

Application Number 18/00015/REM

Proposal Approval of reserved matters (appearance, landscaping, layout and scale) for a retail development on the site following grant of outline planning permission 14/00903/OUT

Site Land Bounded By Ashworth Lane and Chain Bar Lane, Hattersley

Applicant Maple Grove Developments

Recommendation Approve, subject to conditions

Reason for report A Speakers Panel decision is required because the application is a major

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks approval of the reserved matters (appearance, landscaping, layout and scale) for a retail development on the site following grant of outline planning permission in 2014.
- 1.2 The outline application established the principle and approved the means of access for a development of a foodstore (use class A1), a café and drive through (mixed use A3/A5) and up to 5,608 square metres of floorspace to fall within use classes A1, A2, A3, A4 and A5 of the Town and Country Planning (Use Classes) Order 1987 (as amended). The foodstore was restricted to a gross external area of 1,691 square metres by condition 6 of the planning permission, although that has since been extended to 1,867 square metres via a non-material amendment.
- 1.3 The reserved matters application seeks approval for the erection of a foodstore with a floorspace of 1,794 square metres, 9 units with uses falling within use classes A1 – A5 (total floorspace of 3,716 square metres) and a Drive-Through Restaurant unit with a floorspace of 167 square metres. The proposals fall within the parameters set at the outline stage therefore.
- 1.4 The applicant has provided the following documents in support of the planning application:
 - Planning Statement
 - Surface Water Report
 - Site Waste Management Plan
 - Topographical Survey
 - Drainage Layout Details
 - Arboricultural Report

2. SITE & SURROUNDINGS

- 2.1 The application site comprises land bounded by Stockport Road, Ashworth Lane and Chain Bar Lane, Mottram. The site is located at the junction of Stockport Road and Ashworth Lane and extends to 3.99 hectares. Land levels with the western part of the site are relatively flat before falling away considerably from west to east. The topography of the site is made more irregular by previous deposition of clearance material / spoil associated with re-development of other residential areas of the wider Hattersley estate.
- 2.2 The site was formerly a residential estate which is now predominantly cleared (demolition took place in c.2006) apart from one dwelling which fronts on to Stockport Road (A560) close to the junction with Ashworth Lane. This dwelling is the subject of a Compulsory Purchase Order (CPO). The Inquiry into that matter concluded recently. Existing vehicular access is obtained via Chain Bar Lane to the rear. Chain Bar Lane forms a large loop

running from its junction from Ashworth Lane (opposite the new Hub facility) through the application site and back to Ashworth Lane via a separate residential estate further to the east.

3. PLANNING HISTORY

The site history relevant to this application is as follows:

- 3.1 17/00668/MATCH - Non material amendment in relation to planning application no. 14/00903/OUT to increase the gross external area of the foodstore to 1,867 square metres – approved.
- 3.2 14/00903/OUT - Comprehensive redevelopment for a new district centre comprising class A1 foodstore, retail units (Class A1-A5), Drive-Through Cafe/Restaurant (Class A3/A5) with associated means of access (All other matters reserved), including the demolition of existing buildings and structures – approved

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Unallocated

Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
- 1.5: Following the Principles of Sustainable Development.
- 1.6: Securing Urban Regeneration
- 1.7: Supporting the Role of Town Centres.
- 1.12: Ensuring an Accessible and Safe Environment.

Part 2 Policies

- S1: Town Centre Improvement
- S3 New Retail Developments Outside Town Centres.
- S9: Detailed Design of Retail and Leisure Developments.
- T1: Highway Improvement and Traffic Management.
- T10: Parking.
- MW11: Contaminated Land
- MW12: Control of Pollution
- MW14 Air Quality
- N3: Nature Conservation Factors
- N4 Trees and Woodland
- N5: Trees Within Development Sites
- U3: Water Services for Developments
- U4: Flood Prevention.
- U5: Energy Efficiency

OTHER POLICIES

- Hattersley and Mottram Supplementary Planning Guidance (April 2004)
- Hattersley Development and Delivery Strategy (November 2005)
- Tameside Retail Study (May 2010)

4.5 National Planning Policy Framework (NPPF)

- Part 1: Building a strong competitive economy
- Part 2: Ensuring the vitality of town centres

4.6 **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.

5. **PUBLICITY CARRIED OUT**

- 5.1 Neighbour notification letters were issued in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

6. **RESPONSES FROM CONSULTEES**

- 6.1 Coal Authority - no objections subject to the attachment of an informative to the decision notice detailing the applicant's responsibilities with regard to dealing with coal mining legacy.
- 6.2 Local Highway Authority – no objections subject to conditions requiring the laying out of the car parking spaces as indicated on the proposed site plan and details of the finished levels within that part of the site. All other relevant matters are covered by conditions on the outline planning permission.
- 6.3 Borough Tree Officer – no objections to the proposals as the proposed replacement landscaping scheme would compensate for the loss of existing trees on the site.
- 6.4 Greater Manchester Ecology unit (GMEU) – no objections subject to the imposition of a condition requiring a scheme of biodiversity enhancements to be approved prior to the first operation of the development. All other relevant matters are covered by conditions on the outline planning permission.
- 6.5 Borough Environmental Health Officer (EHO) – no objections raised and no conditions in addition to those imposed on the outline planning permission considered necessary.
- 6.6 Trans Pennine Trail Office – the proposals do not address the fact that the Trans Pennine trail runs along the section of Chain Bar Lane which is included within the application site (to be stopped up and a turning head installed as part of the proposed development). This section of the route is used by walkers and cyclists and the development must not result in an obstruction of this route.

7. **SUMMARY OF THIRD PARTY RESPONSES RECEIVED**

- 7.1 Cllr Chris Buglass has raised the following concerns:

- There would be detrimental health implications arising from the proposals to include hot food takeaways as part of the development.
- The retailers should be required to enter into an agreement with the council to take responsibility for the litter generated including helping on litter picks in the surrounding area.

- 7.2 The Longdendale Community Group has written in objection to the proposals raising the following concerns (summarised):

- The proposals will significantly increase traffic congestion in the area as the development is designed around people accessing the site by car.

- There will be negative environmental impacts arising from the litter and pollution associated with the development
- The scheme will have negative social impacts through the relocation of the centrally positioned old town centre to this more isolated location.
- The proposal will result in a highway safety hazard, with the access road for deliveries being adjacent to a bus stop on Ashworth Lane, close to the junction with Stockport Road.
- The location of the development on a busy highway junction would result in hazardous conditions for pedestrians, with the need to cross 2 busy roads to access the development.
- The development will result in detrimental economic impacts on the independent shops in Hyde and Mottram, leading to a loss of jobs – this weakens the benefit of the jobs created by the proposed development.
- In order to be sustainable, this development should include far less provision for car parking and parking charges should apply to offset the environmental impacts of the development.
- There should be no drive-through operation and the development should be occupied by local businesses.
- The range of uses should not include takeaways or other uses that would reduce the health of the population.
- The design of the scheme should make reference to the character of stone built development in Mottram – the proposed scheme fails to achieve this.
- The servicing access for the units should be re-located to the southern edge of the development to improve the highway safety implications of the development.
- The noise associated with delivery vehicles accessing the development would have a detrimental impact on the residential amenity of those properties that are located along the highways on the approach to the site – which are already detrimentally affected by the traffic associated with the Tesco store.
- Increased litter in the locality arising from the development would have an adverse impact on the biodiversity value of the site and surroundings.
- The relocation of the Monkey Puzzle tree from the location of the Hattersley Hub site to a position south of the land that is the subject of this application highlights the lack of regard for landscaping in the area, a situation that would be made worse by the removal of trees to make way for this development.
- 36,000 vehicles currently pass along Hyde Road, resulting in heavy congestion and poor air quality, which has serious health implications. The additional traffic from this development will make these adverse conditions even worse
- A survey has been undertaken of the views of Mottram residents to the proposals. In total 281 residents, shopkeepers or shoppers objected to the plans. None were in favour. Reasons given for opposing it are that:
 - the plans do not cater mainly for the local community's interests (say 90 % of the residents);
 - it will attract more traffic, bringing air and noise pollution (say 90 % of residents);
 - there will be more light pollution, smells, rubbish and vermin (88 %);
 - Tameside's health record is already poor, so yet more fast food outlets will make matters worse (79 %);- and that yet more wildlife habitats will be lost - this is an important migration corridor (78 %).
 - the old District Centre location was more central for Hattersley – more facilities are needed there (56 %).
 - For the more immediately affected, close to the development site, there were concerns that night-time deliveries will disturb sleep.

This survey gave the opportunity for residents to have their own say in how they would like the proposed site south of the Tesco Extra to be developed. Results indicate:

- 69 % of residents would like a Park or landscaped green area there for walking and other recreation.

- Other very popular ideas included a centre for youth activities, especially in the evenings, with facilities for indoor games; a centre for mixing socially, with activities e.g. dancing;
 - allotments;
 - small, independent shops with friendly local shopkeepers who care for and know their customers; - and an outdoor market-place area for market traders, farmers' market, outdoor social gatherings, etc.
- The proposals would result in an increased risk of flooding – including along Hurst Clough – this has already been an issue in the locality during heavy rainfall, and given the topography of the site, over-development is in danger of placing too great a demand on drainage facilities, putting both existing and prospective developments at serious flood risk.

7.3 In addition to the above, 21 letters of objection have been received from local residents, raising the following concerns (summarised):

- Traffic generated by the development would result in further congestion in the surrounding areas – there is frequent grid-lock conditions up to the 'Crown Pole' junction and down to Mottram traffic lights, additional traffic movements will make this situation worse. No further major development should occur in the area until the Mottram by-pass is completed.
- The proposed uses (particularly the drive through and hot food takeaway uses) would add to the health problems already prevalent in the Borough in terms of obesity and issues associated with poor air quality.
- The site is to the east side of Hattersley and is quite a long way away from other parts of Hattersley. The public transport options are abysmal meaning most visitors and workers will drive there. Contrast this with Hyde town centre. Already a hub with excellent public transport options, particularly for workers. Hyde town centre also needs the investment and new shops will bring a critical mass back to the town, attracting both shoppers and further shops.
- The proposal will result in a detrimental impact upon the vitality and viability of existing retail businesses in surrounding settlements – such as Charlesworth and Hyde.
- This is a residential area and is not an appropriate location for commercial development and the associated impacts such as noise and disturbance from deliveries and traffic accessing the development.
- The local community has suggested a number of preferable alternative uses of the land more in keeping with the needs of the area. These include the building of affordable homes of which we are constantly reminded in the press and elsewhere there is a severe shortage.
- The proposed landscaping scheme is considered to be inappropriate – more native species should be included and the adjacent Monkey Puzzle tree may be adversely affected by the proposals.
- Regarding the "mix of uses", it is not clear why a second food store is proposed, as the SPG provided for just one large food store to "anchor" the development. The case for going beyond one food store has never been made and, as the layout plan has not yet been fixed, the proposal should not be accepted without a thorough justification.
- Ashworth Lane has grown much busier over the past three years, and there have been several accidents and one death. Requiring service vehicles to use Ashworth Lane creates new hazards for traffic, cyclists and pedestrians and is likely to exacerbate the congestion already experienced. Slow moving traffic creates pollution that is unwelcome in what is designated a pedestrian shopping area with nearby bus stops. Fast moving traffic and delivery vehicles create noise – particularly noticeable at night. Moving the access to Stockport Road seems to be an obvious response to the problems.

- The whole development should be made a pedestrian-only area and Ashworth Lane should be rerouted southwards and then westwards to emerge on Stockport Road. This solves the problem of service vehicle access, promotes safety, allows the “north” and “south” sites to come together, and greatly improves the “feel” of the district centre. However, even this suggestion will not remove the already evident problem of residents accessing the District Centre from the west side of Stockport Road on foot, having to negotiate trunk road traffic.
- There are already a number of food stores within 10 miles of the site and a large Tesco immediately adjacent to the site. As such, an additional food store in this location is not required.
- There are several major rural leisure footpaths including Cown Edge Way, Goyt Valley Way and the Transpennine trail all within close proximity of the site. These risk being adversely affected by the litter, noise and pollution generated by the proposed development.
- Regarding encouraging cycling to the site, this is a high crime area so few cyclists will risk leaving their bikes unattended there. Any cycle racks therefore need to be carefully located so they are not a target for theft. Preferably, state of the art facilities which allow users to be confident that their bikes won't be stolen need to be installed.
- If this is supposed to be a local centre for local people to walk to rather than just another out-of-town shopping centre how will the council ensure that the shops provide what local people need on a daily basis rather than being retailers selling 'occasional purchase' goods such as electrical or furniture? The latter will simply encourage people from outside the local area to drive to the site thereby increasing pollution and congestion for the wider community while being of little benefit to it on a day-to-day basis.
- This is considered to be an isolated and inappropriate location for a town centre development, which should be sited in a location that people can easily walk to.

8. ANALYSIS

- 8.1 The principle of development of this site for the range of uses listed in the description of development has been established through the granting of outline planning permission. Whilst concerns regarding the location of the development, the implications of trip generation to the development, health concerns associated with the proposed uses and the impact on the vitality and viability of neighbouring town centres/independent business are noted, these matters cannot be revisited at the reserved matter stage. This is due to that fact that these considerations have already been assessed and considered suitable through the granting of outline planning permission, subject to the restrictions contained within the conditions of that approval.
- 8.2 The issues to be assessed in the determination of this reserved matters planning application are:
- 1) The impact of the development on the character and appearance of the site and surrounding area
 - 2) The impact on the residential amenity of neighbouring properties
 - 3) The impact on highway safety
 - 4) The impact on flood risk/drainage
 - 5) The appropriateness of the proposed landscaping scheme and impact on ecology
 - 6) Other matters

9. CHARACTER OF THE SITE AND SURROUNDING AREA.

- 9.1 The north western corner of the proposal would include a pedestrian link from the pedestrian crossing on Ashworth Lane into the development. The creation of a landscaped area on this approach to the development is considered to be a positive element of the design, allowing views through to the central part of the development. This results in a

permeable and legible development for people approaching the development from the Hub on the opposite corner of the Ashworth Lane/Stockport Road junction.

- 9.2 The scheme has been amended to alter the layout of the compound area associated with the food store in the south western corner of the development. This amendment has allowed a legible connection to be provided for pedestrians crossing the new above ground crossing on Stockport Road, which will replace the existing underpass. Whilst to a degree the design of this link is weakened by the fact that it would still run immediately adjacent to the compound area at the rear of the food store, it is nevertheless an improvement on the original submission in terms of encouraging access to the development on foot by residents living to the west of Stockport Road.
- 9.3 The scheme has also been amended to reduce the level of car parking to 271 spaces, down from the 293 originally proposed. This has resulted in space being provided for soft landscaping within the centre of the site to reduce the mass of hardstanding within the development. Officers consider that there is greater scope to reduce the level of car parking and further enhance the soft landscaping and the pedestrian environment within the central part of the development, given that the level of parking proposed is equivalent to that advanced at the outline stage, when a substantially greater amount of floorspace was proposed.
- 9.4 The harm arising from this element of the scheme is reduced to a degree by the inclusion of additional landscape planting on the northern and western edges of the development. Whilst officers acknowledge that the extent of the proposed parking area and the environment created is not ideal, this element of the scheme is considered not to result in substantial harm given that the outline permission has established the principle of a food store and retail space sufficient to include other relatively large units, as indicated by unit 2 on the proposed layout plan. Such uses are likely to generate sales of a volume that mean that customers would more likely travel to the site by car.
- 9.5 The lack of outward facing frontage to the development is a concern that officers expressed throughout the course of the application process, including in pre-application discussions. The Hattersley and Mottram SPG makes a number of observations in relation to the design principles for development of this part of the new town centre (which also incorporated land to the north of Ashworth Lane, where Tesco and the Hub are now located). The SPG envisaged that 'the smaller shops and community facilities would be placed (on this site) facing out to the junction of Stockport Road and Ashworth Lane, which would be the most convenient position for pedestrian or public transport access....'
- 9.6 Whilst the pedestrian link referred to in the SPG would be provided in the proposed scheme, the rear elevations of the units facing the junction would be blank. The harm arising from this weakness is reduced to a degree by the fact that the western end of unit 10 and the northern elevation of the drive through would present active frontages to the pedestrian access in the north western corner. In the south western corner, the landscaping introduced along the western edge of the site would help to screen the blank elevation of the food store, but this would remain a long stretch of inactive frontage.
- 9.7 Whilst the power lines running though the eastern portion of the site do represent a constraint to orientating the food store so that the front of that unit could face Stockport Road, officers consider that the same physical constraints do not exist in relation to units 7-10. The proposed plans indicate that the ground level on the eastern end of that block would be sufficiently level to allow at least part of a unit in that location to be outward facing.
- 9.8 The applicant has indicated that it would not be viable to locate a double fronted unit in this location. Given the economic gain arising from the development (as examined in detail through the retail and impact assessments submitted with the outline planning application),

it is considered that this design weakness would not be sufficient to significantly and demonstrably outweigh the benefits of the proposals. The improvements to the quality of the pedestrian routes into the site secured during the course of the application are considered important in making this assessment.

- 9.9 In relation to the scale of the units, officers did raise the prospect of including larger buildings within the development, which would be possible in principle given that the level of floorspace advanced is below the ceiling limit permitted at the outline stage. The applicant considered this not to be viable and therefore the scale of the proposals remain as originally submitted. The elevational treatment would be modern but this is considered to be appropriate given the design of the adjacent Hub building and the separation distance between the site and more traditional stone development in Mottram.
- 9.10 Following the above assessment, officers consider that there are some weaknesses to the design of the proposals but that on balancing these against the positive elements of the proposals, including the improved pedestrian connectivity, the harm arising from this element of the scheme is not sufficient to warrant refusal of planning permission.

10. RESIDENTIAL AMENITY

- 10.1 The proposed layout plan is in accordance with the parameter plan approved at the outline stage in relation to the location of development within the site and the means of vehicular access on Stockport Road and Ashworth Lane.
- 10.2 Given that the buildings would be below 2 storeys in height and the separation distances to be retained to the closest neighbouring residential properties to the east (fronting into Ashworth Lane and Chain Bar Lane) to prevent any unreasonable impact in terms of overshadowing or loss of privacy on those properties, including once the drop in land levels from the application site to those properties is accounted for.
- 10.3 Similarly, the separation distance to be retained to the properties on the western side of Stockport Road would be sufficient to prevent any unreasonable overshadowing or loss of privacy, having regard to the fact that the highway bisects the intervening distance.
- 10.4 In terms of the impact of noise and disturbance generated by the proposed development, the amount of floorspace would be below the levels permitted through the outline consent and the level of car parking would not exceed the ceiling number approved at that stage. The range of uses proposed would also fall within the range approved by the outline planning application. On that basis, it is considered that the noise and air quality impact of the development would not be reasonable grounds on which to refuse this reserved matters application.
- 10.5 Conditions limiting the hours of operation of the units, requiring details of the means of mechanical extraction and ventilation of the drive through café unit, limiting the hours of work during the construction phase and compliance with the noise assessment were attached to the outline planning permission and would be sufficient to mitigate any unacceptable impact on the residential amenity of any of the neighbouring properties. This assessment is reflected by the lack of objection from the EHO, who has not suggested any further conditions be attached in the event of approval of this reserved matters application.
- 10.6 On the basis of the above assessment, the proposals are considered not to result in an adverse impact on the residential amenity of neighbouring properties within the context of the nature of development approved at the outline stage.

11. HIGHWAY SAFETY

- 11.1 Whilst the concerns of residents regarding congestion resulting from the trips generated by the development are noted, the scheme would be within the limits of the size of the units and number of car parking spaces permitted at the outline stage. The safety of the proposed access arrangements were also approved at that stage as access was not a reserved matter. On that basis, the reserved matters proposals would not result in a severe impact on highway safety and in accordance with the guidance in paragraph 32 of the NPPF, planning permission should not be refused on these grounds.
- 11.2 The Local Highway Authority has not raised any objections to the proposals, subject to the imposition of conditions requiring the finished levels of the car parking area to be submitted and approved and the car parking spaces to serve the development to be laid out as shown on the submitted plans prior to the first operation of the development. These conditions are considered reasonable and can be attached to the decision notice. Other relevant conditions were attached to the outline planning permission and therefore do not need to be duplicated.
- 11.3 A condition is recommended to ensure that the details of secure cycle storage are provided as part of the development, to enhance the environmental sustainability of the scheme and encourage trips to the site by alternative means of transport to the private car.

12. FLOOD RISK/DRAINAGE

- 12.1 The application site is located within Flood Zone 1 and is therefore considered to be at a low risk of flooding. Hurstclough Brook is located to the east of the site. That watercourse is culverted below Ashworth Lane and along the extent of the eastern boundary of the application site and then re-surfaces to the south east of the site. Any surface water run-off from the development into this watercourse must not exceed the greenfield run off rate, in accordance with the guidance in the NPPF.
- 12.2 Appropriate conditions were attached to the outline planning permission in relation to securing a sustainable means of surface water drainage from the development, requiring details of the means of draining foul water from the development and ensuring that the foul and surface water are drained separately. On that basis, United Utilities has no objections to the proposals. The applicant has submitted some drainage information with this reserved matters application. Further details will need to be provided in order to discharge the relevant conditions attached to the outline planning permission.

13. LANDSCAPING AND ECOLOGY

- 13.1 The amended proposals indicate that trees would be planted at regular intervals along the northern, eastern and western edges of the development. The species mix would include Silver birch, Alder and Hawthorn. These are native species and the type, number and location of the trees are considered to be appropriate in terms of softening the impact of the development in wider views. The tree planting in the north western corner of the site would increase the legibility of the pedestrian link into that corner of the development and the planting along the eastern edge would help to screen the palisade fencing to be erected on that site boundary.
- 13.2 The planting along the western edge of the development, introduced in the amended scheme, would help to screen the western elevation of the food store and improve the environment for pedestrians approaching the site from the crossing on Stockport Road in to the south western corner of the development. The hedge and shrub planting is also considered to be appropriate and would help to soften the impact of the hard surfaced car

parking area. The Monkey Puzzle Tree referred to in objections received from members of the public is beyond the eastern boundary of the site and would not be adversely affected by the proposals. The protection of all existing trees within and adjacent to the boundaries of the site during the construction phase of the development can be secured by condition.

- 13.3 The Borough Tree Officer has raised no objections to the proposals. Details of the timing of implementation and management of the soft landscaping scheme can be secured by condition. The trees to be removed from the site to facilitate the development are considered not to be of high amenity value and the proposed replacement landscaping scheme is considered to be appropriate mitigation, having been increased following amendments to the scheme.
- 13.4 The use of tegula paving to provide hard landscaping features in order to emphasise the pedestrian entrance into the north western edge of the development is considered to be a positive element in relation to the proposed hard landscaping scheme. Compliance with the submitted details in this regard can also be secured by condition.
- 13.5 In relation to ecology, GMEU have raised no objections to the proposals at this reserved matter stage, subject to the inclusion of bat boxes within the scheme to compensate for the loss of existing trees on the site. In line with the requirement of the NPPF to encourage biodiversity enhancements as part of development proposals, a condition requiring details of where bird boxes are to be positioned within the development can be secured by condition.

14. OTHER MATTERS

- 14.1 In relation to the impact of the development on the Trans Pennine Trail, a condition requiring the submission of a management plan detailing the measures to be put in place during the construction phase of the development to ensure that a temporary diversion to the route is implemented can be added to the decision notice. The plans indicate that a footpath would be installed along the edge of the section of Chain Bar Lane to be stopped up, which would allow continued use of this section of the Trans Pennine Way and connection to the adjacent Public Rights of Way by pedestrian and cyclists, avoiding any detrimental long term impact.
- 14.2 In relation to the health implication of the proposed uses, that is not a matter to be revisited at this reserved matters stage as the range of uses to be included within the development were approved at the outline stage.
- 14.3 The Coal Authority has not raised any objections to the proposals. The site falls outside of an area considered to be at a high risk with regard to coal mining legacy. An informative advising the applicant of their responsibilities in this regard can be attached to the decision notice. An informative can also be attached in relation to the actions required should sources of contamination be encountered during the construction works can be attached at this reserved matters stage.

15. CONCLUSION

- 15.1 The amended scheme has improved the landscaping and permeability of the development. There are some weaknesses in the design of the scheme and whilst the constraints of the site are noted, officers are of the view that a more outward facing development would be desirable and could be achieved, at least in part, on the northern boundary of the site. That said, there would be active frontage to the pedestrian link in the north western corner and the scheme has been amended to improve the quality of the environment associated with the pedestrian link across Stockport Road in the south western corner of the site. Given the

economic benefits that the scheme would bring (as determined at the outline stage) , it is considered that on balance, the proposals are acceptable in design terms.

- 15.2 The proposals are considered not to be detrimental to highway safety given that the total floorspace of the units and the number of car parking spaces to be provided would be within the parameters approved at the outline stage, at which point the means of access was approved. The scale and siting of the buildings are considered not to result in an adverse impact on the residential amenity of neighbouring properties. The proposed soft and hard landscaping schemes are considered to be appropriate.
- 15.3 In weighing up all of the material planning considerations, officers consider that, on balance, the proposals accord with the relevant national and local planning policies quoted above.

16. RECOMMENDATION

Grant planning permission, subject to the following conditions:

1. The development hereby approved shall be carried out in accordance with the following approved plans:
 - 1:1250 Site location plan
 - Proposed site plan (drawing no. 003 Rev. H)
 - Proposed connectivity and access plan (drawing no. P9200)002)
 - North west gateway entrance plan (drawing no. MR17-112/105)
 - Soft landscaping proposals (north) plan (drawing no. MR17-112/103 Rev. B)
 - Soft landscaping proposals (south) plan (drawing no. MR17-112/104 Rev. A)
 - Hard landscaping proposals (north) plan (drawing no. MR17-112/101 Rev. B)
 - Hard landscaping proposals (south) plan (drawing no. MR17-112/102 Rev. A)
 - Proposed site boundary treatments plan (drawing no. 018 Rev. C)
 - Proposed Latitudinal Sections plan (drawing no. 017 Rev. C)
 - Proposed Longitudinal Sections plan (drawing no. 016 Rev. C)
 - Proposed Street Scenes plan (Stockport Road/Ashworth Lane) (drawing no. 014 Rev. C)
 - Proposed floor plans units 7-10 plan (drawing no. 008 Rev. B)
 - Proposed elevations - unit 1 plan (drawing no. 010)
 - Proposed first floor plans – unit 1 (drawing no. 004 Rev. A)
 - Proposed roof plans – unit 1 (drawing no. 005)
 - Proposed elevations – units 2-6 (drawing no. 011 Rev. A)
 - Proposed floor plans – units 2-6 (drawing no. 006)
 - Proposed roof plan – units 2-6 (drawing no. 007)
 - Proposed elevations – units 7-10 (drawing no. 012 Rev. B)
 - Proposed elevations – unit 11 (drawing no. 013 Rev. A)
 - Proposed floor/roof plans – unit 11 (drawing no. 009 Rev. A)
 - Proposed section through access ramp off Stockport Road (drawing no. 019)
2. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

3. The hard and soft landscaping to be incorporated within the development hereby approved shall be installed in accordance with the details as shown on the following approved plans (insofar as they relate to the application site):

Soft landscaping proposals (north) plan (drawing no. MR17-112/103 Rev. B)
Soft landscaping proposals (south) plan (drawing no. MR17-112/104 Rev. A)
Hard landscaping proposals (north) plan (drawing no. MR17-112/101 Rev. B)
Hard landscaping proposals (south) plan (drawing no. MR17-112/102 Rev. A)
Proposed site boundary treatments plan (drawing no. 018 Rev. C)

prior to the first operation of any of the units hereby approved.

4. The approved scheme of landscaping scheme shall be implemented before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species.
5. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved Proposed site plan (drawing no. 003 Rev. H), prior to first operation of any of the units hereby approved and shall be retained free from obstruction for their intended use at all times thereafter.
6. No development shall commence until a management plan detailing the measures to be adopted to prevent obstruction of the Trans Pennine Trail route through the southern part of the site during the construction phase of the development have been submitted to and approved in writing by the Local Planning Authority. The measures contained within the approved management plan shall be implemented prior to the commencement of development and retained for the duration of the construction works.
7. Prior to the first operation of any of the units hereby approved, details of bird boxes to be installed within the development (including scaled plans indicating their location within the development and a specification of the items to be installed) shall be submitted to and approved in writing by the Local Planning Authority. The bird boxes shall be installed in accordance with the approved details prior to the first operation of any of the units hereby approved and shall be retained as such thereafter.
8. No part of the development hereby approved shall operate or become open to members of the public until details of the provision of secured storage for bicycles within the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be provided prior to the first operation of the units and the development becoming open to members of the public, in accordance with the approved details and shall be retained as such thereafter.
9. No development shall commence until details of the tree protection measures (meeting the requirements of BS5837:2012) to be installed around the trees to be retained within and adjacent to the boundaries of the land have been submitted to and approved in writing by the Local Planning Authority. The protection measures shall be implemented in accordance with the approved details prior to the commencement of development and shall be retained as such for the duration of the construction phase of the development.

Reasons for conditions:

1. For the avoidance of doubt.
2. To ensure that the development respects the character of the surrounding area.
3. To ensure appropriate landscaping is incorporated into the development
4. To ensure that the approved landscaping scheme is appropriately maintained.
5. To ensure adequate parking provision to serve the development.
6. To ensure that the development does not result in obstruction of the Trans Pennine Trail.
7. To ensure that biodiversity enhancements are secured as part of the development hereby approved.
8. To ensure cycle storage is provided to enhance the environmental sustainability of the development.
9. To ensure that the trees to be retained are adequately protected during the construction phase of the development.

Informatives:

Coal mining low risk

Contaminated land

Linked to outline planning permission 14/00903/OUT