

Application Number 18/00444/FUL

Proposal	Full planning application for the erection of a new Wellness Centre (use class D2) (total floor area 5,598 square metres), 123 associated car parking spaces and landscaping.
Site	North western portion of former Oldham batteries site (on junction of Lance Corporal Andrew Breeze Way and Ashton Road) Denton
Applicant	Network Space, Newton-le-Willows
Recommendation	Approve, subject to conditions
Reason for report	A Speakers Panel decision is required because the application constitutes a major development.

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for the erection of a new Wellness Centre (use class D2) (total floor area 5,598 square metres), 123 associated car parking spaces and landscaping.
- 1.2 The proposal includes an 8 lane x 25m swimming pool and 17x7m learner pool, associated changing village, spa area, spectator seating, community room, meeting rooms, social interactive space, soft play, ten-pin bowling, fitness suite, dry change facilities and three multi-use studio spaces.
- 1.3 The applicant has provided the following documents in support of the planning application:
 - Design and Access Statement
 - Planning Statement
 - Noise Impact Assessment
 - Air Quality Assessment
 - Transport Assessment
 - Travel Plan
 - Phase 1 Habitat Survey
 - Statement Community Involvement
 - Drainage Plan
 - Energy Statement
 - Contaminated Land Statement
 - Waste Management Plan

2. SITE & SURROUNDINGS

- 2.1 This application relates to land bound by Lance Corporal Andrew Breeze Way, Ashton Road and Annan Street in Denton. The site covers approximately 0.86 hectares and is the north western corner of the land formerly occupied by the Oldham Batteries factory, which closed in 2002. All buildings have been demolished with only hard standings remaining on site.
- 2.2 The site is located to the east of the commercial element of Denton town centre and is allocated in the UDP as a Development Opportunity Area, emphasising its strategic importance as a regeneration site. Planning permission has recently been granted for the remainder of the former Oldham Batteries site to be redeveloped for residential use.

3. PLANNING HISTORY

- 3.1 18/00541/ENV - Construction of a new Wellness Centre with 8 lane x 25m swimming pool and 17x7m learner pool and associated changing village, spa area spectator seating and plant space, community room, meeting rooms, social interactive space, soft play, ten-pin bowling, fitness suite, dry change facilities and three multi-use studio spaces – not EIA development.
- 3.2 13/00340/OUT – Renewal of planning consent 04/01274/OUT for the demolition of existing buildings and redevelopment for retail use (A1 non-food), garden centre, pub restaurant (A3, A4), light/general industrial and warehouse (B1 B2 and B8), residential (C3) new link road, car parking, landscaping and associated works – approved.
- 3.3 08/00430/REM - Retail park comprising non-food retail (A1 non-food) and food and drink uses (A3/A4), management suite, new public right of way, car parking, landscaping and associated works – approved.
- 3.4 04/01274/OUT - Demolition of existing buildings and redevelopment for Retail Use (A1 non-food), Garden Centre, Pub/Restaurant (A3/A4), Light/General Industrial and Warehouse (B1, B2 and B8), Residential (C3), New Link Road, Car Parking, Landscaping and Associated Works – approved.

4. RELEVANT PLANNING POLICIES

- 4.1 **Tameside Unitary Development Plan (UDP) Allocation**
Allocated under policy E2 (11) as a Development Opportunity Area
- 4.2 **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
 - 1.8 Retaining and Improving Opportunities for Sport, Recreation and Leisure
 - 1.12: Ensuring an Accessible, Safe and Healthy Environment
- 4.3 **Part 2 Policies**
 - E2: Development Opportunity Area (this site being no. 11 of the sites identified in that policy).
 - S1 Town Centre Improvements
 - S8 Built Recreation, Leisure and Tourism Developments
 - S9 Detailed Design of Retail and Leisure Developments.
 - C1 Town Scape and Urban Form.
 - T1 Highway Improvements and Traffic Management.
 - T6 Facilities for Buses
 - T7 Cycling
 - T10: Parking
 - T11: Travel Plans.
 - C1: Townscape and Urban Form
 - N5: Trees Within Development Sites
 - N7: Protected Species
 - MW11: Contaminated Land
 - MW12: Control of Pollution
 - MW14: Air Quality
 - U3: Water Services for Developments
 - U4 Flood Prevention

U5 Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft October 2016
Residential Design Supplementary Planning Document

4.5 National Planning Policy Framework (NPPF)

Section 1 Delivering sustainable development
Section 2: Ensuring the vitality of town centres
Section 7: Requiring good design
Section 8: Promoting healthy communities

4.6 Planning Practice Guidance (PPG)

4.7 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, notices displayed on site and an advert published in the press, in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

6. RESPONSES FROM CONSULTEES

6.1 Highways England – no objections to the proposals in terms of impact on the strategic road network, subject to the imposition of conditions preventing direct access from the site onto the motorway, no development adjacent to the embankments at the side of the motorway and a requirement that measures to be taken to ensure that surface water does not drain from the site onto the highway network.

6.2 Borough Environmental Health Officer (EHO) – no objections subject to conditions requiring adherence to the contents of the submitted Air Quality Management Plan, the mitigation measures detailed in the noise impact assessment, restriction on the hours of deliveries to/from the site, the imposition of noise control measures and a restriction on the hours of activity and deliveries during the construction phase of the development.

6.3 Greater Manchester Ecology Unit (GMEU) – no comments to make on the application.

6.4 Transport for Greater Manchester (TFGM) – no objections to the proposals. The level of trip generation arising from the development is disputed but it is considered that the increase above the extant permission would be limited. Some further detail should be included in the Travel Plan but it is acknowledged that the site is located in close proximity to public transport services and a number of cycle routes.

6.5 Borough Tree Officer - no objections to the proposals. There is currently no significant vegetation on the site. The design indicates some limited green space but given the nature of the development there is limited opportunity for larger scale planting etc. However, it would be beneficial if some landscaping and tree planting was to be incorporated into the areas around the junction of the roads. This additional planting should be secured by condition.

6.6 Local Highway Authority – no objections raised to the proposals subject to the imposition of a number of conditions. The baseline assumptions within the Transport Assessment are

considered to be acceptable. Conditions should be imposed requiring the approved vehicle parking/turning areas to be laid out prior to first use of the development and the submission and approval of a construction environment management plan, a Travel Plan for the development and details of the road works and traffic management measures necessary to secure satisfactory access to the site.

- 6.7 United Utilities – no objections, subject to the imposition of a condition requiring the submission and approval of a sustainable surface water drainage strategy to be submitted and approved prior to the commencement of development and a condition stipulating that surface and foul water be drained from the site via separate mechanisms.
- 6.8 Greater Manchester Police – raised no objection to the proposals subject to compliance with the measures listed in section 3.3 of the Crime Impact Assessment submitted with the planning application.
- 6.9 Greater Manchester Archaeological Advisory Service (GMAAS) – no objections to the proposals subject to the undertaking of a written scheme of investigation into potential features of archaeological significance on the site and agreement of any necessary mitigation prior to the commencement of development.
- 6.10 Borough Contaminated Land Officer – no objection subject to the imposition of a condition requiring an intrusive investigation into sources of potential ground contamination on the site to be undertaken and any necessary remediation measures to be submitted and approved in writing prior to the commencement of development.
- 6.11 Coal Authority – no objections to the proposals. Confirm that the site is not located within an area at high risk in relation to coal mining legacy. An informative advising the applicant of their responsibilities in this regard should be attached to the decision notice.
- 6.12 Lead Local Flood Risk Authority (LLFRA) – no comments received
- 6.13 Environment Agency – no comments received.
- 6.12 Natural England – no comments to make on the proposals.
- 6.14 Sport England – fully support the application and consider that this proposal addresses an identified need for this type of facility and has the potential to be of benefit to the development of sport.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 1 letter of representation has been received, which raises the following points (summarised):
 - Generally very supportive of the design. The structure of the development is positive but concerns regarding access and parking along with impact on outlook from neighbouring properties.
 - Annan Street is in particularly poor condition overall and has suffered from years of neglect. Previous propositions for the site included a complete environment restructure for Annan Street with grassed areas and attractive borders along it's edge. None of this seems to have been considered for the Wellness development and our property will now face a huge blank wall with some access points although consideration has been given to the height/colour of the wall.

- In terms of parking, Annan Street does, at present, have parking available along one side although this is usually taken up virtually all day by cars parked for shopping and/or workers resulting in no parking available for residents.
- No reference is made on the proposed plans to any parking for residents, or indeed, anyone on Annan Street. There seem to be no plans to upgrade the street itself or consideration for wider pavements etc.
- The exit doors and service access to the building would lead from Annan Street. Parking restrictions are likely to be required to allow deliveries to be made and this would cause huge problems for residents of properties on Annan Street.
- Provision should be made for parking to serve the 5 residential properties on Annan Street to mitigate the impact of the development. This could be directly outside the properties thus allowing the other side (against the Wellness Centre) to be restricted to delivery/access only. Alternatively residents should be allowed access to park in the car park proposed on Annan Street.
- Overall, the site and the plans are excellent and if resident parking was considered plus some extra greenery along with pavement/lighting and road surface improvements, the whole project would have a positive impact on the character of the site and surrounding area.

8. ANALYSIS

8.1 The issues to be assessed in the determination of this planning application are:

- 1) The principle of development
- 2) The impact of the proposed layout, design and scale of the development on the character of the site and the surrounding area
- 3) The impact upon the residential amenity of neighbouring properties
- 4) The impact on highway safety
- 5) The impact on flood risk and environmental health
- 6) Other matters

9. PRINCIPLE OF DEVELOPMENT

- 9.1 Section 2 of the NPPF states that Local Planning Authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality and to allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres.
- 9.2 Policy E2 of the UDP relates to a number of sites in the Borough, including land of which this application site is part, as Development Opportunity Areas. The policy states that in these areas 'the Council will permit redevelopment or refurbishment schemes which include uses likely to create higher levels or quality of employment, leisure, retail or residential provision and bring about significant improvements in overall appearance.' Part 11 of this policy relates to the application site (and the rest of the former Oldham Batteries site) and states that 'the site lies within Denton town centre as defined in the plan and thus has potential to accommodate a range of town centre uses as supported by government guidance.' The policy refers to the mixed use development granted planning permission in 2004 (outline renewed in 2013, references listed in section 3 of this report).
- 9.3 The proposed development would incorporate leisure, sport and recreation uses, health and fitness and indoor bowling, all of which are included within the definition of main town centres uses in the NPPF. As the site is located in a defined town centre, there is no requirement for the applicant to undertake a sequential test or an impact assessment, in accordance with the guidance within the NPPF. The principle of development complies with

policy S8 of the UDP as a leisure development in a defined town centre location. The response from Sport England to the application also indicates that there is demand for this type of facility. The proposal would include meeting space which would allow opportunities for social interaction, thereby promoting healthy communities. These factors are considered to weigh in favour of the proposals.

- 9.4 The proposed development is considered to comply with the requirements of national and local planning policy in terms of the location of leisure facilities and as such is considered to be acceptable in principle, subject to all other material considerations being satisfied.

10. CHARACTER OF THE SITE AND SURROUNDING AREA

- 10.1 Section 7 of the NPPF requires development to achieve good standards of design and states at paragraph 56 that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.' National policy also emphasises the importance of new development effectively responding to the character of the surrounding area. Paragraph 58 of the NPPF sets out a number of criteria stating that decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and,
- are visually attractive as a result of good architecture and appropriate landscaping.

- 10.2 This site is considered to be in a prominent location and is therefore an important regeneration site within Denton, a characteristic emphasised by its designation as a Development Opportunity Area.

- 10.3 The proposed building would be set back from the northern boundary of the site due to the siting of the parking area to serve the development. However, the step in the height of the roof in the centre of the long span of the northern elevation would emphasise the entrance to the building on that elevation. This feature along with the extent of the glazing panels on that elevation of the building would present an active frontage to Lane Corporal Andrew Breeze Way, offsetting the impact of the location of the car park in design terms.

- 10.4 The shape of the mono-pitched roofs and the step up in the height of the north western portion of the building would result in a prominent elevation addressing the Ashton Road/Lance Corporal Andrew Breeze Way corner. This is considered to be an important viewpoint of the site within the context of the regeneration of the wider area, given that Ashton Road connects to the retail centre of Denton at Crown Point, to the north west of the site. This is considered to be a positive element of the overall design of the scheme.

- 10.5 The use of full height glazing panels would soften the appearance of the western elevation of the building, with the metal cladding to the corner continuing the design approach on the northern elevation, providing a coherence to the external treatment of the development. This glazing arrangement would also provide an effective contrast with the plain brick facade of the single storey element (southern section of the building) with metal cladding and timber boarding above to conceal the plant equipment on the roof of the building.

- 10.6 The scheme has been amended to incorporate additional glazing on the southern elevation of the building, addressing the concern in relation to the large expanse of inactive frontage

to Annan Street in the original proposal. This amendment would improve the environment at the south western end of the development in particular, which sits on the northern edge of the entrance to Annan Street.

- 10.7 Following the above assessment, it is considered that the amended proposals would result in a development that would be appropriate in scale, siting and detailed design for this prominent site, achieving the design objections of the NPPF and policy E2 of the UDP.

11. RESIDENTIAL AMENITY

- 11.1 Properties on the southern side of Annan Street face the southern boundary of the application site. The glazed panels at the western end of the southern elevation in the revised scheme would serve part of the bowling alley area. This part of the building is opposite the commercial use and church on the southern side of Annan Street, with an oblique relationship retained to the closest dwellings which face the site. This oblique relationship would ensure that opportunities for direct overlooking of those properties would be mitigated to an acceptable degree, as would the perception of overlooking arising from activity in that part of the development. Given the drop in heights between the northern and southern sections of the building, it is considered that the proposed development would not result in unreasonable overshadowing of those neighbouring properties on Annan Street.
- 11.2 There are no primary habitable room windows in the gable elevation of the dwelling at the northern end of Nelson Street which also faces the southern boundary of the site, ensuring that the proposed development would not result in unreasonable overlooking into or overshadowing of that property. The properties further east on Lime Grove and Gresham Street would be set a sufficient distance from the proposed building and the oblique relationship with the site would be retained, ensuring that the main part of the development would not result in an adverse impact on any of those neighbouring properties. A section of land adjacent to those streets would be used to provide additional parking to serve the development however.
- 11.3 A noise impact assessment has been submitted with the planning application, which considers the impact of this car parking area and the car parking area and the location of plant equipment serving the development on the closest neighbouring properties. The assessment compares the anticipated noise levels to be generated from these elements of the development against the existing background noise level at each of the sensitive locations identified.
- 11.4 The report concludes that in each of the locations, measurements indicated that the anticipated level of noise generated by the plant equipment would not exceed existing background noise levels, either during daytime hours or at night. This conclusion applied to a situation in which all plant equipment was operating simultaneously, which would be the worst case scenario. In relation to the proposed car parking areas, the impact on the neighbouring properties was modelled for scenarios where windows in those dwellings were open and closed. In both situations, the anticipated noise levels within the properties would be in accordance with established guidance. No specific mitigation measures are proposed within the assessment, within the context of the proposal to erect a metal clad screen around the perimeter of the plant equipment.
- 11.5 Planning permission has recently been granted for residential development on land immediately adjacent to the eastern boundary of the application site, with application ref. 18/00306/REM confirming the layout of that scheme. The side gable of two of the dwellings would face the common boundary (one being set off the boundary by the garden area associated with that plot) and the garden areas of 3 of the plots would back on the eastern boundary of the application site.

- 11.6 The EHO has not raised any objections to the proposals in terms of noise impact. Given the close proximity of the main car parking area to the development site to the east and the smaller car park to the properties at the northern end of Lime Grove and Gresham Street, it is considered reasonable to require acoustic fencing to be installed on the common boundaries with those neighbouring properties, to ensure that noise associated within these areas is minimised. This requirement can be secured by condition. A condition can also be imposed limiting the hours of deliveries to and from the site to ensure that the amenity of neighbouring properties is preserved during more noise sensitive times.
- 11.7 Given that the highway bisects the separation distance between the western boundary of the application site and the properties on the opposite side of Ashton Road further west, it is considered that the proposals would not result in any adverse impact on the amenity of those dwellings. The same conclusion applies to the properties to the north of the site, on the opposite side of the M67.
- 11.8 Following the above assessment, it is considered that the proposed development would not result in an adverse impact on the residential amenity of any of the neighbouring properties, subject to the imposition of reasonable conditions, which are attached to the recommendation.

12. HIGHWAY SAFETY

- 12.1 The applicant has submitted a Transport Assessment (TA) and Travel Plan in support of the planning application. The Assessment models the anticipated trip generation produced by the proposed development, based on the nationally recognised TRICS guidance. The Assessment compares this anticipated trip generation against the numbers associated with the extant mixed use scheme comprising retail, restaurants, business uses and residential development on the wider site.
- 12.2 The trip generation associated with the extant use is modelled at 84 vehicles entering or leaving the site per 100 square metres of floor space during the PM peak period. The anticipated trip generation for the proposed use is 82 vehicles entering or leaving the site per 100 square metres of floor space during the peak period. The modelling suggests that the evening peak period for the proposed use would be between 1800 and 1900 hours, which would fall outside the peak time on the main highway network, which is considered to fall between 1600 and 1800 hours during the week. On the basis of these assumptions, the impact on the capacity of the highway network would be less as a result of this proposed scheme than the extant position.
- 12.3 The Highways Forecasting Analytical Services division of TfGM consider that the trip generation from the proposed development would be greater than the level anticipated in the Transport Assessment. However TfGM consider that the number of trips generated over and above the extant permission would be limited and would therefore not result in a significantly detrimental impact upon the capacity of the highway network.
- 12.4 The TA provides details of access to more sustainable means of transport than the private car for making trips to and from the site. The nearest bus stops to the site are on the A6017 Ashton Road, within relatively close proximity to the west of the site, which are served by buses connecting to and from Ashton. In terms of cycling access, Lance Corporal Andrew Breeze Way (running parallel with the northern boundary of the site) has off-road cycle-paths present on the northern footway, with advanced cycle stop lines on the approach to the junction with the A6017.
- 12.5 The A6017 Ashton Road is designated as an on-road cycle route with on-street cycle lanes provided intermittently along the corridor, including southbound through the junction with Lance Corporal Andrew Breeze Way. Sustrans Route 62 runs through Denton, to the south

of the site and provides a connection to areas such as Hyde and Stockport. It also provides a connection to Sustrans Route 6 in the west, which provides a connection into Manchester via cycle. On that basis, the provision of cycle parking spaces within the development (as referred to in the Transport Statement) would enhance the environmental sustainability of the scheme and provide an incentive for trips by alternative modes to the private car.

- 12.6 A Travel Plan has been submitted with the planning application. The Plan details measures to be implemented to promote the use of sustainable modes of transport by users of the facilities. These include the appointment of a Site Travel plan Co-ordinator, initiatives to promote walking, cycling and car sharing and initiatives to reduce the overall need to travel. TfGM consider that the Travel Plan should identify how specific barriers to the use of public transport, walking and cycling may be overcome and measures such as personalised travel plans.
- 12.7 The Travel Plan does however include measures such as locally based recruitment and the provision of up to date public transport information online and on notice boards within the facility. These measures are considered to be sufficient when assessed alongside the fact that TfGM conclude that the development would not result in a significant impact on the capacity of the highway network. A condition requiring compliance with these measures is attached to the recommendation.
- 12.8 In terms of the proposed access arrangements to serve the development, vehicular access would be provided in the north eastern corner of the site, leading from Lance Corporal Andrew Breeze Way. The Local Highway Authority has not raised any objections to this point of access and it is considered that sufficient distance would be retained to the junction with Ashton Road to the west. Adequate visibility spays would also be achieved in easterly and westerly directions.
- 12.9 Pedestrian access to the Wellness Centre will be located at the north-west corner, adjacent to the junction of the A6017 Ashton Road with Lance Corporal Andrew Breeze Way. The proposed footways at the entrance to the development would connect to the existing footway network.
- 12.10 In relation to car parking, 81 spaces (including 6 disabled bays) would be provided in areas to the north and east of the building, with a further 28 spaces provided in the additional area on the southern side of Annan Street. On the basis of the standards in policy T10 of the UDP, a maximum of approximately 220 car parking and 22 cycle parking spaces should be provided to serve a development of this size. Given the connections from the site to cycle routes, it is considered reasonable to condition that 30 secure storage spaces are provided as part of the development.
- 12.11 This provision, along with the close proximity of regular bus services to the development is considered to outweigh the deficit in the number of car parking spaces in relation to the maximum level set out in the UDP. This assessment is made with consideration of the fact that maximum parking standards are no longer compatible with national planning policy, which has been revised since the publication of the UDP and that the statutory consultees have not objected to the highways impact of the proposals.
- 12.12 Highways England has not objected to the proposals, subject to the imposition of a number of conditions. The recommended conditions require preventing direct access from the site onto the motorway, no development adjacent to the embankments at the side of the motorway and that measures to be taken to ensure that surface water does not drain from the site onto the highway network. A condition requiring the access to be constructed on a level that would prevent displacement of surface water onto the highway is considered to be reasonable.

- 12.13 However, given that the access serving the development would connect to Lance Corporal Andrew Breeze Way, which has already been constructed and is open to traffic, direct access onto the motorway would not be possible and an impact on the condition of the motorway network would not be directly attributable to the proposed development. As such, the first two conditions suggested by Highways England are considered not to be reasonable.
- 12.14 Following the above assessment, it is considered that the proposals would not result in a severe impact upon highway safety and in accordance with the guidance contained within paragraph 32 of the NPPF, should not be refused on that basis.

13. FLOOD RISK

- 13.1 The site is located in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities has raised no objections to the proposals subject to the imposition of a condition requiring the submission and approval of a sustainable surface water drainage strategy prior to the commencement of development and a condition stipulating that surface and foul water be drained from the site via separate mechanisms.
- 13.2 The drainage plan submitted with the planning application indicates that permeable paving would be used to surface the car park to the front of the building and that attenuation tanks would be installed below ground level in order to manage the surface water run off rate from the development. No objections have been received from the Lead Local Flood Risk Authority or the Environment Agency to the application. It is considered reasonable to attach a condition requiring the submission and approval of a sustainable drainage system given the scale of the proposed development. Details of the means of draining foul water from the development are also considered to be necessary given the scale of the development. These conditions are attached to the recommendation.
- 13.3 Following the above assessment, it is considered that the proposed development would not result in a harmful impact in relation to flood risk.

14. ENVIRONMENTAL HEALTH

- 14.1 The western edge of the site is located within an Air Quality Management Area and an Air Quality Assessment has been submitted with the planning application. The Assessment considers the impact of the construction phase on the quality of the air in the vicinity of adjacent properties and sensitive receptors. The risk associated with the additional volume of traffic and impact on the traffic flows on the highway network is considered to be 'slight' for the most affected receptor, reducing to negligible for most adjacent uses.
- 14.2 The impact of dust during the construction phase is considered to be the most significant likely impact, with the risk considered to be 'medium' for the most affected receptors. A number of mitigation measures to limit the impact of dust migration during the construction phases are recommended. Subject to a condition securing compliance with these measures, the EHO has no objections to the proposals. Such a condition is attached to the recommendation.
- 14.3 The EHO has also indicated that restriction on the hours of deliveries to/from the site, the imposition of noise control measures and a restriction on the hours of activity and deliveries during the construction phase of the development are necessary to mitigate the impact of the development. The suggested noise control condition has been revised in the schedule of recommended conditions to require details of measures to be installed within the development to ensure the noise levels once the development is operational do not exceed existing background levels on the site, in order to preserve the amenity of neighbouring

residents. Given that the Noise Impact Assessment focuses on the activity in the car parking areas and the external plant equipment, this condition is considered to be reasonable. This and the other suggested conditions are attached to the recommendation.

- 14.4 A condition limiting the opening hours and timing of deliveries to between 0600 and 2200 is considered to be reasonable to preserve the residential amenity of neighbouring properties at more noise sensitive times. This limit is considered to be necessary given the close proximity of the neighbouring dwellings to the south and those that could be built under the extant planning permission immediately to the east of the site.
- 14.5 On the basis of the above assessment and the noise impact considerations assessed in section 11 of this report, it is considered that the proposals would not result in a harmful impact in relation to environmental health, subject to conditions.

15. OTHER MATTERS

- 15.1 In relation to the impact on trees, the Borough Tree Officer has not raised any objections to the proposals, confirming that there are no significant trees on the site. The tree Officer has raised the point that limited tree planting is included within the development. The applicant has amended the plans to show the indicative location of a 'sensory garden' on the south facing roofplane of the proposed building. This feature would be a biodiversity enhancement given the brownfield nature of the site. Details of the species to be planted and on-going management and maintenance measures once the features has been installed can be secured by condition.
- 15.2 The applicant has submitted a Crime Impact Statement in support of the planning application. The statement lists a number of positive design features of the scheme, including the location of the main car park at the front of the building, the provision of one main entrance on the front elevation of the building and the increase in natural surveillance in the area through the re-development of a redundant site.
- 15.3 A number of recommendations are made in Section 3.3 of the report to improve security, including consideration of the location of cycle stands (to be secured by condition) and the introduction of more glazing to avoid long spans of inactive frontage (secured through amendments to the proposed elevations). Greater Manchester Police has raised no objections to the proposals subject to further detailed security measures being incorporated into the scheme. It is considered appropriate to ensure that the applicant achieves Secured by Design accreditation prior to the first operation of the development, to ensure that all reasonable measures to reduce the risk of crime are implemented. This requirement can be secured by condition.
- 15.4 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to securing a detailed investigation into potential sources of contamination on the site by condition. The recommended condition would require any necessary remediation measures to be agreed and implemented prior to the commencement of development. This is considered to be reasonable given the brownfield nature of the site. The Coal Authority has confirmed that the site is in a low risk area in relation to the ground stability impact of coal mining legacy. An informative can be added to any planning permission granted outlining the responsibilities of the applicant in this regard.
- 15.5 In relation to the potential impact of the development on features of archaeological importance, GMAAS has indicated that the industrial history of the site gives it some significance in this regard. The Historic Environment Record indicates that the site has, at least in part, seen buildings developed since the early nineteenth century, possibly earlier. The mapping of 1848-51 shows the Ashton Road frontage was then already occupied by a Wesleyan Chapel. By the 1890s Amelia Street had been established off Ashton Road. A 'Hat

manufactory' had, by then, been developed with its buildings occupying land south of Amelia Street and fronting Annan Street. Other industrial-related buildings occupied land north of Amelia Street, whilst smaller residential/ commercial properties had developed on Ashton Road and Annan Street.

- 15.6 The land behind properties fronting Ashton Road was extensively cleared after the 1920's. It is likely that remains of the various buildings and structures that have occupied the site will survive below ground. There is a risk that such remains will be exposed, damaged or destroyed by the proposals. There is an established archaeological heritage interest in the physical remains of hat manufactories, chapels and any evidence for worker's housing represented by back-to-backs/ blind-backs etc. On that basis, GMAAS consider that condition should be attached to any planning consent requiring that a phased programme of archaeological investigation be undertaken prior to the commencement of any demolition, soft-strip or development groundworks. Such a condition is attached to the recommendation.
- 15.7 In relation to ecology, neither Natural England nor GMEU have raised any objections to the proposals and no conditions are considered necessary in this regard.

16. CONCLUSION

- 16.1 The principle of development is considered to be acceptable, proposing the re-development of a brownfield site with a use that is appropriate in policy terms in this town centre location. The support given to the proposals by Sport England indicate the need for the facility and the use would provide meeting space for members of the community, as encouraged by section 8 of the NPPF.
- 16.2 The site plays a key role in the regeneration of Denton, as demonstrated by the designation of the site as a Development Opportunity Area. The proposed building would be designed to emphasise key views of the site and routes through to the wider area, demonstrating a visual connection to the regeneration of this part of Denton. As a result, the proposals are considered to achieve the objectives of policy E2 of the UDP.
- 16.3 There are no objections from any of the statutory consultees. The proposals are considered not to result in an adverse impact upon the residential amenity of neighbouring properties or highway safety. The level of car parking proposed is considered to be acceptable, given the close proximity of public transport links and the extent of cycle storage to be provided as part of the development.
- 16.4 The proposals are considered to be acceptable in relation to all other material considerations, subject to the imposition of reasonable conditions. The revised proposals are therefore considered to comply with the relevant national and local planning policies quoted above.

17. RECOMMENDATION

Grant planning permission, subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in accordance with the following approved plans/details:

1:1250 site location plan

Amended proposed site plan (P4897-2010 Rev. 12)
Amended proposed ground floor plan (P4897-2000 Rev. 18)
Amended proposed first floor plan (P4897-2001 Rev. 14)
Amended proposed roof plan (P4897-2002 Rev. 11)
Amended proposed elevations plan (P4897-3000 Rev. 12)
Proposed sections plan (P4897-3500 Rev. 8)

3. No development shall commence until scaled plans (showing the elevations and location within the site) and a specification of the acoustic fencing to be installed along the eastern boundary of the main part of the site and the southern boundary of the 28 space car park (as identified on the approved plans) have been submitted to and approved in writing by the Local Planning Authority. The noise mitigation measures shall be implemented in accordance with the approved details, prior to the first operation of the development and shall be retained as such thereafter.
4. 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.
5. No development, other than site clearance and site compound set up, shall commence until such time as the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.
 - i) A preliminary risk assessment to determine the potential for the site to be contaminated and/or affected by coal mining legacy issues shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
 - ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment (including controlled waters) shall be approved by the Local Planning Authority prior to implementation.
 - iii) Any additional or unforeseen contamination and/or coal mining legacy issues encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
 - iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time.

6. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site layout plan (drawing no. amended proposed site

plan (P4897-2010 Rev. 12) prior to the occupation of any of the dwellings and shall be retained free from obstruction for their intended use at all times thereafter.

7. Notwithstanding the details indicated on the approved plans, no development above ground level shall commence until details (including scaled plans showing the location of the storage units to be installed and elevation plans of the units) of secured cycle provision for 30 bicycles within the application site has been submitted to and approved in writing by the Local Planning Authority. The secured cycle storage arrangements shall be installed in accordance with the approved details prior to the first operation of the development and shall be retained as such thereafter.

8. No above ground development shall commence until full details of a scheme of hard and soft landscaping to be incorporated into the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following specific measures:

- A plan showing the location of all trees/hedges/shrubs to be planted, details of the species mix, the number of specimens to be planted, spacing between them and their height on planting
- A plan showing the location and construction material of all hard surfacing.

The landscaping scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings hereby approved.

9. The approved scheme of landscaping 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.

10. Prior to the occupation of any part of the development hereby approved, a scheme detailing the measures to be incorporated in an application to obtain Secured by Design accreditation to Greater Manchester Police shall be submitted to and approved in writing by the Local Planning Authority. Written confirmation that the accreditation has been achieved shall be submitted to and approved in writing by the Local Planning Authority and the approved measures shall be implemented prior to the first operation of any part of the development. The development shall be retained as such thereafter.

11. Notwithstanding the details indicated on the approved plans, no part of the development hereby approved shall be occupied until details of the means of storage and collection of refuse generated by the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of storage and the means of enclosure. The bin storage arrangements shall be implemented in accordance with the approved details prior to the first operation of the development and shall be retained as such thereafter.

12. No above ground development shall commence until details of the species to be planted and a management and maintenance plan for the sensory garden to be installed as part of the development hereby approved (as indicated on approved plan ref. amended proposed first floor plan (P4897-2001 Rev. 14)) have been submitted to and approved in writing by the Local Planning Authority. The sensory garden shall be installed in accordance with the approved details prior to the first operation of the building and shall be maintained thereafter in accordance with the approved management and maintenance plan.

13. Prior to the first operation of any part of the development hereby approved, details of a scheme for external lighting to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a scale plan indicating the location of the lighting to be installed, a LUX contour plan indicating the levels of light spillage and scaled elevations of lighting columns/supporting structures. The external lighting scheme shall be implemented in accordance with the approved details prior to the first operation of any part of the development and shall be retained as such thereafter.
14. No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Tameside Planning Authority.

The WSI shall cover the following:

1. An archaeological desk based assessment.
 2. A phased programme and methodology of site investigation and recording to include:
 - archaeological evaluation through trial trenching (subject to a new WSI).
 - dependent on the results from the evaluation trenches, a targeted more detailed area excavation and recording (subject to a new WSI)
 3. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
 4. Deposition of the final report with the Greater Manchester Historic Environment Record.
 5. Dissemination of the results of the archaeological investigations commensurate with their significance.
 6. Provision for archive deposition of the report and records of the site investigation.
 7. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.
15. The access road to serve the development to hereby approved shall be constructed on a level that shall prevent the displacement of material and surface water onto the highway. The development shall be retained as such thereafter.
 16. Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.
 17. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
 18. No development above ground level shall commence until details of renewable energy generation measures to be incorporated into the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details

shall include the specifications of the measures to be installed and information demonstrating the extent of the energy requirements of the development that will be provided by renewable sources. The renewable energy generation measures shall be installed in accordance with the approved details prior to the first occupation of any part of the development and shall be retained as such thereafter.

19. 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. Foul and surface water shall be drained on separate systems and in the event of surface water draining to the public surface water sewer, details of the flow rate and means of control shall be submitted. The scheme shall include details of on-going management and maintenance of the surface water drainage system to be installed. The development shall be completed in accordance with the approved details and retained and maintained as such thereafter.
20. 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;

The development shall be carried out in accordance with the approved Construction Environmental Management Plan.
21. Prior to the first operation of the development hereby approved, details of the boundary treatments to be installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled location and elevation plans of the treatments and details of the construction material and the finish to be applied. The boundary treatments shall be installed in accordance with the approved details prior to the first operation of the development.
22. No deliveries shall be made to or taken from the site, shall be permitted on Sundays and Bank Holidays and outside the hours of 07:30 to 20:00 hours Monday to Saturday.
23. No development above ground level shall commence until details of a scheme to soundproof the building has been submitted to, and approved in writing by, the Local Planning Authority. The details shall include a specification of the insulating material to be installed and a noise assessment to demonstrate that existing background noise levels on the site would not be exceeded once the building is in operation. The scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings hereby approved and shall be retained as such thereafter.
24. The development hereby approved shall not be open to the public and deliveries shall not be made to or taken from the site outside of the hours of 0600 and 2200 on any day.
25. The development shall be carried out in accordance with the mitigation measures detailed on the Air Quality Assessment submitted with the planning application.

26. The development shall be carried out in accordance with the measures detailed in the Site Waste Management Plan produced by Willmott Dixon submitted with the planning application.

Reasons for conditions:

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004
2. For the avoidance of doubt
3. To protect the amenities of neighbouring properties from external noise in accordance with UDP policy H10.
4. To ensure that the appearance of the development reflects the character of the surrounding area.
5. To ensure that the site is suitable for its intended end use and to remove any unacceptable risk to people/buildings/environment from contaminated land and land stability as per paragraph 121 of the National Planning Policy Framework.
6. To ensure that the development is served by adequate parking provision.
7. To ensure cycle storage is provided to enhance the environmental sustainability of the development.
8. To ensure that sufficient hard and soft landscaping are implemented to ensure that the overall development respects the character of the surrounding area.
9. To ensure that the approved landscaping scheme is adequately maintained.
10. To ensure that the development is designed to minimise opportunities for crime.
11. To provide adequate secure bin storage to serve the development and to safeguard the general amenity of the area in accordance with UDP policy 1.12/1.13/H10.
12. To ensure biodiversity enhancements are secured to mitigate the environmental impacts of the scheme.
13. To ensure that adequate lighting is provided to public areas.
14. To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, in accordance with NPPF Section 12, Paragraph 141.
15. To ensure that the development maintains highway safety.
16. To ensure that the development maintains highway safety.
17. To preserve the residential amenity of neighbouring properties.

18. To ensure that the reliance on non-renewable sources of energy is reduced in order for the development to meet the environmental element of the definition of sustainable development as set out in the NPPF.
19. To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with the National Planning Policy Framework.
20. To ensure that the impact of the construction phase of the development would be contained within the site and would not have a detrimental impact on highway safety or the residential amenity of neighbouring properties.
21. To ensure that the appearance of the development reflects the character of the surrounding area.
22. To protect the residential amenity of occupants of nearby properties.
23. To protect the residential amenity of occupants of nearby properties.
24. To protect the amenities of occupants of nearby properties/dwelling houses in accordance with UDP policies 1.12 and E6.
25. To ensure that the development does not result in an adverse impact upon air quality.
26. To ensure that waste associated with the development is appropriately managed.