

Application Number 18/01101/FUL

Proposal	Erection of proposed new 2 storey (with mezzanine) Construction Skills Centre with associated landscape works. Enabling works include the demolition of existing buildings and relocation of the existing refectory.
Site	Tameside College of Technology, Beaufort Road, Ashton-Under-Lyne, OL6 6NX
Applicant	Tameside College
Recommendation	Approve, subject to conditions
Reason for report	A Speakers Panel decision is required because the application is a major development.

REPORT**1. APPLICATION DESCRIPTION**

- 1.1 The application has been submitted for full planning permission for the erection of a modern new construction centre building. This would comprise a new 2 storey (with mezzanine) building to provide 2,749 sqm of associated teaching and workshop floor space.
- 1.2 The building would be positioned internally within the site across an area presently serving as car park and which supports several buildings. To enable the development a number of demolitions would need to take place. This would include the removal of largely single storey buildings that are the present Portland building, refectory, Elysium, and Ryecroft. The application form states that the demolitions would result in a reduction of 3,378sqm of floor space from the site.
- 1.3 The Proposed building will house the construction department which consists of Carpentry & Joinery, Painting & Decorating, Electrical, Plumbing and Gas departments. The building will be rectangular in form. It would measure (approx.) 80m in length x 18.5m breadth x 12.5m in height. It would include a covered walkway which would link to the existing Victoria Building.
- 1.4 The design would follow a masterplan approach to the redevelopment of the site aimed at providing a modern learning environment. The Construction Skills Centre would be a central feature which would link to the Victoria building and define the new campus. The design takes a modern / contemporary form with the materials making reference to those used within the recently completed ATC building at the site. These materials are listed as: Blue Brick (plinth and lower areas of the elevations), Composite metal cladding (Orange to match the ATC building) Standing Seam across the roof and wall. Windows and doors to be aluminium framed.
- 1.5 Alongside the new construction block the College will need to relocate the existing Refectory to an area of the ground and first floor of the Victoria Building. These works will be incorporated as part of the overall 'Enabling Works'. As part of this relocation, some minor external works are required which will include the construction of a new spiral fire escape stair and some plant equipment serving the refectory.
- 1.6 Parking would be relocated within the site within the site resulting in 1 additional space. A further 28 cycle spaces are also proposed.
- 1.7 The application has been accompanied with the following reports; Design & Access Statement, Coal Mining Risk Assessment, Crime Impact Statement, FRA, Outline Drainage

Strategy, Energy Statement, Ecology Survey, Demolition Statement, Transport Statement, Travel Plan.

2. SITE & SURROUNDINGS

- 2.1 The application relates to development at Tameside College's Beaufort Road Campus. The site is located approximately 1km east of Ashton town centre. The site has been occupied by the college for approximately 50 years. The campus covers an area of around 4.5 hectares and comprises a series of interlinked buildings set within areas of car parking and landscaping. The boundaries are defined mainly by residential streets which include Beaufort Road to the North, Dorset Street to the east and Stamford Street East to the south. The Ashton railway line runs within a cutting along the western boundary.
- 2.2 The main vehicle and pedestrian access to the College is provided by Beaufort Road via two established accesses, one for 'drop off and pickup' and visitor parking whilst the other provides access to the staff and student car park. A third entrance is located on Dorset Road. Access is also available from Stamford Street East.
- 2.3 The college offers a wide curriculum from its campus including vocational courses within the trade and service industries. There is a range in buildings across the campus from single storey older buildings to the Victoria and recently constructed 6 storey Advanced Technology Centre (ATC) building.
- 2.4 Within the site there is parking for 140 vehicles which includes dedicated disability spaces in addition to cycle and motorcycle parking. Beaufort Road and Stamford Street East are served with regular bus services which serve Ashton and surrounding town centres.

3. PLANNING HISTORY

- 3.1 There are numerous applications recorded at the site ranging from minor works to major extensions. The site history relevant to this application is as follows:
- 3.2 14/00185/FUL – Erection of a 6 –storey college building involving the demolition of existing 3-storey theatre building and sports therapy building – Approved 24/04/2014
- 3.3 07/00607/FUL – Erection of single storey workshop/teaching area – Approved 26/06/2007
- 3.4 06/00233/FUL – Erection of single storey Classroom – Approved 05/04/2006
- 3.5 05/00785/FUL – Single Storey Workshop – Approved 13/07/2005

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation: Unallocated

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

4.3 **Part 2 Policies**

H2: Unallocated Sites.
H4: Type, size and affordability of dwellings
H5: Open Space Provision
H6: Education and Community Facilities
H7: Mixed Use and Density.
H10: Detailed Design of Housing Layouts
OL4: Protected Green Space.
OL10: Landscape Quality and Character
T1: Highway Improvement and Traffic Management
T7: Cycling
T8: Walking
T11: Travel Plans.
T14 Transport Assessments
C1: Townscape and Urban Form
N4: Trees and Woodland.
N5: Trees Within Development Sites.
N7: Protected Species
MW11: Contaminated Land.
MW14: Air Quality
U3: Water Services for Developments

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

Chapter 2: Achieving sustainable development
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change

4.5 **Other Policies**

The Greater Manchester Joint Waste Development Plan Document April 2012
The Greater Manchester Joint Minerals Development Plan Document April 2013
Trees and Landscaping on Development Sites SPD adopted in March 2007.

Planning Practice Guidance (PPG)

- 4.6 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 Planning Practice Guidance advises that Local Planning Authorities should adopt a proportionate approach to the advertisement of applications made under section 73 of the Town and Country Planning Act.
- 5.2 The application has been advertised as a Major Development with press and site notices. In addition 189 notification letters were sent out to surrounding neighbouring properties at the time of writing the report there had been 1 letter of objection.

6. RESPONSES FROM CONSULTTEES

- 6.1 Coal Authority – No objection, comment considers that the content and conclusions of the Coal Mining Risk Assessment report are sufficient for the purposes of the planning system and meets the requirements of the NPPF
- 6.2 Environmental Health – No objections recommend conditions are applied limiting construction details and that the details of any plant equipment are provided prior to occupation.
- 6.3 GMAAS – Satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.
- 6.4 GMEU – No objection to the ecology assessments undertaken. Recommend that the mitigation/enhancements measures which are recommended are implemented.
- 6.5 GMP (Architectural Liaison) – No objections
- 6.6 Highways - No objections subject to recommended conditions.
- 6.7 TFGM – Recommend that cycle parking provision is increased and recommend the implementation and monitoring of the Travel Plan.
- 6.8 United Utilities – Agree that surface water will need to discharge to the public combined network but expect to investigate ways of reducing run-off within the site. Object to the current drainage strategy but recommend that drainage is resolved by way of a planning condition.
- 6.9 Contaminated Land – No objection subject to further site investigation / site remediation being undertaken.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 2 letters of objection has been received from neighbouring properties, raising the following concerns:
- Development would result in the increase of heavy traffic and dust and debris.
 - The side entrance from the unadopted road should be used to reduce site traffic on Beaufort Road.
 - The signage is too intrusive.
 - The building should not be lit with powerful spot lights as this would result in disturbance to residents.
 - Size of the signage dominates the building and is unnecessary this should be reduced by 25%.
 - Conditions need to be applied to control disturbance arising from the construction process.
 - Repairs should be made to the footpath along Beaufort Road.

8. ANALYSIS

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to determine the appropriate weight to be afforded to the development plan following the publication of the

National Planning Policy Framework. Paragraphs 212 - 217 of the NPPF set out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 213 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development .

- 8.2 The principal policies that are considered most relevant in the determination of this application are highlighted above. The National Planning Policy Framework is a material consideration in planning decisions and this advises that Local Planning Authorities should approach decision making in a positive way to foster the delivery of sustainable development.
- 8.3 Within this overall framework the main issues in considering this application relate to:-
- The acceptability of a new building at the site in land use terms;
 - The impact of the proposed new building and associated works on the character and appearance of the locality;
 - The impact of the activity from the new use in terms of traffic and pedestrian movements and associated parking requirements
 - The sustainability credentials of the proposals.
- 8.4 The Council has an adopted strategy (Vision Tameside) aimed at bringing greater economic prosperity through the improvement of learning skills within the Borough. The Vision provides a regeneration framework. It is focused directly on a partnership between the Council and Tameside College. Central to the strategy is a transformational three phase development of the Tameside College Campus. New Learning Centres within Ashton Town Centre have been completed under Phase 1 of the Strategy. The opening of Tameside One will also see the completion of Phase 2. Phase 3 of the vision relates to the redevelopment of the remaining elements of Beaufort Road Campus, the application marks the transition for the delivery of phase 3 of the Vision framework.
- 8.5 The Beaufort Road campus has a well-established education use. The intention is for the site to become the primary focus for technical skills. The application would see the reduction in overall educational floorspace at the site but would secure qualitative improvements at the site associated with the removal of the outdated building infrastructure.
- 8.6 In terms of land use the proposals are directly compatible with the established educational use. The college is one of the largest providers of education within the Borough and the proposals will facilitate the delivery of their curriculum. The expansion of their property portfolio confirms that as an organisation they are a substantial investor and employer within the Borough. Investment within Education is a key priority, and improvements to overall attainment will help to support the future development of the economy. The development of a building for higher educational use is seen as appropriate within an edge of town centre setting, with uses being complementary to many of the services which the centre has to offer. This scheme is considered to be economically and socially sustainable as the campus improvement will attract additional staff and students, whose presence would give a major and timely boost to local businesses and importantly, hopefully attract new investment into the town. Large numbers of students and staff will also be on the immediate doorstep of local shops and services, increasing local spend. In addition, with public transport converging within the Town centre in addition to immediate access to bus services, the site is highly accessible from all areas within the Borough as well as those beyond its boundaries. This would be compatible with the Economic, Social and Environmental elements of sustainable development.

- 8.7 There are no land use issues raised by the proposals; environmental improvements would be secured to the existing campus which is within a highly accessible location. As such these considerations should be afforded significant weight in favour.

9. VISUAL AMENITY AND DESIGN

- 9.1 The Beaufort Road Campus front two highways on a prominent approach into Ashton Town Centre. The campus comprises a collection of buildings with the oldest dating from the 1970's. The site is dominated by the Victoria and ATC buildings each of which stand at 6 storeys in height. The ATC stands as a bold contemporary structure, the aspiration is for the building to reference the design cues of the ATC. The submitted Design and Access Statement states that the intention is for the new building to compliment the Victoria and ATC buildings to form the main focal point of the college campus.
- 9.2 The buildings which would be demolished are of no architectural merit. They are examples of typical of educational buildings of their era. The Design and Access Statement identifies that their removal will rationalise access across the campus improving connectivity across the site. The design would clearly complement recent investment at the campus and make a visible statement of confidence in Tameside, its regeneration and its future.
- 9.3 The building would have a rectangular footprint that would measure approximately 120 metres by 18.5 metres. The ridge height of the building would stand at 3 storeys, owing to its central location within the campus it would not have a prominent appearance. It would also be largely screened from public views by surrounding buildings and will not give rise to overlooking or overshadowing issues.
- 9.4 The materials would be taken from a relatively limited palette, the overall approach has been to ensure that they would reference the architectural language of the nearby buildings. A key feature to the building would be the use of a feature standing seam to the roof and walls which would efficiently 'wrap' the building. This would be complemented by composite cladding and an industrial blue brick to provide texture to the building's finish. The raised walkway would provide further texture and a degree of transparency to the building. The intention is to locate all plant within the site within an enclosed roof deck so as not to disrupt the rhythm of the facades. Externally the facades of the building would be complemented by an enhanced lighting scheme, details of which would be secured by way of a condition.
- 9.5 Overall the materials, scaling, massing and form of the proposal are felt to be sympathetic to the locality, and will enhance the immediate spaces and setting of neighbouring buildings. In particular, the proposal will complement the setting of the ATC building creating a modern campus befitting of the needs of a 21st century learning environment. The design provides consensus and a sense of space and provides a much more open and inviting feeling than the current arrangement of somewhat dated buildings. The arrangement of the elevation within the canopy link to the Victoria is subservient to the larger Victoria and ATC buildings and reduces the tendency for this to be a visual counterpoint or competitor to their setting.
- 9.6 Overall, it is considered the proposed design and its use of high quality materials as indicated will enhance the area by significantly regenerating the site. This in turn would have a very positive benefit upon the character and appearance of the Campus. This would comply with the NPPF's recommendation on sustainable design.

10. RESIDENTIAL AMENITY

- 10.1 The buildings central location with the campus means that it is separated from the site boundaries by other buildings or areas of car parking. In recognition of the intervening distances the development could therefore not be seen to have a detrimental impact upon the amenity afforded to residents of the surrounding environment in terms of levels of outlook, privacy and light.
- 10.2 Concerns have been raised with respect to the signage and levels of luminance of the building. As a point of clarification the signage shown on the submitted drawings is for indicative purposes only. A separate application would be required for Advertisement Consent which will include any 'branding of the building'. With respect to the lighting strategy across the building then this can be suitably controlled through a planning condition.
- 10.3 The main consideration from an amenity perspective is that relating to disturbance associated with the construction phases of the development. Conditions will be applied to secure the submission of a construction management plan prior to the commencement of development.

11. HIGHWAYS

- 11.1 The highway impacts resultant from the development proposals has been comprehensively reviewed. The application was supported by a transport statement and Travel Plan. Officers advise that the recommendations within the Travel Plan are conditioned.
- 11.2 The redevelopment results in a net reduction of 3,378sqm of teaching floor space. The development of the college Campus as part of the initial phases of Tameside One has seen students and staff transferred from the site. The situation therefore presented with the current proposal is that the Beaufort Road Campus will accommodate a reduction to staff and students numbers from the previous site capacity. Vehicle trips to and from the site would therefore be proportionately below that previously associated with the site.
- 11.3 Whilst it is an established educational site it remains that the location on the periphery of the town centre means that the site would be highly accessible not only to the principal highway network but also a variety of transport means. There are a number of pedestrian crossing points in the vicinity of the site which ensure that the site is easily accessible for those travelling on foot. There are frequent bus and rail connections offered from Ashton Town Centre and there are also bus stops within the immediate vicinity on Beaufort Road and Stamford Street. The site is therefore considered to be highly sustainable in transport terms given the immediate access to means of public transport.
- 11.4 The site's vehicular accesses would remain unchanged from those established on Beaufort Road. Circulation within the site would be largely on par with the current arrangements albeit for the relocation of car parking spaces. Deliveries and refuse collection to the development would also remain as per existing arrangements
- 11.5 The Highway Authority have considered the impact of the development on parking in the vicinity of the application site, the potential impact on public transport and the impact of the increased traffic flows on the surrounding highway network. The proposals are considered acceptable subject to the safeguarding of the recommended conditions.

12. LANDSCAPE AND ECOLOGY

- 12.1 An ecological assessment has been undertaken which concludes that the site has a low ecological value. The buildings to be demolished have been assessed for bat roosting potential, no evidence of bats was found and all buildings assessed as having negligible bat roosting potential. In addition there is no evidence of any other protected species on the site.
- 12.2 Trees are limited to peripheral areas and there would be no removal required with the building being positioned on areas of existing hardstanding. Where buildings are demolished, the new exposed ground will be finished in a mixture of soft and hard landscaping to allow for improved site circulation and social spaces.
- 12.3 Section 170 of the NPPF 2018 states that the planning system should contribute to and enhance the natural and local environment. As previously noted the site has very little ecological value. Any soft landscaping is likely to result in net gain. The submitted ecological report recommend the planting of native species along with the inclusion of bat and bird boxes across the site to raise the overall biodiversity value. Further information is required regarding species to be planted, the materials to be used and the precise design of some of the landscape features however this can be controlled through the use of suitably worded conditions.
- 12.4 Subject to suitable planting and nature conservation enhancements there would be a positive, albeit limited, impact from the scheme in terms of Biodiversity and Landscaping value. The positive landscape impact can be clearly seen against the comparison to the existing site condition which is dominated by hard surfaces. It is considered that the proposed development is acceptable in terms of its potential impact on nature conservation and that it is in accordance with policies N4, N7 and the objectives of the NPPF.

13. FLOODING/DRAINAGE

- 13.1 The site is not located within an area that has any risk of flooding. Drainage to the development will pick up existing connections with separate provision made for foul and surface water disposal. It is however, likely that flows would have to be reduced to meet relevant drainage authority standards. Full details of the drainage strategy would need to be submitted as per the requirements of a relevant condition as recommended by United Utilities.

14. GROUND CONDITIONS

- 14.1 A Coal Mining Risk Assessment of the site has been carried out and submitted with the application. The report has been reviewed by the Coal Authority who do not identify that the site should be affected by any coal mining legacy issues.
- 14.2 Regulatory services recommend that further investigations are undertaken into potential ground gas issues. This would be addressed via a standard condition requiring further investigation. Once the level of contamination is revealed, a remediation strategy should be submitted and approved together with a Verification Report confirming that the remediation measures have been carried out. The EHO identifies that the development is acceptable in this respect and conditions as requested can be imposed.

15. CONTRIBUTIONS

- 15.1 Educational developments are exempt from section 106 contributions so no contributions for off-site works are required.

16. SUSTAINABILITY

- 16.1 A sustainability report has accompanied the application. This identifies that a commitment to meeting at least 10% of the site's predicted energy requirement from decentralised and/or renewable/low carbon sources with the potential measures including photovoltaic panels. The details of this can be addressed through a planning condition.

17. CONCLUSION

- 17.1 It also considered that the proposal would contribute significantly towards the regeneration of the Beaufort Road campus creating a modern teaching and learning environment for future students. The development is aligned with Councils economic and social aspirations of raising attainment within the Borough and will contribute directly to the Vision Tameside strategy.
- 17.2 The design and scale addresses the site in a positive manner providing consistency to recent developments at the campus. The position, central within the site ensure that it would not have an impact upon the levels of outlook or amenity of residential properties located outside of the boundary.
- 17.3 The proposal has been assessed against the National Planning Policy Framework and the provisions of the development plan and other relevant material considerations. The proposal represents development in a highly accessible location and is in accordance with general planning policy principles aimed at promoting sustainable growth and spatial planning. The proposal is for an appropriate use and form of development within the established education campus.

18. 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:

Reports:

Design and Access Statement

Coal Mining Risk Assessment

Crime Impact Statement Application Form

CSC-SHD-00-ZZ-RP-C-0001 Flood Risk Assessment and Outline Drainage Strategy Rev 2

Energy Planning Statement Rev 0

ERAP Ltd 2017-422 Tameside College Ecology Report

Flue and Ventilation System Planning Report Rev 0

Preliminary Risk Assessment

Structural Demolition Statement

Travel Plan Issue 3

Travel Statement Issue 4
Utilities Planning Report Rev 0
Validation Checklist Tracker

Architectural Drawings:

TCCB-10A-V0-00-DR-A-0201_Existing Site Plan_L1
TCCB-10A-V0-ZZ-DR-A-0001_Location Plan_L1
TCCB-10A-V1-00-DR-A-1003_Proposed Demolition Plan_L2
TCCB-10A-V1-00-DR-A-9001_Proposed Site Plan_L2
TCCB-10A-V2-RF-DR-A-2400_Roof Plan_L2
TCCB-10A-V2-ZZ-DR-A-2200_Proposed GA Plans_L2
TCCB-10A-V2-ZZ-DR-A-2540_Proposed Elevations_L2
TCCB-10A-V2-ZZ-DR-A-9001_Proposed Refectory External Works_L1

3. Development shall not commence until 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 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 shall be approved by the Local Planning Authority prior to implementation.
 - iii) Any additional or unforeseen contamination 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, unless otherwise agreed by the Local Planning Authority.

4. Notwithstanding any description of materials listed in the application or detailed on the approved plans, 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 (including the retaining wall on the southern boundary of the site, which shall be constructed from natural stone), 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. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (drawing no. TCCB-10A-ZZ-ZZ-M3-A-0003), prior to the occupation of the approved development and shall be retained free from obstruction for their intended use thereafter.

6. 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.

7. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. 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.
8. Prior to the occupation of the building details of an electric vehicle charging strategy for the campus shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the number of charging points to be installed, their location within the development and details of the management and maintenance of these facilities. The electric vehicle charging infrastructure shall be installed in accordance with the approved details, prior to the first occupation of the development hereby approved and shall be retained as such thereafter.
9. Prior to the occupation of the building full design details of the mitigation measures referred to in the Flue and Ventilation Planning Application Report by Waterman, dated December 2018 shall be submitted to and approved in writing by the Local Planning Authority. The design details shall include:
 - scaled plans showing the locations of the flues and ventilations systems to be acoustically treated; and
 - full details, including acoustic performance, of the attenuation methods chosen to acoustically treat the flues and ventilation systems.The noise mitigation measures shall be implemented in accordance with the approved details, prior to the first occupation of any of the development and shall be retained as such thereafter. Written proof shall be provided to the Local Planning Authority that all mitigation measures have been installed in accordance with the agreed details.
10. Within 6 months of the commencement of development full details of hard landscaping works shall be submitted for approval in writing by the local planning authority. The approved hard landscaping details shall be implemented prior to the first residential occupation of the building or in accordance with a schedule to be agreed in writing with the Local Planning Authority.
11. Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey Jan 2018 (ERAP (Consultant Ecologists) Ltd ref:

2017-422), including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

12. No development shall take place until a pre-construction condition survey of Beaufort Road has been submitted to and approved in writing by the Local Highway Authority. The approved development shall not be occupied until a post-construction condition survey, together with details of a scheme to reconstruct / resurface / repair any parts of the highway that the survey has identified has been affected through the construction of the development, has been submitted to and approved in writing by the Local Highway Authority. The approved development shall not be occupied until any areas that have been affected through the construction of the development have been reconstructed / resurfaced / repaired in accordance with the approved details.
13. No work shall take place in respect to the provision of cycle parking within the site until details of proposals to provide the following cycle parking facilities within the site have been submitted to and approved in writing by the Local Highway Authority:
 - 1) Long-stay cycle parking (a covered and secure cycle store/s) for a minimum of 28 cycles The development shall not be occupied until the cycle parking facilities have been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.
14. The development shall proceed in accordance with energy saving measures identified within the submitted Energy Statement (ref BSD12871/29.0 dated December 2018). Confirmation that these measures have been installed shall be submitted for approval in writing to the Local Planning Authority prior to occupation of the development hereby approved.