

**Application Number** 21/00306/FUL

<b>Proposal</b>	Demolition of existing industrial unit and erection of new industrial and office unit, with associated service yard and car parking.
<b>Site</b>	Phoenix Works, Raglan Street, Hyde, SK14 2DX
<b>Applicant</b>	Stainless Restoration Limited (Frank Morris)
<b>Recommendation</b>	Members resolve to grant planning permission.
<b>Reason for Report</b>	A Speakers Panel decision is required because the application constitutes a major development.

## **1.0 APPLICATION DESCRIPTION**

- 1.1 The application seeks full planning permission for the erection of a new industrial building with associated service area and car parking. An existing brick building would be demolished to accommodate the works. The application describes the building as 2 storeys in height but in reality it would stand at 3 storeys. The building would accommodate a dedicated workshop, offices and staff welfare facilities.
- 1.2 The building would be located within the existing Phoenix Works complex to the east of Raglan Street. The building would measure 53m x 26m with an eaves height of 11.3m and ridge height of 12.4m. The floor space of the accommodation would measure approximately 1,705 m<sup>2</sup>. The building would be constructed from a steel frame with the external finish being part brick (up to first floor) with cladding above. Access would be taken from Raglan Street via the site's established site entrance.
- 1.3 A number of ancillary works are also proposed which includes various improvements to the site and general local environment. These works are stipulated as follows:
- Provision of replacement bike shelter
  - Resurfacing of access point and provision of HGV turning area
  - Proposed substation
  - Refurbishment of existing boundary wall to Peak Forest Canal
  - Addition of soft landscaping to Peak Forest Canal boundary.
- 1.4 The application has been supported with the following documents:
- Design & Access Statement
  - Planning Statement
  - Transport Statement
  - Drainage Strategy
  - Ecology Survey
  - Bat Including Post Emergence Survey
  - Archaeological Desk Top Study
  - Crime Impact Statement
  - Arboricultural Impact Statement
  - Phase 1 Site Investigations
  - Coal Mining Risk Assessment
- 1.5 The applicant states that their current operation employs 8 full-time and 3 part-time positions. The proposal would allow the creation of an additional 17 full time and 3 part time positions

at the site. Working hours are stipulated as 07:00hrs to 06:00hrs Monday to Friday 07:00hrs to 17:00hrs Saturdays/Sunday & Bank Holidays.

## **2.0 SITE & SURROUNDINGS**

- 2.1 The site measures approximately 0.3ha in area. It comprises of an established industrial complex which is bounded by Raglan Street to the west, Peak Forest Canal to the east and established industrial premises to the north and south. It is located approximately 500m west of Hyde town centre and is within a short walking distance of Hyde Central railway station and Hyde bus station.
- 2.2 The surrounding area is characterised by a mixture of heavy industrial uses ranging from engineering works to dismantling operations. The site is occupied by three brick buildings the largest of which runs parallel to Raglan Street. Areas surrounding these buildings are used for open storage. A palisade fence defines the boundary to the public highway and within this there is a surface car park located to the east of the building.
- 2.3 Levels across the site are flat and the site laid almost completely to hardstanding albeit for pockets of vegetation towards the eastern (Peak Forest Canal) boundary. The applicant (Stainless Restoration Ltd) is an established local business who have been trading from premises within the Adamson trading estate nearby.
- 2.4 The application site is in an accessible area on the road network with A57 Manchester Road located to the north. The site is also immediately accessible to junction 3 of the M67 motorway.

## **3.0 PLANNING HISTORY**

- 3.1 No records of any previous applications relevant to the proposals.

## **4.0 RELEVANT PLANNING POLICIES**

- 4.1 National Planning Policy Framework (NPPF)
- 4.2 Planning Practice Guidance (PPG)
- 4.3 **Tameside Unitary Development Plan (UDP) Allocation:** Development Opportunity Site (E2 6) within Hyde town centre.
- 4.4 **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
  - 1.9: Maintaining Local Access to Employment and Services
  - 1.12: Ensuring an Accessible, Safe and Healthy Environment
- 4.5 **Part 2 Policies**
  - E2: Development Opportunity Areas (6)
  - E3: Established Employment Areas
  - E6: Detailed Design of Employment Developments
  - T1: Highway Improvement and Traffic Management
  - T7: Cycling

T10: Parking  
T11: Travel Plans.  
C1: Townscape and Urban Form  
N4: Trees and Woodland.  
N5: Trees within Development Sites.  
N7: Protected Species  
MW11: Contaminated Land  
MW12: Control of Pollution  
U3: Water Services for Developments  
U4: Flood Prevention  
U5: Energy Efficiency

#### 4.6 **Other Policies**

Greater Manchester Spatial Framework - Publication Draft October 2016  
Trees and Landscaping on Development Sites SPD adopted March 2007  
Employment Land Supplementary Planning Document adopted January 2009

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

Section 2: Achieving sustainable development  
Section 6: Building a strong, competitive economy  
Section 8: Promoting healthy and safe communities  
Section 9: Promoting sustainable transport  
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  
Section 16: Conserving and enhancing the historic environment

#### 4.8 **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.

### 5.0 **PUBLICITY CARRIED OUT**

5.1 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 32 premises
- Display of site notices
- Advertisement in the local press

### 6.0 **RESPONSES FROM CONSULTEES**

6.1 Canal and Rivers Trust – No objections to the proposal. Comment that the design and appearance of the building as shown in the CGIs would provide a positive elevation towards the canal side with some glazing on the elevation. This would provide a contemporary design and finish to the industrial building which would provide interest to the character of the area. Ask that conditions are applied relevant to ensuring sufficient safeguards for the Peak Forest Canal.

6.2 Coal Authority – Have reviewed the content and conclusions of the Preliminary Geo-Environmental Risk Assessment. Satisfied with the conclusions which recommend further

intrusive investigations are undertaken. Raise no objection to proposed development subject to recommended conditions.

- 6.3 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 concur with this conclusion and recommend that contaminated land conditions are attached to this development.
- 6.4 Environmental Health Officer – No objections, do not envisage any disturbance arising from the development. Recommend that controls on construction hours are applied.
- 6.5 Greater Manchester Archaeology Unit – Have reviewed the submitted Desk Based Assessment (DBA). No objection in principle to the conclusions, recommend that a condition is applied requiring further investigation.
- 6.6 Greater Manchester Ecology Unit – Initially requested that further emergence surveys are undertaken of the building to be demolished. These have since been prepared and reviewed as being acceptable demonstrating that no bats were found to be roosting in the building to be demolished. Request conditions relevant to achieving onsite Biodiversity Net Gain (BNG) benefits and protection to the Peak Forest Canal.
- 6.7 Greater Manchester Police Secure By Design Officer – No objections, recommend the security measures within the crime impact report are implemented.
- 6.8 Highway Authority – The existing junction currently has a substandard visibility splay exiting the development recommended by Manual for Streets (MfS), however in the LHA opinion they are satisfied that this can be mitigated by the applicant's proposals to introduce speed cushions and appropriate signage on the approach to the junction. This along with the hairpin bend on Raglan St on the approach to the junction will reduce vehicle speeds to an acceptable level to satisfy the visibility requirements in MfS. All types of vehicles proposed can safely manoeuvre within the site and egress the development in a forward gear. The development proposes a minimum number of 12 car parking spaces (including two disabled parking bays), two motorcycle bays for the 1,705sqm floorspace B2/B8 proposed unit. This is below the TMBC SPD requirements of 17 No., however this is considered acceptable by the LHA based on the car park survey undertaken by the applicant that we deem to be robust. No objections and recommend approval subject to conditions.
- 6.9 Lead Local Flood Authority – Comment that the drainage strategy does not address the use of SUDS and advise that a revised strategy is submitted for consideration.
- 6.10 Tree Officer – There are no trees within the boundary of the site but there are some trees on the boundary to the Peak Forest Canal. Recommend that all works should be carried out following the recommendations in the submitted Arboricultural Impact Assessment to ensure their protection.
- 6.11 TFGM – No objections recommend that car parking in in line with Tameside standards and suggest that cycle provision should be increased.
- 6.12 United Utilities – Comment that the drainage report provides insufficient evidence to discount more sustainable water options. Recommend a condition is applied requiring that the site is drained in accordance with the drainage hierarchy.

## **7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED**

- 7.1 There have been no public comments received in relation to the development.

## **8.0 ANALYSIS**

- 8.1 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.
- 8.2 The current position is that the Development Plan consists of the policies and proposals maps of the Unitary Development Plan and the Greater Manchester Joint Waste Plan Development Document.
- 8.3 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.

## **9.0 PRINCIPLE OF DEVELOPMENT**

- 9.1 Section 6 of the NPPF is entitled "Building a strong, competitive economy". Paragraph 81 states that 'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'
- 9.2 The site has a longstanding established employment allocation, along with adjoining land which follows the alignment of the Peak Forest Canal. Historical maps show that the site has been developed and served in an employment capacity for a considerable time.
- 9.3 The Council recognises that there is at present a shortage in the supply/allocation of employment land within the Borough. This will be partly addressed within the emerging spatial plan and following its adoption the formation of the Local Plan. The evidence submitted as part of the GMSF highlighted that Tameside has the least availability of office space of all the 10 authorities and one of the lowest availabilities of industrial and warehousing space. Industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester and, in particular, to boost the competitiveness of Borough within the northern areas.
- 9.4 Policy E2 (6) is a regeneration policy which encompasses the site and adjoining areas alongside the Peak Forest Canal. The policy seeks to secure a general environmental improvement of the area. It identifies that the site could potentially be the location for mixed use development which incorporates employment generating uses. The associated investment within the site, environmental improvement and overall economic benefits would not appear to be at odds with this policy objective.
- 9.5 Policy E3 relates more specifically to employment sites and is equally applicable to the proposals. It states that, in established employment areas, the Council will permit development for employment purposes. The erection of the building would secure environmental improvements and yield direct economic outputs, contributing to the economy and providing employment opportunities. The investment and long term commitment to their presence and operation in Hyde is welcomed. The further expansion of the business is likely

to safeguard existing jobs and lead to job creation opportunities in the future. This investment is welcomed and it fully accords with the strategic objectives of the Council, current UDP and those of the emerging GMSF.

- 9.6 The principle of development is considered to be acceptable, the proposals would be fully compliant with the site allocation and meets the test of polices E2(6) 'Development Opportunity Areas', E3 'Established Employment Areas' subject to all other material considerations being satisfied.

## **10.0 DESIGN & LAYOUT**

- 10.1 Policy E6 'Detailed Design of Employment Developments' sets out a number of design based criteria to be applied in the consideration of new employment development. As alluded to by policy E2(6), the surrounding environmental quality of the area is tainted by the extent of heavy industry which includes open storage. The site itself is, however, viewed as being more self-contained in comparison to neighbouring uses. Existing buildings frame the boundaries and there are limited public views as a result. The proximity of the site to the Peak Forest Canal and its potential impacts are an important consideration.
- 10.2 The location of the building is not viewed as being contentious. The position of the building is such that it would occupy a central location within an established employment area; as such it would be screened from public views. With reference to the Peak Forest Canal, the towpath is located across the site's eastern boundary. The gable will be presented to the towpath but this will be offset by virtue of a landscaping strip which includes tree planting. The entrance would be located on the north eastern corner of the building and this would be reinforced by a feature canopy. The addition of glazing along the eastern (canal facing) elevation would provide a desirable active frontage to the towpath in addition to security benefits associated with passive surveillance. The Canal and Rivers Trust have been equally supportive of the design and its positive influence on the setting of the canal.
- 10.3 The design is considered acceptable meeting the criteria of policy E6. The elevations exhibit an element of interest with the fenestration providing welcomed breaks within the façade and additional texture to the buildings appearance. The lower section of the building (up to first floor) would be constructed from brick which relates directly to the appearance of the traditional 19th century industrial buildings found close by. This is a welcomed feature of the design, it provides subtle reference to the site's heritage and would add to the quality of the overall appearance.

## **11.0 RESIDENTIAL AMENITY**

- 11.1 The site is not bounded by any residential properties and is located within an almost exclusive employment area. In addition, there are no residential properties located off Raglan Street or Alfred Street therefore it would be hard to associate any disturbance from either construction process or associated vehicle movements/deliveries following completion.
- 11.2 The layout dictates that the service yard and access points to the building would remain in a central location framed by the existing building to the west, new building to the south and established boundary wall to the east (Peak Forest Canal). This is favourable insofar as it would contain external activity to the central area of the site resulting in minimal disturbance to people who may be passing the site including along the canal.
- 11.3 Consultation with Environmental Health has been positive and it is not envisaged that any disturbance should occur from the site which would be harmful to levels of public amenity.

- 11.4 Collectively having regard to the above, it is considered that the relationship to nearby residential properties would be acceptable with their amenity not being unduly prejudiced.

## **12.0 HIGHWAY SAFETY & ACCESSIBILITY**

- 12.1 Amendments have been sought during the process of the assessment to satisfy the requirements of the LHA. Original proposals to reinstate a secondary access through the northern boundary to Alfred Street have now been dropped following concerns over the visibility splay and interaction to vehicles using Read Street. The proposals are now to utilise the existing access from Raglan Street for access and egress with a suitable internal service yard being able to accommodate manoeuvres from HGV's.
- 12.2 UDP policy T10 requires that 1 parking space is provided per 60sqm of floorspace for B2 uses. At present parking is accommodated informally along western elevation of the building which fronts Raglan Street. This area will be retained but a further 12 parking spaces and dedicated motorcycle and cycle spaces would be provided to the east of the service yard.
- 12.3 It is emphasised that the parking standards recommended by UDP policy T10 are maximum thresholds. The applicant has submitted a Transport Statement which includes a detailed analysis of current parking arrangements. The onsite parking provision is considered acceptable in the context of the site. This includes consideration of the parking survey undertaken of current operations, proposed uplift and consideration to the site's accessibility by public transport. It is reasonable to assume that an element of employees would therefore arrive by public transport. Likewise the accessibility to established residential areas and the Peak Forest Canal provide safe and convenient walking and cycling options to staff. To promote cycling secure cycle storage is proposed along with staff changing facilities and these would be accommodated within the development. It is also of note that Raglan Street provides a significant degree of on street capacity with current uptake being minimal. A review by the LHA has not raised any objections and the overall level of parking is considered to be appropriate to meeting the onsite parking needs.
- 12.4 Accident data for the site has been provided and over a 5 year period no accidents have been recorded within the immediate vicinity. The LHA are satisfied that it is robust and the vehicle trips generated by the development are minimal, based on 49 additional two-way vehicle movements over the course of a typical weekday. This would comprise a maximum of 6 additional two-way movements made by HGV's which would have immediate access to the strategic highway network. The LHA are satisfied that there is sufficient capacity on the existing highway network to accommodate the development.
- 12.5 Having full consideration to the merits of the proposals it is considered that the development provides a safe, secure and convenient access for all road users in accordance with UDP policy T1.

## **13.0 GROUND CONDITIONS / MINING LEGACY**

- 13.1 The site falls within the Coal Authority's defined Development High Risk Area. 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. The report concludes that further investigations will be required to determine the site conditions and inform the foundation design. This approach has been endorsed by the Coal Authority and would be addressed through a planning condition.

## **14.0 DRAINAGE**

- 14.1 The Environment Agency Flood Map has identified that the site is within Flood Zone 1, which is suitable for all types of development as the risk of flooding from rivers and other sources is low. Recognising that the site will be located on an existing service yard there would not be an increase in impermeable surfaces that would influence rates of surface water run-off. Planning Practice Guidance refers to the DEFRA Technical Standards for Sustainable Drainage Systems, which states that for developments on previously developed land, runoff flows and volumes must be close to as reasonably practicable to greenfield runoff rates, but should never exceed the rate of discharge from the development prior to redevelopment for that event.
- 14.2 The applicant has submitted a Drainage Strategy with the application. This identifies existing foul and surface water connections and proposes to utilise these via an attenuated system. Both UU and the LLFA are critical that the use of SUDS has not been investigated and recommend that a condition to this effect is employed to ensure that the site is drained in the most appropriate manner. A condition that accords with this recommendation is proposed, this will ensure that a detailed drainage strategy is agreed prior to commencement of development.

## **15.0 LANDSCAPING & ECOLOGY**

- 15.1 Consultation with the Tree Officer confirms that existing trees and vegetation located towards the site boundaries can be retained.
- 15.2 All trees to be retained on the site would be protected from the development to prevent damage to the root system and ensure their future retention.
- 15.3 Section 11 of the NPPF advocates biodiversity enhancement. There is little to no scope to introduce further soft landscaping beyond that proposed on the eastern boundary to the canal. Consultation with GMEU confirm that biodiversity enhancements would therefore be limited to physical features such as bird and bat boxes which should prove attractive given the location to the Peak Forest Canal which provides valued habitat and foraging ground. This is a matter to be addressed by planning condition.

## **16.0 HERITAGE**

- 16.1 The applicant identifies that the building which would be demolished is not of any significant historical value. GMAAS have queried this conclusion, noting that its relationship to previous (now demolished) structures should be explored. In terms of the planning assessment its loss can be tolerated subject to the recommendation by GMAAS that a historic building survey is undertaken prior to demolition (to Historic England level 2), an archaeological watching brief prepared and trial trenching undertaken. These measures are deemed reasonable to ensure that an appropriate historic and archaeological record is undertaken. They are matters which can be suitably addressed by conditions as recommended by GMAAS.

## **17.0 CONCLUSION**

- 17.1 The proposal is considered to comply with local and national planning policy in that it would support economic development on an established employment site. The associated investment would secure economic, social and environmental benefits fully in line with aspirations of sustainable development. The associated job creation would secure welcomed economic benefits to the local economy.

- 17.2 The application has adequately demonstrated that the site is of an appropriate size to accommodate the scale of the employment development proposed. Its location within an established employment area with good access to links to public transport and the motorway network means that it is ideally located in relation to the strategic highway network.
- 17.3 The design of the building would be of a sufficient quality which would uplift the general appearance of the site and that of the wider environment from which it would be seen. The scale and choice of material would not detract from the setting of the adjacent Peak Forest Canal.
- 17.4 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

### **RECOMMENDATION:**

That Members resolve that the Assistant Executive Director, Environmental Services be authorised to process any Traffic Regulation Order considered necessary (in connection with the approved development and indicated on the attached plan and in accordance with the Road Traffic Regulation Act 1984, subject to the resolution of any objections received during the public consultation period.

To grant planning permission for the development subject to the following recommended Planning Conditions:

- 1) The development hereby permitted shall be begun before the expiration of 3 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 strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

Site Plan Ref 1593\_1  
Proposed Site plan 2005/01 B  
Proposed Site Context Plan 2005/02B  
Proposed Ground Floor Plan 2005/03A  
Proposed First Floor Plan 2005/04A  
Proposed roof plan Ref 2005/05A  
Proposed elevations Ref 2005/06A  
Proposed Access Arrangement 2020/5622/006/ Rev P2.

Archaeological Desk Based Assessment Ref P20-325 December 2020  
Crime impact Statement Ref 2020/0618/CIS/01  
Preliminary Ecology appraisal December 2020  
Planning Statement December 2020  
Supplementary Bat Survey (Dunelm Ecology) July 2021  
Tree Survey and Arboricultural Impact Assessment (AWS Landscapes)  
Transport Statement ref 20/5622/TS01 July 2021

Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policies:

Tameside UDP - 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
- 1.9: Maintaining Local Access to Employment and Services
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

Tameside UDP - Part 2 Policies:

- E2: Development Opportunity Areas
- E3: Established Employment Areas
- E6: Detailed Design of Employment Developments
- T1: Highway Improvement and Traffic Management
- T7: Cycling
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- T11: Travel Plans.
- C1: Townscape and Urban Form
- N4: Trees and Woodland.
- N5: Trees within Development Sites.
- N7: Protected Species
- MW11: Contaminated Land.
- MW12: Control of Pollution
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Other Policies:

- Employment Land SPD
- NPPF

- 3) With exception of site clearance and demolition no above ground development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

- 4) No development, other than site clearance and site compound set up, shall commence 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 (LPA). 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 site investigation strategy, based on the GEO Environmental Engineering Desk Top Study dated 5 January 2021 (Reference: 2020-4495). This will need to provide full details of 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.
  2. The findings of the site investigation and detailed risk assessment referred to in point (1) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
  3. Based on the site investigation and detailed risk assessment referred to in point (2) 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.
  4. 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 (3) 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 184 of the National Planning Policy Framework.

- 5) Prior to use, 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 (LPA). 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.

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

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 184 of the National Planning Policy Framework.

- 6) Prior to bringing the development into use the car and cycle parking, servicing and turning facilities indicated on the approved plan shall be provided to the full satisfaction of the LPA and thereafter kept unobstructed and shall be retained as such thereafter. Vehicles must be able to enter and leave the site in forward gear at all times.

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

- 7) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. 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 NPPF.

- 8) No development shall commence until such time as a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- Wheel wash facilities for construction vehicles;
- Arrangements for temporary construction access;
- Contractor and construction worker car parking;
- Turning facilities during the remediation and construction phases;
- Details of on-site storage facilities;
- Measures to protect the Peak Forest canal from associated construction activity.

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

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with UDP policy T1 Highway Improvement.

- 9) As indicated on the approved plan, prior to the first occupation of the development hereby approved an electric vehicle charging design shall be approved in writing by the Local Planning Authority and shall be retained as such thereafter. which complies to the requirements listed below:-

The specification of the charging points installed shall:

- 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);
- have a minimum rated output of 7 kW, measured or calculated at a nominal supply voltage of 230VAC;
- be fitted with a universal socket (known as an untethered electric vehicle charge point);
- be fitted with a charging equipment status indicator using lights, LEDs or display; and
- a minimum of Mode 3 or equivalent.

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

- 10) With exception of site clearance and demolition no above ground work shall take place until a scheme relevant to highway improvements 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. Provision of speed cushions to Raglan Street including scaled drawings showing their location, dimensions and materials of construction;
3. Details of carriageway markings and signage;
4. Any improvement to the Raglan Street junction; and
5. Details of a lighting scheme to provide street lighting (to an adoptable standard), to the shared private driveway and pedestrian/cycle pathways 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 brought into commercial use until the approved highways works have been constructed in accordance with the approved details or phasing plan and the development shall be retained as such thereafter.

Reason: In the interest of highway safety, in accordance with UDP PolicyT1: Highway Improvement and Traffic Management.

- 11) For the avoidance of doubt no vehicular access shall be taken to the site from Alfred Street. The site shall be accessed at all times from Raglan Street as shown on Approved drawing 2020/5622/006/ Rev P2.

Reason: In the interest of highway safety to ensure vehicles can access the site safely in accordance of UDP PolicyT1: Highway Improvement and Traffic Management.

- 12) No demolition, soft-strip or development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology to include:
  - a) a historic building survey of the two-storey 19th-century building (Historic England Level 2);
  - b) an archaeological watching brief and any further appropriate recording during any demolition, stripping out, opening up of inaccessible/hidden historic fabric;
  - c) evaluation through trial trenching.
2. A programme for post-investigation assessment to include:
  - a) analysis of the site investigation records and finds;
  - b) production of a final report on the significance of the heritage interest recorded.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the site investigations commensurate with their significance.
5. Provision for archive deposition of the report, finds and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF policy 16, paragraph 199: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

- 13) With exception of site clearance and demolition no further development shall take place until a scheme of intrusive site investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and; any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: To ensure any unacceptable risks posed by mining legacy are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 184 of the National Planning Policy Framework.

- 14) Prior to the development being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure any unacceptable risks posed by mining legacy are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 184 of the National Planning Policy Framework.

- 15) Notwithstanding the submitted details, no development shall take place until a scheme showing details of works to be carried out adjacent to the canal cutting have been first submitted to and approved in writing by the Local Planning Authority. The details shall:
  - Provide a cross section showing the foundations of the building and its proximity to the boundary wall and canal and include written dimensions and relative levels;
  - Provide details of the additional temporary protective mesh fencing or similar to be erected/affixed to the existing boundary treatment along the canal, to safeguard the waterway infrastructure during construction from contamination.

The development shall only be carried out in strict accordance with the approved scheme.

Reason: To protect the structural stability of the canal infrastructure which could be adversely affected by the development and to accord with the advice and guidance relating to land stability contained in Paragraphs 174 and 184 of the National Planning Policy Framework 2019.

- 16) All fixed plant and machinery shall be acoustically treated / designed in accordance with a scheme to be agreed in writing with the Local Planning Authority. The agreed measures shall be maintained thereafter.

Reason: To safeguard the general amenity of the area in accordance with UDP policy 1.12.

- 17) No painting, blasting and chemical cleaning shall be carried out in the development hereby approved unless and until a scheme showing the extract ventilation and pollution control equipment to be used has been submitted to and approved in writing by the Local Planning Authority. Such works that form part of the approved scheme shall be completed before the development is brought into use, and thereafter retained, used and properly maintained to the satisfaction of the Local Planning Authority.

Reason: To safeguard the amenity of the area from the effects of odours, fumes and dust in accordance with policy E6 of the UDP.

- 18) The development hereby approved shall be carried in accordance with the measures listed in the Security Strategy (Section 4) of the Crime Impact Statement: Ref 2020/0618/CIS/01 submitted with the planning application and shall be retained as such thereafter.

Reason: In the interests of security.

- 19) The development should be undertaken in accordance with the recommendations within the approved Supplementary Bat Survey (Dunelm Ecology) July 2021. Two integral bat roosting units shall be installed within the outer brick walls of the buildings eastern and north elevations, confirmation of their installation shall be provided in writing to the Local Planning Authority.

Reason: In the interests of biodiversity to ensure sufficient protection is afforded to wildlife in accordance with policy N7: Protected Species.