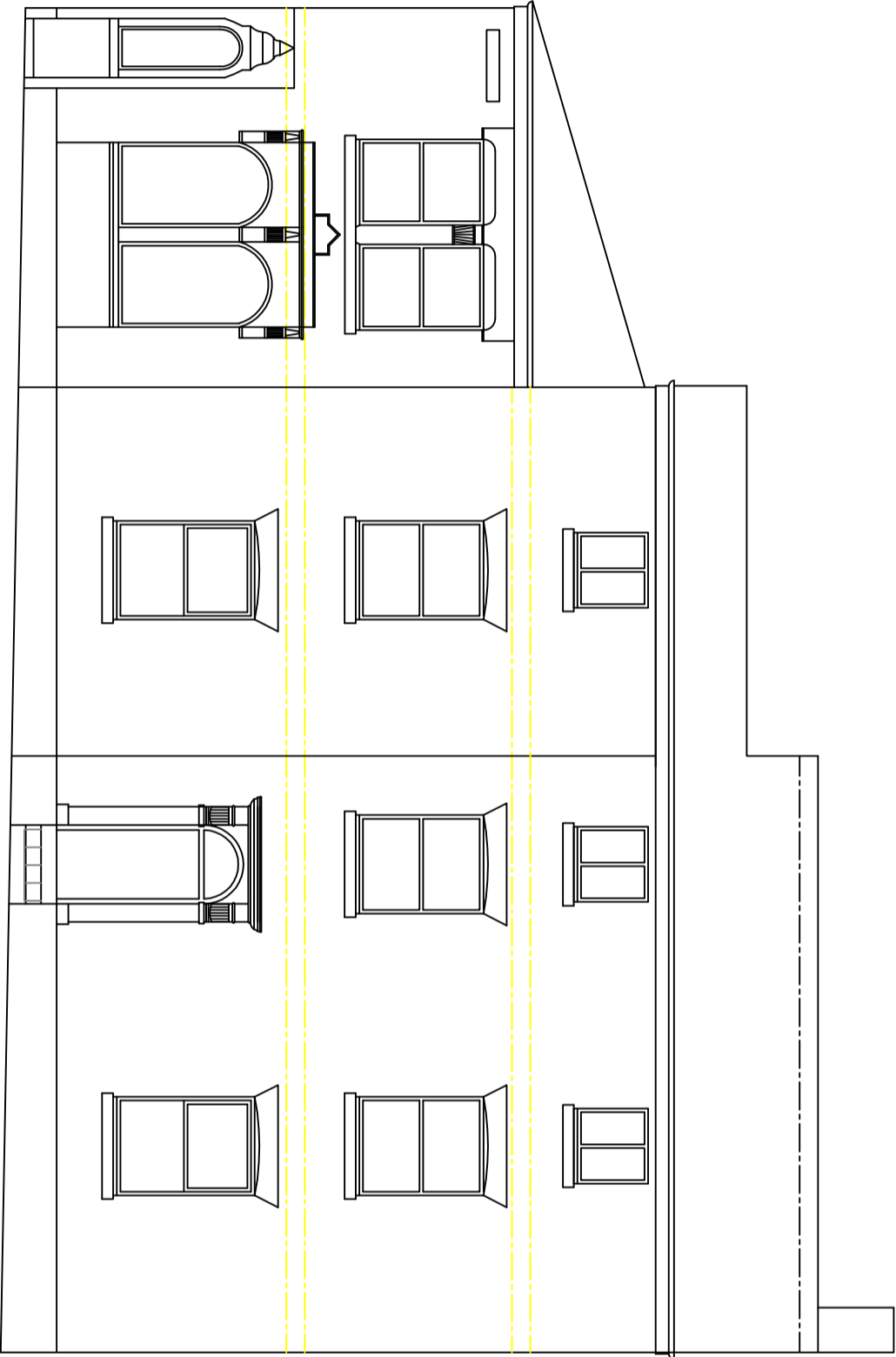
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Revision	Initial	Date	Yes

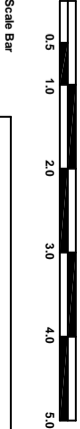
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Subject: **Proposed Church Street Elevation** Drawing No: **202/04/113**

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FRONT ELEVATION



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Project 8 – 10 Warrington Street Ashford			
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Purpose	approval	drawing	building reg.
Revision	letter	date	rev
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Subject Existing Front Elevation		Drawing No. 2021/0404/107	

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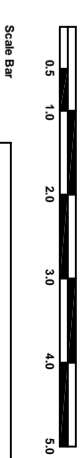
Windows  
to match existing

Walls to be raised to match the lower roof height  
Materials to be re-used where possible and to match the existing.  
Samples to be provided prior to commencement.

Door /  
reinstated

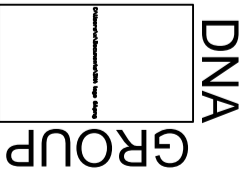
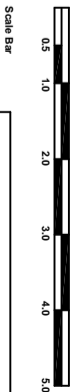
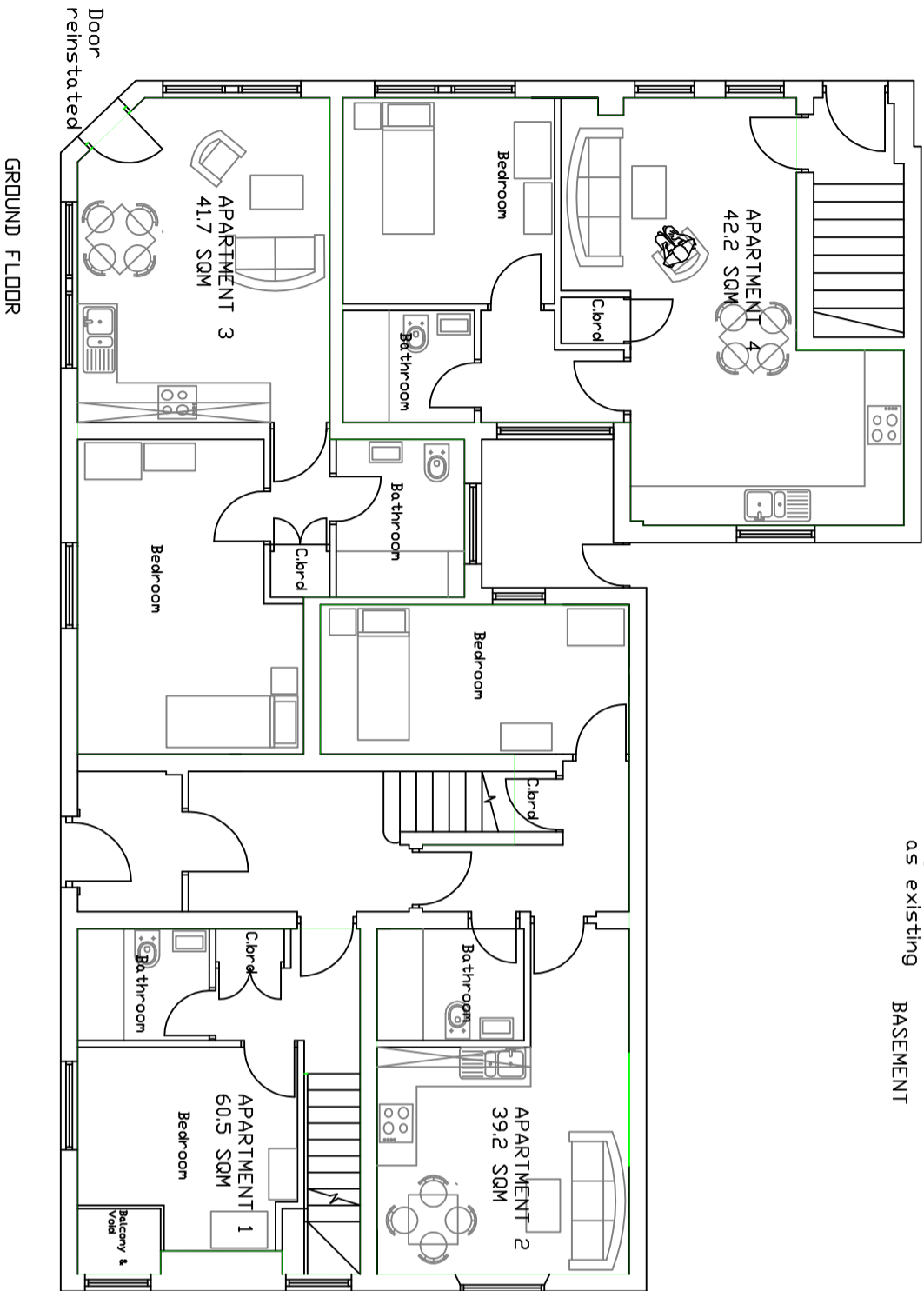
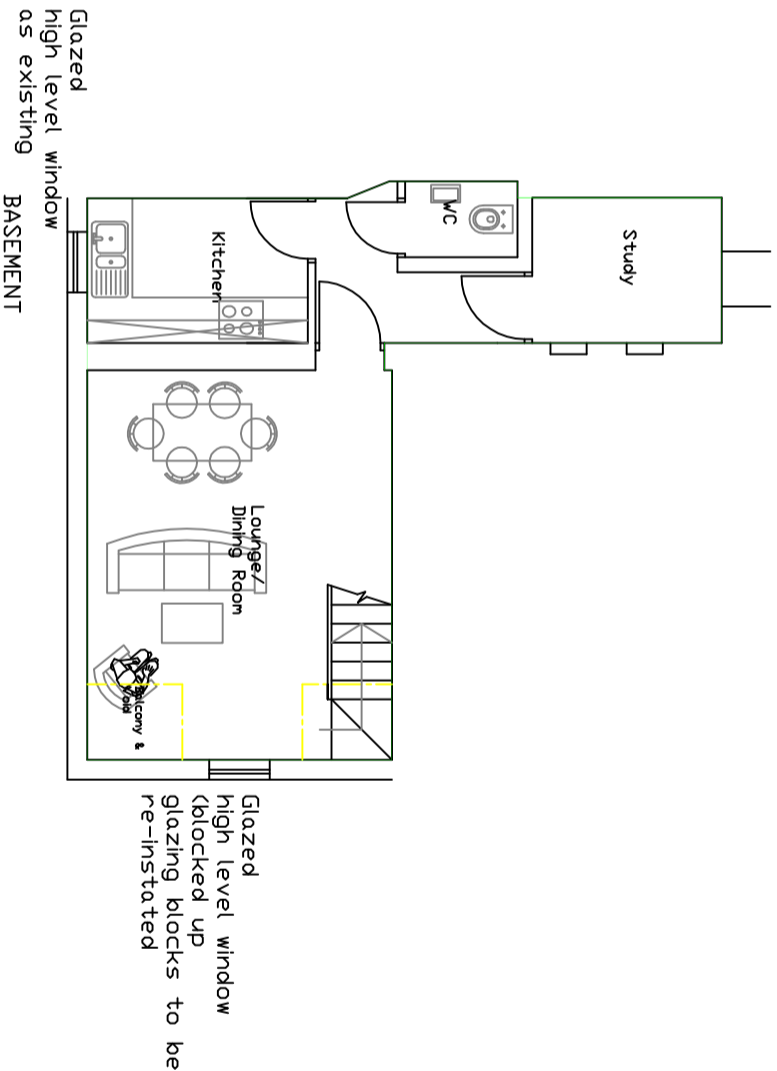
FRONT ELEVATION

Glazing bricks under the front steps to be cleaned and replaced where necessary



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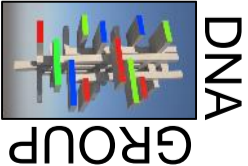
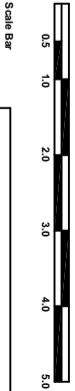
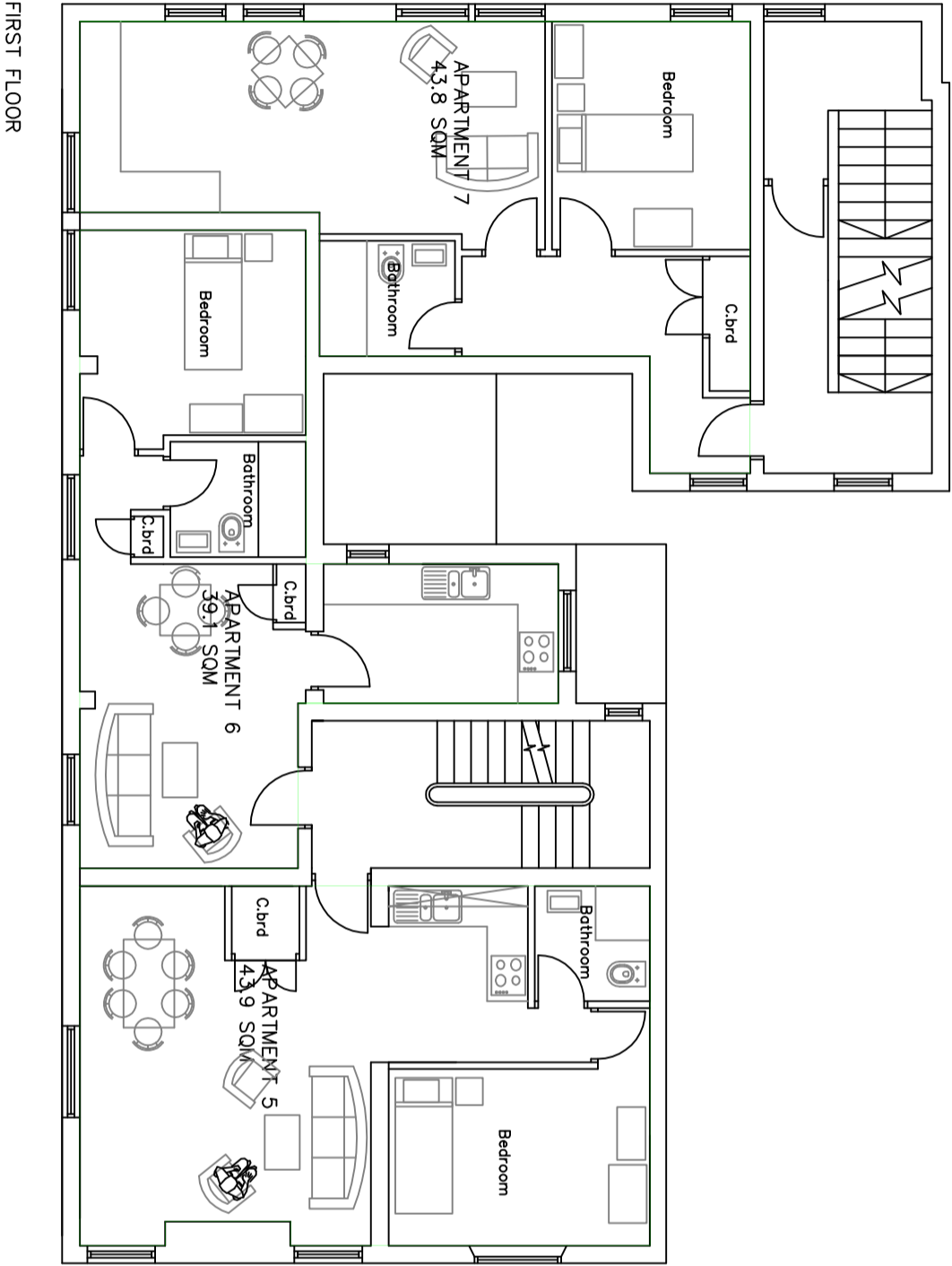
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Part	Drawn	Building reg.
Planner	Approved	
Revision	Date	Rev

Drawn by: Approved by:

Subject: Proposed Plans Drawing No.  
Grd and Basement 202/004/103

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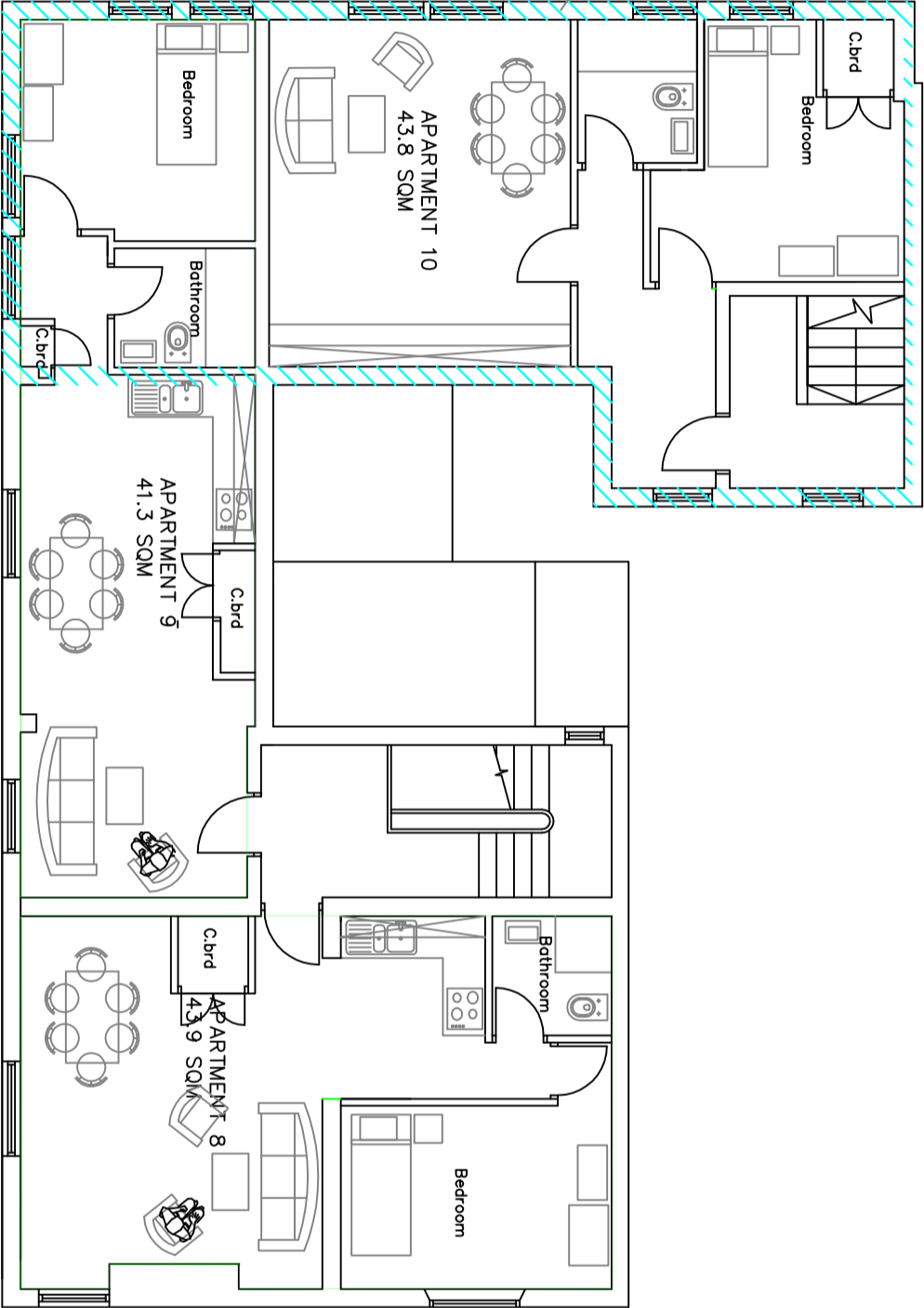
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Revision	Date	Rev

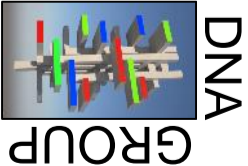
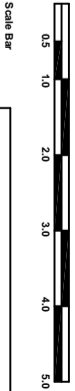
Drawn by:	Approved by:
RW	
Subject Proposed First Floor	Drawing No. 2021/0404/104

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Walls to be raised  
to match the lower  
roof height  
Materials to be re-used  
where possible and to match  
the existing.  
Samples to be provided  
prior to commencement.



SECOND FLOOR



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**Project**  
**8 – 10 Warrington Street**  
**Asford**

Scale 1:50@A1 1:100@A3			
Purpose	approved	checked	building reg.
Revision	initial	date	rev

Drawn by:	Approved by:
RW	
Subject Proposed Second Floor	Drawing No. 2021/0404/105

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