

Application Number:	22/01208/FUL
Proposal:	Single storey building (with mezzanine floor) for automotive workshop college courses, including landscaping and access, following demolition of existing Newton Building.
Site:	Tameside College of Technology, Beaufort Road, Ashton-under-Lyne
Applicant:	Tameside College
Recommendation:	Grant planning permission, subject to conditions.
Reason for Report:	A Speakers Panel decision is required because the application constitutes a major development.
Background Papers:	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 development at Tameside College's Beaufort Road Campus. The site is located approximately 1 kilometres (km) east of Ashton town centre. The site has been occupied by the college for approximately 50 years. The campus covers an area of around 4.5 hectares and comprises a series of interlinked buildings set within areas of car parking and landscaping. The boundaries are defined mainly by residential streets which include Beaufort Road to the north, Dorset Street to the east and Stamford Street East to the south. The railway line runs within a cutting along the western boundary.
- 1.2 The main vehicle and pedestrian access to the college is provided by Beaufort Road via two established accesses, one for drop off and pick up and visitor parking, whilst the other provides access to the staff and student car park. A third entrance is located on Dorset Street. Access is also available from Stamford Street East.
- 1.3 The college offers a wide curriculum from its campus including vocational courses within the trade and service industries. There is a range of buildings from single storey older buildings to the Victoria and recently constructed six storey Advanced Technology Centre (ATC) building; and the new Construction Skills Centre.

2. PROPOSAL

- 2.1 This full application seeks planning permission for the demolition of the existing Newton Building, and its replacement with a single storey building, including mezzanine floor, for automotive workshop college courses.
- 2.2 The building would have a rectangular footprint which would measure approximately 40 metres (m) by 20m. The ridge height of the building would be two storey (single with a mezzanine floor internally), standing at 8.2m.
- 2.3 The building elevations would consist primarily of a metal cladding material. The lower plinth would consist of deep/course cladding, and the upper would be fine/shallow. The elevations would be broken up with large areas of glazing and use of 'Kalwall' translucent façade, which would continue vertically into the parapet.

- 2.4 Internally, the building would consist of a large scale car garage workshop, with ancillary facilities, to provide a learning environment for students enrolled on automotive workshop courses. Some external workshop space would be provided beneath a canopy area.
- 2.5 As the building footprint would be smaller than the one it replaces, the remaining area would be regraded with grass seed. The submitted plans state that this may be a temporary measure, and may be redeveloped in a future college proposal.
- 2.6 The site currently benefits from 377 car parking spaces, of which 17 are designated for disabled users. The development proposes to reconfigure the site and reduce the number of car parking spaces by 32, with 345 remaining.

3. PLANNING HISTORY

- 3.1 There are numerous applications recorded at the site ranging from minor works to major extensions. The site history relevant to this application is as follows:
- 3.2 23/00061/CPUD - Certificate of proposed lawful development for the extension and alteration of an existing college building (Schedule 2, Part 7, Class M of the General Permitted Development Order (2015) as amended) – Granted March 2023.
- 3.3 23/00017/NDM - Demolition of brickwork, gas & plumbing and fabrication workshop sheds, which occupy an area to the south of the Tameside College Campus facing the railway line, away from Beaufort Road and other public highways – Approved February 2023.
- 3.4 18/01101/FUL – Erection of proposed new two storey (with mezzanine) Construction Skills Centre with associated landscape works. Enabling works include the demolition of existing buildings and relocation of the existing refectory – Approved March 2019.
- 3.5 14/00185/FUL – Erection of a six storey college building involving the demolition of existing three storey theatre building and sports therapy building – Approved April 2014.
- 3.6 07/00607/FUL – Erection of single storey workshop/teaching area – Approved June 2007.
- 3.7 06/00233/FUL – Erection of single storey classroom – Approved April 2006.
- 3.8 05/00785/FUL – Single storey workshop – Approved July 2005.

4. PLANNING POLICY

National Planning Policy Framework

- 4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) 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 of the NPPF 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.

Development Plan

- 4.4 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)

4.5 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;
- 1:10: Protecting and Enhancing the Natural Environment;
- 1:11: Conserving Built Heritage and Retaining Local Identity;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- C1: Townscape and Urban Form
- H2: Unallocated Sites
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N4: Trees and Woodland
- N5: Trees Within Development Sites
- N7: Protected Species
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone

- 4.7 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.

- 4.8 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).

- 4.9 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

- 4.10 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.
- 4.11 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 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 by neighbour notification letter, display of a site notice; and advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 In response to the neighbour notification letters, there was one letter of objection submitted. The concerns raised within the letter of objection is summarised below:
- The current motor workshops building should be considered for listing;
 - The mezzanine floor is unacceptable, raising the overall roof height of the building by two metres. This would unacceptably reduce visibility from neighbouring residential properties, and would reduce the level of light to these properties;
 - Semi-mature trees, rather than saplings, should be proposed, within the landscaping scheme; and
 - Conditions should be imposed upon demolition and construction working hours.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority (LHA) – No objections, subject to conditions requiring a scheme for secured cycle storage; car parking to be implemented; a lighting scheme; travel plan to be implemented; a construction environment management plan; and a highway condition survey.
- 7.2 Transport for Greater Manchester (TfGM) – Notes there would be no increase in staff or student numbers. Offers guidance regarding the cycle parking provision.
- 7.3 Lead Local Flood Authority (LLFA) – Limited drainage information provided, and further drainage options should be investigated in more detail.
- 7.4 United Utilities – No comments received.

- 7.5 Greater Manchester Ecology Unit (GMEU) – No objections. Recommends a condition requiring recommendations of ecological appraisal in relation to hedgehogs and badgers, and submission of landscaping details. Recommends an informative with regard to nesting birds.
- 7.6 Arborist – No objections, removal of two conifers would be mitigated for within new tree planting proposals.
- 7.7 Environmental Health – No objections, subject to a condition requiring restrictions on construction working hours, and requiring submission of any external plant and machinery.
- 7.8 Contaminated Land – No objections, subject to conditions requiring a remediation strategy as necessary, and that remedial measures be implemented prior to use.
- 7.9 Coal Authority – No objections.
- 7.10 Network Rail – No objections.
- 7.11 Historic England – No objections.
- 7.12 Waste Management – No objections. As the proposal is for a commercial use, Council waste collections would not apply.
- 7.13 Designing Out Crime Officer – Advises that the development should be designed and constructed in accordance with Secured by Design standards.

8. ANALYSIS

- 8.1 The Council adopted a strategy, Vision Tameside, over 10 years ago in partnership with Tameside College, which was aimed at bringing greater economic prosperity through the improvement of learning skills within the borough. The Vision originally provided a regeneration framework, centred on a three-phase development of the Tameside College Campus. New learning centres in Ashton town centre were completed under Phase 1 of the Strategy, and the opening of Tameside One saw the completion of Phase 2. Phase 3 of the Vision related to the redevelopment of parts of the Beaufort Road Campus which has been completed with a new Construction Skills Centre.
- 8.2 The Beaufort Road campus has a well-established education use. The intention of the Strategy above was for this site to become the primary focus for technical skills. This application seeks to replace part of the existing outdated building infrastructure, and to replace with a new building that could accommodate automotive workshop college courses, to a modern educational standard.
- 8.3 In terms of land use the proposals are directly compatible with the established educational use. The college is one of the largest providers of education within the borough and the proposals further facilitate the delivery of their curriculum. The further redevelopment of their property portfolio confirms that as an organisation they are a substantial investor and employer within the borough. Investment within education is a key priority, and improvements to overall attainment will help to support the future development of the economy. The development of a building for higher educational use is seen as appropriate within an edge of town centre setting, with uses being complementary to many of the services which the centre has to offer. This scheme is considered to be economically and socially sustainable as the campus improvement will attract additional staff and students, whose presence would give a major and timely boost to local businesses and importantly, hopefully attract new investment into the town. In addition, with public transport converging with the town centre in addition to immediate access to bus services, the site is highly accessible from all areas

within the borough as well as those beyond its boundaries. This would be compatible with the economic, social and environmental elements of sustainable development.

- 8.4 There are no land use issues raised by the proposals. Environmental improvements would be secured to the existing campus which is within a highly accessible location. As such these considerations should be afforded significant weight in favour, and the application is considered to be acceptable in principle.

9. DESIGN & LAYOUT

- 9.1 Policies within the UDP and NPPF are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134).
- 9.2 Policy C1 of the UDP sets out a number of aspirations for built development, and states that the relationship between buildings and their setting should be given particular attention in the design of any proposal for development.
- 9.3 The Beaufort Road Campus fronts two highways on a prominent approach into Ashton town centre. The campus comprises a collection of buildings with the oldest dating from the 1970's. The site is dominated by the Victoria, ATC and Dovestone buildings, the highest of which stand at six storeys in height.
- 9.4 The current Newton Building, to be demolished, has the appearance of an attractive industrial building, with a relatively low eaves height. The roof of the building is of particular interest. Although visually interesting, the building is not listed nor is the site within a protected area, and it is not considered that it could be insisted the building be retained. The replacement would provide enhanced teaching and learning facilities for the College, and it would be constructed from modern materials.
- 9.5 The proposed building would have a rectangular footprint which would measure approximately 40m by 20m. The ridge height of the building would be two storey (single with a mezzanine floor internally), and it would stand at 1.95m higher than the ridge height of the existing building.
- 9.6 The building would be finished in a simple material palette, with primarily a metal cladding elevation. The lower plinth would consist of deep/course cladding, and the upper would be fine/shallow. This contrasts to add interest to the building, and to reduce the appearance of the scale of the building through use of differing material. The elevations would be broken up with large areas of glazing and use of 'Kalwall' translucent façade, which continue vertically into the parapet. These translucent areas show internal light and create interest externally.
- 9.7 Overall, the materials, scale, massing and form of the proposal are considered to be sympathetic to the site and the locality, enhancing the northern edge of the site with a modern building. The proposal will complement the setting of the modern Construction Skills Centre and reception area which sits behind the existing building, further within the site. The proposal will complement the setting and will continue the redevelopment of the college site to create a modern learning environment.
- 9.8 Overall, the proposed design and the use of simple, modern materials would enhance the area by furthering the regeneration of the site, which in turn would have a positive benefit upon the character and appearance of the campus.

10. RESIDENTIAL AMENITY

- 10.1 The Framework seeks to ensure a good standard of amenity for all existing and future occupants of land and buildings.
- 10.2 The proposed building would be situated to the northern section of the site, and the residential properties which would be most affected by its siting would be those properties to the opposite (northern) side of Beaufort Road.
- 10.3 Although of a reduced length, the ridge height of the building would measure 1.95m higher than the one it would replace. The building would be situated at least 37.0m from the front elevation of the nearest residential property to the opposite side of Beaufort Road, and it is furthermore noted that a mature hedgerow exists separating the campus from the highway, and the site itself is set below the level of the highway. These factors combined, alongside the considerable distance of the building from the front elevation of the nearest residential properties, would mean that there would be no undue overbearing impacts or otherwise.
- 10.4 The main consideration from an amenity perspective is that relating to disturbance associated with the construction phases of the development. Conditions are recommended to require that such works are only undertaken during daytime hours, and that a Construction Environmental Management Plan be submitted, in order that the amenity of neighbouring properties is not unduly affected.
- 10.5 In light of the above, the development is acceptable with regards to amenity considerations and complies with development plan policy.

11. HIGHWAY SAFETY & ACCESSIBILITY

- 11.1 The application has been supported by a Transport Statement and a Travel Plan. The proposed development would result in an overall reduction in teaching space. Vehicle trips associated with the development are expected to generate an overall decrease over the course of a day, due to this reduction in overall floor space. There is no planned increase in numbers of staff or students. Therefore, the impact upon the wider highway network would be acceptable.
- 11.2 The proposal would result in a decrease in the total number of parking spaces at the site by 32, with 345 remaining. Measures proposed within the submitted Travel Plan, including an increase in cycle parking provision, and encouragement of use of sustainable transport methods, are considered acceptable to mitigate against this loss, especially when considered alongside the reduction in teaching floor space at the site and no increase in staff or students.
- 11.3 Whilst it is an established educational site it remains that the location on the periphery of the town centre means that it is highly accessible, not only to the principal highway network but also a variety of transport means. There are a number of pedestrian crossing points in the vicinity of the site which ensure that the site is easily accessible for those travelling on foot. There are frequent bus and rail connections offered from Ashton town centre and there are also bus stops within the immediate vicinity on Beaufort Road and Stamford Street. The site is therefore considered to be highly sustainable in transport terms given the immediate access to means of transport.
- 11.4 The site's vehicular accesses would remain unchanged from those established on Beaufort Road. Circulation within the site would be largely on par with the current arrangements. Deliveries and refuse collection to the development would also remain largely as per the existing arrangements. The LHA has requested details of internal lighting, however no additional lighting is considered necessary in this circumstance because the existing site, car park and servicing areas are already lit under current arrangements.

- 11.5 The Local Highway Authority (LHA) has considered the impact of the development on parking in the vicinity of the application site, the potential impact on public transport and the impact of the increased traffic flows on the surrounding highway network. The proposals are considered to be acceptable subject to the imposition of the recommended conditions, except the lighting condition for reasons set out above.

12. LANDSCAPE AND ECOLOGY

- 12.1 The application is supported with an ecological assessment, which concludes that the site has a low ecological value. The buildings to be demolished have been assessed for bat roosting potential, no evidence of bats was found and all buildings assessed have negligible bat roosting potential only. The trees have only low bat foraging potential, however those identified are to be retained. There was no evidence of any other protected species on the site.
- 12.2 No evidence of badgers was found, however records indicate that a badger sett may be present within the locality, and therefore they could also forage across the site. Although the risk to badgers in this location are low, the submitted ecological assessment makes recommendations in relation to safeguarding this species, and it is recommended that this assessment be subject to a condition to ensure those safeguards are implemented.
- 12.3 No evidence of nesting birds was recorded, however it is acknowledged that the trees and hedge could provide habitats. As the majority of trees and hedge are to be retained, the risk to nesting birds is very low and an informative is recommended advising the applicant of their responsibilities should any works take place near to bird nests.
- 12.4 The Council's Arborist notes the proposed removal of two existing conifers, and considers that these are adequately mitigated for by proposed tree planting within the landscaping scheme. No other significant trees or vegetation would be affected by the proposals. Greater Manchester Ecology Unit (GMEU) notes that the development does not appear to result in the loss of any vegetated habitats or features of value to wildlife, and the post development site would include an increase in the area of vegetated habitats, although some is marked as temporary for future development. GMEU recommend that the proposed new trees be native, and therefore the future landscaping scheme is recommended to be subject to a condition.
- 12.5 Subject to the recommendations above, the application is considered acceptable, minimising risks to protected species and providing a good level of landscaping. The application is thereby considered acceptable in these regards.

13. GROUND CONDITIONS

- 13.1 A Coal Mining Risk Assessment of the site has been carried out and submitted with the application. The report has been reviewed by the Coal Authority who do not identify that the site should be affected by any coal mining legacy issues.
- 13.2 The Environmental Protection Unit (EPU) has reviewed the submitted ground investigation report, and generally accepts the conclusions drawn by the authors of the report. Further investigation, including shallow soil sampling and analysis, is recommended to be undertaken within the soft landscaped areas in the west of the site following demolition of the existing building, in order to determine the risks posed to human health by soils in these areas, and to inform the requirements of any remedial works/measures (e.g. soil cover systems etc.)

- 13.3 It is therefore recommended that 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 is submitted. It is also recommended that a verification/completion report demonstrating that such remedial works have been undertaken is also provided.
- 13.4 The condition recommended by the EPU is considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site, and subject to its imposition the application is thereby considered acceptable in this regard.

14. DRAINAGE AND FLOOD RISK

- 14.1 The site lies within flood zone 1, which is of the least risk of flooding.
- 14.2 The applicant has submitted a drainage strategy, which has been reviewed by the Lead Local Flood Authority (LLFA). The LLFA notes that further investigation of drainage methods should take place, and consider that limited drainage detail has been provided.
- 14.3 In light of these comments, it is considered appropriate to recommend a condition which requires a sustainable drainage scheme to be proposed and implemented. This would be submitted to the LLFA for their comment before it is implemented, and would ensure that the development is adequately drained and flood risk reduced.
- 14.4 Subject to imposition of the condition as set out above, the proposals would be adequately drained, subject to an acceptable scheme being agreed. The proposals would therefore not result in a detrimental impact upon flood risk or drainage capacity, in line with the provisions of national and local planning policy.

15. OTHER MATTERS

- 15.1 The application is accompanied with a Crime Impact Statement. This has been reviewed by the Greater Manchester Police Designing Out Crime Officer, who has raised no objections to the scheme, noting that the building presents no significant issues from a crime prevention perspective. In order to further improve the overall security of the building and wider site, it is recommended that the development achieve Secured by Design accreditation, and that physical security measures are implemented, in order to achieve good levels of security and reduce the fear of crime for future users of the development. The applicant is advised of this via an informative.
- 15.2 The Council's Waste Management officers note that the development is for a commercial (college) use, and therefore would not fall under the remit of the Council's usual domestic waste services. Waste collections would continue as per current college arrangements.

16. CONCLUSION

- 16.1 The proposal would contribute significantly towards the further regeneration of the Beaufort Road campus, creating a modern teaching and learning environment for future students. The development is aligned with the Council's economic and social aspirations of raising attainment within the borough and will contribute directly to the original Vision Tameside strategy.
- 16.2 The design and scale of the development addresses the site in a positive manner providing consistency to recent developments at the campus. The siting of the building, distanced from

the nearest residential properties ensure that it would not have an impact upon the levels of outlook or amenity of properties located outside of the boundary.

- 16.3 The development would not cause undue impacts to highway safety, and would be considered acceptable subject to the imposition of conditions.
- 16.4 There are no objections to the proposals from statutory consultees in relation to the proposals, which is considered an appropriate use within this established educational site.
- 16.5 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

Grant planning permission subject to the prior signing of a Section 106 Legal Agreement and the following conditions:

- 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 strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

- Proposed site plan (Project B). Dwg no. TAMSEVZZGFDRA01061S06.
- Proposed site layout vehicle tracking: pumping appliance. Dwg no. BO41470-TTE-00-XX-TR-D-003-P01.
- Site location plan (Project B). Dwg no. TAMSEVZZZZDRA01011P01.
- Proposed ground floor masterplan (colour). Dwg no. TAMSEVZZ00DRA01050P01.
- Proposed site plan (Project B). Dwg no. TAMSEVZZGFDRA01061P01.
- MV – Level 00 - Proposed ground floor plan. Dwg no. TAMSEVZ300DRA02020P01.
- MV – Level 01 – Proposed mezzanine floor plan. Dwg no. TAMSEVZ301DRA02021P01.
- MV – Level RF – Proposed Roof Plan. Dwg no. TAMSEVZ3RFDRA02022P01.
- MV – Proposed GA sections. Dwg no. TAMSEVZ3ZZDRA03040P01.
- MV – Proposed GA elevations. Dwg no. TAMSEVZ3ZZDRA03060P01.

Reason: In the interests of the visual amenities of the locality and in accordance with polices of the adopted TMBC UDP.

- 3) With exception of site clearance and compound set up, 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 (LPA). 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 policy 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 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. Supplementary ground investigation and risk assessment, in accordance with the recommendations made within the submitted Applied Geology Report on Ground Investigation at Tameside College, Beaufort Road Campus, Ashton-under-Lyne dated November 2022 (ref: AG3432-22-AP01). The investigation strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
2. The findings of the supplementary ground investigation and risk assessments referred to in point (1) including all relevant soil/water analysis and ground gas/groundwater monitoring data.
3. Based on the site investigations and detailed risk assessments 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 point (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 first occupation of the development hereby approved, 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 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) No development, other than site clearance and site compound set up, shall commence 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, shall be submitted to and approved in writing by the LPA. The scheme shall be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall demonstrate that foul and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The scheme shall also include details of ongoing maintenance and management

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 Policy U3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 7) Prior to bringing the development into first use the car parking, servicing and turning facilities indicated on the approved plans shall be provided to the full satisfaction of the LPA and thereafter kept unobstructed and shall be retained as such 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: In the interests of highway safety in accordance with policy T1 Highway Improvement.

- 8) Prior to bringing the development into first use, details of secured cycle storage to be installed to serve the development shall be submitted to and approved in writing by the LPA. The details shall include scaled plans showing the location of storage and details of the means of enclosure. The secured cycle storage shall be installed in accordance with the approved details prior to the first use of the development and shall be retained as such thereafter.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 9) 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; and
- Details of how construction traffic will be segregated from the existing college pedestrian/traffic.

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.

- 10) No development, other than site clearance and site compound set up, shall commence until a condition survey (including structural integrity) of the highways to be used by construction traffic has been submitted to and approved in writing by the LPA. The methodology of the survey shall be approved in writing by the LPA and shall assess the existing state of the highway. On completion of the development a second condition survey shall be submitted to and approved in writing by the LPA which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme, including timescales, to be submitted to and approved in writing by the LPA.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 11) Prior to the first occupation of the development hereby approved, a timetable and schedule for implementation of the submitted Travel Plan shall be submitted to and approved in writing by the LPA. The Travel Plan shall thereafter be implemented in accordance within the approved details.

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.

- 12) There shall be no demolition, vegetation clearance works, or other works that may affect nesting birds on the development or off-site habitat creation areas, between March and August inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections submitted to and approved in writing by the LPA.

Reason: In the interest of protected species conservation in accordance with Policy N7 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 13) Prior to any above ground works commencing on the site, details of biodiversity enhancement measures to be installed as part of the development hereby approved shall be submitted to and approved in writing by the LPA. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved details shall be installed prior to the first use of the development, and shall be retained as such thereafter.

Reason: In the interest of biodiversity enhancement in accordance with Policy N3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 14) Prior to their first installation, any fixed plant and machinery shall be acoustically treated/designed in accordance with a scheme which shall be submitted to and approved in writing by the LPA. Any plant and machinery shall be implemented in accordance with the approved scheme and retained as such thereafter.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 15) 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 and 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 16) The development hereby approved shall be carried out in accordance with the recommendations of Section 6.2 of the submitted Preliminary Ecological Appraisal (undertaken by Deltasimons, ref: 21-18236.02, dated September 2022).

Reason: In the interest of protected species conservation in accordance with Policy N7 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 17) Within six months of the commencement of the development hereby approved, a hard and soft landscaping scheme shall be submitted to and approved in writing by the LPA.

The approved hard landscaping details shall be implemented prior to the first occupation of the building.

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 building or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of five 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 polices H10: Detailed Design of Housing Developments, OL10: Landscape Quality and Character and C1: Townscape and Urban Form.