

Application Number 20/00461/FUL

Proposal	Full planning application for the construction of 1no. Self-Storage Facility (Use Class B8) with ancillary B1 uses
Site	Land adjacent to Rayner Lane, Ashton-Under-Lyne, Tameside, OL7 0PG
Applicant	Mr Andy Wood
Recommendation	Grant planning permission subject to conditions
Reason for Report	A Speakers Panel decision is required because the application constitutes major development.

1.0 APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for the erection of a development of a 4 storey building comprising approximately 5658 square metres of floorspace to be used for storage purposes (use class B8). Ancillary office space would be provided at round floor level, beyond the customer entrance and reception area.
- 1.2 Vehicular access would be taken from the north western boundary of the site, leading from Lord Sheldon Way into a car parking area that would be situated in the western portion of the land. The proposed storage building would be sited in the eastern portion of the site and positioned so that the south eastern corner of the development would be sited close to the site boundary and the Lord Sheldon Way roundabout beyond.
- 1.3 The scheme has been amended to increase the amount of glazing on the south western side of the building, given the prominence of this elevation on entry into the wider Ashton Moss site.
- 1.4 The following documents have been submitted in support of the planning application:
 - Planning Statement;
 - Transport Statement;
 - Design and Access Statement;
 - Preliminary Ecological Appraisal;
 - Arboricultural Impact Assessment;
 - Landscaping plan;
 - Indicative drainage details: and
 - Contaminated Land Preliminary Risk Assessment.

2.0 SITE & SURROUNDINGS

- 2.1 The Application Site extends to circa 0.7 hectares. Access is provided from Rayner Lane (off Lord Sheldon Way) and the Site is bound by Lord Sheldon Way to the south east. Moss Lane, a dedicated pedestrian footpath, bounds the Site on the northern and western sides. The majority of the existing Site is covered in shrubs and adolescent trees.
- 2.2 The topography of the Site is relatively flat across a large proportion of the site. However, there is an overall increase of 1m from the north of the site to the south of the site where it meets Lord Sheldon Way.
- 2.3 Ashton Leisure Park, a development of restaurants, entertainment and commercial uses, is located to the east of the site, on the opposite side of Lord Sheldon Way. An expansive area

of open land extends to the north and north east of the site. Ashton Cricket Club is separated from the site by a mature landscaped buffer beyond the north eastern boundary of the land.

- 2.4 In terms of Unitary Development Plan allocation, the site forms part of the wider Ashton Moss allocation under policy E1 (Regional Investment Site / Strategic Regional Site). The implications of this allocation are assessed in the main body of this report.

3.0 PLANNING HISTORY

- 3.1 None relevant to the determination of this planning application.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation:

Within the Ashton Moss allocation under policy E1.

4.2 Part 1 Policies

1.1 Capturing Quality Jobs for Tameside People;
1.3: Creating a Cleaner and Greener Environment;
1.5: Following the Principles of Sustainable Development;
1.6: Securing Urban Regeneration;
1.9: Maintaining Local Access to Employment and Services;
1.10: Protecting and Enhancing the Natural Environment; and
1.12: Ensuring an Accessible, Safe and Healthy Environment

4.3 Part 2 Policies

E1: Regional Investment Site / Strategic Regional Site;
E6: Detailed design of Employment Developments;
MW11: Contaminated Land;
MW12: Control of Pollution;
MW14 Air Quality;
N3: Nature Conservation Factors;
N4 Trees and Woodland;
N5: Trees Within Development Sites;
N7: Protected Species;
OL10: Landscape Quality and Character;
T1: Highway Improvement and Traffic Management;
T10: Parking;
T11: Travel Plans;
U3: Water Services for Developments; and
U4 Flood Prevention U5 Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft October 2018;

The Greater Manchester Combined Authority (GMCA) has consulted on the draft Greater Manchester Spatial Framework Draft 2019 ("GMSF") which shows possible land use allocations and decision making policies across the region up to 2038. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation which is subject to unresolved objections.

4.5 National Planning Policy Framework (NPPF)

Section 2: Achieving Sustainable Development;
Section 6: Building a strong, competitive economy
Section 8: Promoting healthy and safe communities;
Section 11: Making effective use of land;
Section 12: Achieving well-designed places;
Section 15: Conserving and enhancing the natural environment; and
Section 16: Conserving and enhancing the historic environment

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.

5.0 PUBLICITY CARRIED OUT

- 5.1 Neighbour notification letters were issued and a notice displayed adjacent to the site for 21 days, in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement.

6.0 RESPONSES FROM CONSULTÉES

- 6.1 Borough Environmental Health Officer (EHO) – no objections to the proposals, subject to the imposition of a condition limiting the hours of work during the construction phase of the development. Condition requiring the submission and approval of an Air Quality Management Plan for the construction phase and electrical vehicle charging strategy for the development once operational should be attached to any planning permission granted.
- 6.2 Greater Manchester Ecology Unit (GMEU) – no objections to the proposals or the conclusion of the Ecological Appraisal submitted with the planning application, although a more comprehensive soft landscaping scheme is considered to be necessary. Conditions securing such a scheme, limiting the timing of tree/vegetation removal and requiring details of biodiversity enhancements to be submitted and approved are recommended, along with informatives outlining the developer's responsibilities with regards to both protected and invasive species.
- 6.3 Transport for Greater Manchester (TfGM) – no objections to the proposals. The trip generation modelling within the Transport Statement is considered to be acceptable. The access to the site will be taken via a new priority junction on Rayner Lane, on the northern boundary of the site. The newly created vehicle access will need to be designed to provide tactile paving either side of the site access and dropped kerbs. An informative should be attached to any permission granted advising the applicant of the procedures to follow when constructing on land within close proximity of the Metro line.
- 6.4 Local Highway Authority – no objections to the proposals subject to the imposition of conditions relating to the following matters:

- Provision of a Construction Environment Management Plan for the construction phase of the development;
- The submission and approval of an external lighting scheme to serve the development;
- Ensuring that the car and cycle parking indicated on the submitted plans is implemented prior to the first occupation of the development;
- Provision of adequate visibility splays from the proposed access; and
- Submission and approval of a dilapidation survey of the highway prior to the commencement of development.

- 6.5 United Utilities - no objections to the proposals subject to the imposition of conditions requiring surface and foul water to be drained from the site via different mechanisms and the submission and approval of a sustainable surface water drainage strategy prior to the commencement of development.
- 6.6 Lead Local Flood Authority (LLFA) – further information regarding the surface water drainage strategy to serve the development is requested prior to the determination of the planning application.
- 6.7 Greater Manchester Police (Design Out Crime Officer) – no objections to the proposals subject to the imposition of a condition requiring the crime reduction measures detailed in the Crime Impact Statement to be installed prior to the occupation of the development.
- 6.8 Borough Contaminated Land Officer - no objections to the proposals subject to the imposition of a condition requiring an intrusive investigation into potential sources of ground contamination of the site and the approval of a remediation strategy prior to the commencement of development.
- 6.9 Borough Tree Officer – no objections to the proposal. Only lower value Category C trees are to be removed for the proposals. This would not be a constraint to development. The trees to be retained (many are Category A and B rating high value trees) should be protected to BS5837 and recommendations in the Arboricultural Impact Assessment during all works. The developers Arboricultural Consultant should inspect the protection measures to ensure they conform prior to any work commencing. A landscape schedule should be submitted detailing proposed species and planting specifications.
- 6.10 Coal Authority – no comments received. The site is in a low risk area with regards to the land stability issues associated with coal mining legacy.
- 6.11 Highways England – no objections raised to the proposals, subject to the imposition of conditions stating that the development must not result in a direct access point onto the M60 motorway and ensuring that the access is constructed to prevent surface water run-off from the development onto the wider highway network.
- 6.12 Health and Safety Executive – no comments to make on the application.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 No responses have been received.

8.0 ANALYSIS

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

- 1) The principle of development

- 2) The impact of the proposed design and scale of the development on the character of the surrounding area;
- 3) The impact on the residential amenity of neighbouring properties and uses;
- 4) The impact on highway safety;
- 5) The impact on the ecology and trees;
- 6) The impact on flood risk/drainage; and
- 6) Other matters.

9.0 PRINCIPLE OF DEVELOPMENT

- 9.1 Section 6 of the NPPF is entitled Building a strong, competitive economy. Paragraph 80 of the NPPF states that 'planning polices and decision should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 9.2 Paragraph 82 of the NPPF states that Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision...for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 9.3 Policy E1 of the UDP allocates Ashton Moss as a Regional Investment Site / Strategic Regional Site. This site is located at the southern end of the allocation, which also includes the land on which the Ashton leisure Park is located, to the east of the site. The policy states that the area is will be provided and maintained as a Regional Investment Site / Strategic Regional Site for high quality employment development, with particular attention given to the design of buildings, external areas and landscaping.
- 9.4 Part (1) of policy E1 states that the allocation will be developed for B1b research and development, B1c light industry, B2 general industry, B8 storage and distribution, and sui generis employment uses similar in character to industry and warehousing. The policy specifically limits the amount of office (formerly B1 a) space that should be developed on the allocation.
- 9.5 The proposed scheme is for a storage and distribution (B8) use and the development is compatible with the allocation in land use terms. The scheme would bring economic benefit to the Borough through the development of currently vacant land and would therefore comply with Section 6 of the NPPF.
- 9.6 Policy E1 does emphasise the importance of the design of buildings, external areas and landscaping being of high quality. Given the prominent nature of this site at the gateway to the wider allocation, achieving these standards is considered to be critical to ensuring that the principal of development is acceptable.
- 9.7 Subject to the design of the development and all other material considerations being satisfied, the proposal is considered to be acceptable in land use terms.

10.0 CHARACTER OF THE AREA

- 10.1 Section 12 of the NPPF is entitled Achieving Well-Designed Places. Paragraph 127 states that planning decisions should ensure that development achieves the following criteria (those relevant to this proposal):
 - Developments that will function well and add to the quality of the area;

- Developments that are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Developments that are sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change (such as increased densities);
- Developments that establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places;
- Developments that optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space); and,
- Developments that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 10.2 Paragraph 130 of the NPPF states that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards....'
- 10.3 The proposed building would be sited in the south eastern corner of the plot and would stand at four storeys in height. The scale and position of the building would result in a prominent development along the edge of the site that is visible from the roundabout that leads onto Lord Sheldon Way and into the land that forms the Ashton Moss allocation, of which this site is a part. The development would have an appropriate scale for this 'gateway' location.
- 10.4 The scheme would include a glazed treatment to the south eastern corner of the building. This is considered to be an important element of the design, acknowledging the prominent location of this edge of the development and the need to provide a focal point at the entrance to the wider allocation for commercial development. The glazed treatment would allow an active relationship between the building and the adjacent highway and enhance the quality of the scheme over and above a standard warehouse design.
- 10.5 The scheme has been amended to increase the amount of glazing on the long span of the south eastern elevation of the building. This amendment has resulted in the continuity of the active frontage from the south eastern corner along the majority of this exposed elevation of the building. This ensures that the central section of cladding on that elevation would provide a break to the glazing as opposed to a dominant feature on that elevation, which was the result of the original submission. This amendment has enhanced the visual quality of the scheme over that of a more standard warehouse, characterised by a lack of active frontage, which was considered not to meet the design aspirations set out in policy E1.
- 10.6 The siting of the building in the southern portion of the plot allows the car parking and access arrangements associated with the proposed use to be reduced in prominence from the most exposed public views of the site to the south and west. The mature trees that run along the south western edge of the allocation would screen the development on that approach to the site and the building would come into view immediately after this landscaping.
- 10.7 The car parking in the approach from the north east would be placed within the context of the tall building and would be viewed across the northern portion of the site which would remain undeveloped as part of this scheme. A soft landscaping plan has been submitted with the application which suggests the planting of trees in the north eastern corner of the site. This planting would help to further screen view of the car parking on this approach.
- 10.8 The site is well contained in landscape terms, bounded by highway on all sides. The placement of the building and the access and associated parking areas are considered to

respond effectively to this situation and would not prejudice the quality of the future development on the remainder of the allocation.

- 10.9 Following the above assessment, it is considered that the amended proposals would achieve the requirements set out in UDP policy E1 and Section 12 of the NPPF as quoted above.

11.0 NEIGHBOURING AMENITY

- 11.1 There are no residential properties within close proximity of the site. Land to the north and north east is undeveloped and is allocated for commercial purposes. The proposed use would not result in noise or other environmental impacts to a degree that would prejudice the future development of that adjacent land.
- 11.2 The closest existing neighbouring development is the Ashton Leisure Park, situated to the east of the site. The units within that development are all commercial in nature and separated from the site by Lord Sheldon Way. Given this situation and that most of the existing uses within the Leisure Park operate for large parts of the day and into the evening, it is considered that the proposed development would not result in harm to the amenity of any of those neighbouring uses.
- 11.3 The closest neighbouring properties are a substantial distance to the east of the site, with the Leisure Park located within the intervening distance. Given this situation, it is considered that the proposed development would not be of a scale, siting or detailed design or result in environmental impacts that would harm the residential amenity of any of those properties.
- 11.4 On the basis of the above assessment, the proposals are considered to preserve the amenity of neighbouring uses.

12.0 HIGHWAY SAFETY

- 12.1 Vehicular access into the proposed development would be via a connection to Rayner Lane on the north western boundary of the site. The applicant has provided a Transport Statement which the application which uses TRICS modelling to anticipate the number of trips that would be generated by the proposed development. The modelling anticipates that 15 two-way trips would result from the development in the AM peak period, with 18 two-way trips during the PM peak period. The Local Highway Authority and TfGM have reviewed the assumptions made by the Transport Statement and have not raised any objections to the proposals.
- 12.2 The applicant has provided a plan indicating the visibility splays that can be achieved in either direction from the proposed access point into Rayner Lane. The plan demonstrates that the visibility splay looking north-eastwards meets the requirement of 43 metres, with the splay to the south west being 10 metres short of this across land within the control of the applicant. The Local Highway Authority has indicated that, due to the low volume of traffic on Rayner Lane, the deficit in the visibility splay in the south westerly direction would not be sufficient to result in a detrimental impact on highway safety.
- 12.3 The scheme would make provision for 44 car parking spaces (inclusive of disabled bays) and 10 cycle parking spaces. Policy T10 of the UDP requires the provision of 1 car parking space per 100 square metres of B8 floorspace. At 5658 square metres, approximately 57 car parking spaces would be required to meet the policy standard. At 10 spaces however, the level of cycle parking provision within the development would be substantially greater than the requirement set out in policy T10 (1 space per 850 square meters of floorspace).
- 12.4 It is also worthy of note that the car parking standards are set as a maximum in policy T10. Whilst the nature of the use dictates that items brought to the site for storage are unlikely to

be transported via public transport, trips generated by employees could be made by more sustainable modes of transport, with the Ashton West Metrolink stop within a short walking distance to the north east of the site.

- 12.5 The majority of the conditions requested by the Local Highway Authority (LHA) are considered to be reasonable. However, the requirement for a condition survey of the highways to be carried out prior to the commencement of the development is considered not to be necessary as any damage caused to the adopted highway during the construction phase of the development can be addressed by the LHA under powers given to the Council by the Highways Act.
- 12.6 Given these factors, it is considered that the deficit in car provision against the maximum standards set out in the UDP would not result in harm to highway safety, a conclusion corroborated by a lack of objection to this element of the proposals from the Local Highway Authority.
- 12.7 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on highway safety, subject to the imposition of appropriate conditions.

13.0 ECOLOGY AND TREES

- 13.1 As the scheme involves the demolition of the existing buildings on the site, any potential impact on protected species during this process must be given consideration. The applicant has submitted a Preliminary Ecological Appraisal of the site. The Appraisal confirms that the site lies within the Site of Special Scientific Interest (SSSI) Impact Risk Zone for the Huddersfield Narrow Canal SSSI and Hollinwood Branch Canal SSSI and Local Nature Reserve (LNR), and the site meets the criteria for consultation with Natural England under the 'Water Supply' category.
- 13.2 The site is located 1.2 and 1.4 kilometres from the designated sites respectively, does not support any watercourses and there are no watercourses in the wider area which are directly linked to the Huddersfield Narrow Canal SSSI and Hollinwood Branch Canal SSSI and LNR. Therefore it is concluded that the development will have no significant impact on the Huddersfield Narrow Canal SSSI and Hollinwood Branch Canal SSSI and LNR.
- 13.3 Habitats throughout the site and in the immediate surrounding area were assessed for their value to roosting, feeding and nesting birds, as indicated by the amount of shelter, feeding value, woody vegetation structure and species diversity of tree and shrub species in the site. The site and its surroundings were assessed in terms of their suitability for use by reptile species.
- 13.4 The habitats within the site and within the wider area (to the north and east of the site) were considered suitable for use by sheltering and foraging badgers. However, no evidence of badgers within or close to the site was recorded during the survey period. A diverse range of species and / or a large number of bats are considered by the survey author to be unlikely at the site, owing to the absence of habitats such as woodland or tree-lined watercourses within the site. No shrubs or scrub were recorded on the sites that would support any features suitable for use by roosting bats and the survey concludes that no further survey work in relation to for bats is required.
- 13.5 The boundary shrub and scrub within the site was however considered to provide habitat suitable for use by nesting birds and two old bird's nests were observed at the boundary shrubs. There are no records of reptile for the site or the wider area and the author of the survey considers that it is not likely that reptiles will have colonised the site from the surrounding land.

- 13.6 The survey includes a range of measures to mitigate potential harm to protected species during the construction phase and suggests potential biodiversity enhancements that could be secured as part of the proposed development.
- 13.7 GMEU has reviewed the findings of the Appraisal and has not raised any objections to the proposals, subject to the inclusion of a more comprehensive soft landscaping scheme and the imposition of a number of conditions on any planning permission granted. Conditions limiting the timing of tree/vegetation removal and requiring details of an external lighting scheme and biodiversity enhancement measures to be submitted and approved are considered to be necessary, as are details of how invasive species are to be treated. Such conditions are attached to the recommendation.
- 13.8 Informatives outlining the developer's responsibilities with regards to both protected and invasive species can also be attached to any planning permission granted.
- 13.9 In relation to the impact on trees, an Arboricultural Impact Assessment (AIA) has been submitted in support of the planning application. The existing trees and vegetation to be removed fall within Category C and are considered not to be of a quality that is worthy of retention. A number of higher quality specimens within Categories A and B are present on the site and these are shown to be retained as part of the development.
- 13.10 The Tree Officer has raised no objections to the proposals, subject to these specimens being appropriately protected during the construction phase of the development, as per the recommendations with the AIA. Full details of a replacement planting scheme and details of management of the new planting can be secured by condition and such conditions are attached to the recommendation. As per the GMEU comments, the soft landscaping scheme will need to be sufficiently robust to achieve a biodiversity gain, as per the requirements of paragraph 175 of the NPPF.

14.0 FLOOD RISK/DRAINAGE

- 14.1 The applicant has submitted a Flood Risk Assessment and Drainage Strategy. The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. The applicant has provided further details of the surface water run off rates and details of an indicative drainage strategy for the site. The LLFA consider that further information in relation to surface water drainage is required prior to the determination of the application.
- 14.2 United Utilities (UU) has not raised any objections to the proposals, subject to the imposition of conditions requiring surface and foul water to be drained from the site via different mechanisms and the submission and approval of a sustainable surface water drainage strategy prior to the commencement of development.
- 14.3 Given the response from UU, the fact that the site is located within an area at low risk of surface water flooding and that full details of a surface water drainage strategy can be secured prior to the commencement of development, it is considered reasonable to deal with this matter through the attachment of an appropriate condition on any planning permission granted.

15.0 OTHER MATTERS

- 15.1 In relation to designing out crime, the applicant has submitted a Crime Impact Statement (CIS) with the revised proposals. The CIS highlights a number of positive elements of the design in terms of reducing opportunities for crime. These include:
- The development of what is currently a vacant site;

- The footprint and layout of the building are simple in design. There are no significant recesses and there would be little opportunity to scale the building;
- The car parking area will be enclosed with a secure fence line, with controlled gates regulating access of vehicles and pedestrians into the development. The car park area is capable of being overlooked from the staffed reception area within the building;
- The entrance to the building is clearly visible from the car parking area; and
- The design of the building allows crime reduction measures to be installed as part of the development, resulting in far better surveillance than the retro-fitting of such equipment once the building has been occupied.

15.2 The GMP Designing Out Crime Office has reviewed the content of the CIS and has raised no objections to the proposals, subject to the imposition of condition requiring the installation of the crime prevention measures detailed within Section 4 of the CIS. Such a condition is attached to the recommendation.

15.3 In relation to ground contamination, a Phase I Assessment has been submitted in support of the planning application. The Assessment highlights historical industrial activity in the locality which is considered to result in the potential for ground contamination on the site. The Contaminated Land Officer has reviewed the finding and has not raised any objections to the proposals, subject to the imposition of a condition requiring the undertaking of this intrusive investigation and the submission of a remediation strategy prior to the commencement of development. Such a condition is attached to the recommendation.

15.4 In relation to developer contributions, the Employment Land SPD does make reference to the payment of tariff based contributions through Section 106 Agreements to secure infrastructure improvements. However, the SPD predates the NPPF and the Community Infrastructure Levy (CIL) Regulations of 2010. Paragraph 56 of the NPPF mirrors the requirements of the CIL regulations and states that any request for financial contributions must satisfy the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Whilst the scale of the development is relatively substantial, the nature of the proposed use ensures that the trip generation would be relatively low, as detailed in the Highway Safety section of this report. The Highway Authority and Highways England have been consulted on the application and have not raised concerns regarding the impact of the development on the capacity of either the local or wider road networks. As such, officers consider that a financial contribution towards the upgrading of highway infrastructure is not required to mitigate the impact of the development in this case.

15.5 The south western and south eastern edges of the site are located within the Air Quality Management Area that covers the M60 motorway to the south west of the site. In order to ensure that the impacts on air quality during the construction phase of the development are adequately mitigated, it is considered reasonable to attach a condition requiring an Environmental Management Plan in relation to the management of noise, dust etc. during the works. A further condition requiring details of an electrical vehicle charging strategy to serve the development is also considered necessary to mitigate the impact of car pollution once the development is operational. These conditions are attached to the recommendation.

15.6 The site is located within an area identified as being at low risk in relation to the lands stability issues caused by coal mining legacy. An informative regarding the developer's obligations in this regard can be attached to any planning permission granted.

16.0 CONCLUSION

- 16.1 The proposed use is considered to be compatible with those included in policy E1 of the UDP, which allocates the land for employment uses. Following amendments to the design of the scheme, it is considered that the proposals would present a suitably scaled and actively fronted development to the close public views of this prominent gateway into the wider allocation, complying with the requirements of policy E1 in this regard.
- 16.2 The proposed access arrangements are considered to be acceptable from a highway safety perspective. Whilst the level of car parking falls short of the standards set out in policy T10 of the UDP, those are maximum standards and the level of cycle parking provision to be included would substantially exceed the requirements of that policy. Given this situation and the fact that pedestrian traffic and employees to the site could access the development by the adjacent Metrolink tram stop, it is considered that the deficit in parking provision below the UDP standards would not result in harm to highway safety.
- 16.3 Subject to the imposition of appropriately worded conditions, it is considered that the proposed development would not result in harm to protected species, trees of amenity value on the site or flood risk.
- 16.4 It is considered that all other material considerations can be satisfied through the imposition of conditions, where appropriate, as detailed in the main body of the report. The proposals are therefore considered to comply with the relevant national and local planning policies quoted above.

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 (drawing no. 19079-C4P-AV-00-DR-A-0101 Rev. P3)
Proposed site plan (drawing no. 19079-C4P-AV-ZZ-DR-A-0500 Rev. P8)
Proposed floor plan (Level 00) (drawing no. 19079-C4P-V1-00-DR-A-2000 Rev. P9)
Proposed floor plan (Level 01) (drawing no. 19079-C4P-V1-01-DR-A-2001 Rev. P8)
Proposed floor plan (Level 02) (drawing no. 19079-C4P-V1-02-DR-A-2002 Rev. P8)
Proposed floor plan (Level 03) (drawing no. 19079-C4P-V1-03-DR-A-2003 Rev. P7)
Proposed elevations (sheet 1) (drawing no. 19079-C4P-V1-ZZ-DR-A-2100 Rev. P10)
Proposed elevations (sheet 2) (drawing no. 19079-C4P-V1-ZZ-DR-A-2101 Rev. P6)
Proposed roof plan (drawing no. 19079-C4P-V1-R1-DR-A-330 Rev. P2)
Proposed cycle storage plan (19079-C4P-AV-ZZ-DR-A-0503 Rev. P1 insofar as it relates to cycle storage provision only)
Crime Impact Statement (Version A dated 29/04/2020 Ref. 2020/0219/CIS/01)
Ecological Survey and Assessment produced by ERAP Consultant Ecologists (ref. 2020-010)
Arboricultural Impact Assessment with Tree Protection Measures produced by Godwins Arboricultural Limited (Ref. AIA.13116.01)
3. 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 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 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 retaining 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 work shall take place in respect to the construction of the approved highway, as indicated on the approved site plan, until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
 1. Phasing plan of highway works;
 2. Surface and drainage details of all carriageways and footways;
 3. Details of the works to the reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase;
 4. Details of the areas of the highway network within the site to be constructed to adoptable standards and the specification of the construction of these areas;
 5. Details of carriageway markings and signage; and,
 6. Details of a lighting scheme to provide street lighting (to an adoptable standard), to the highway, access and parking areas.

The approved highways works shall be carried out in accordance with the approved details or phasing plan prior to the first operation of the development and the development shall be retained as such thereafter.

6. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (drawing no. 19079-C4P-AV-ZZ-DR-A-0500 Rev. P8) prior to the first occupation of any of the development hereby approved and shall be retained free from obstruction for their intended use thereafter.

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

Wheel wash facilities for construction vehicles;
Arrangements for temporary construction access;
Contractor and construction worker car parking;
Turning facilities during the remediation and construction phases;
Details of on-site storage facilities; and
Measures to be put into place to mitigate the impact on noise, dust, vibration and other environmental impacts arising from the construction phase of the development.

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

8. Notwithstanding the details shown 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 refuse storage arrangements shall be implemented in accordance with the approved details prior to the first occupation of the development and shall be retained as such thereafter.
9. Notwithstanding the details submitted with the planning application, 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;
 - 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 part of the development hereby approved.

10. The landscaping scheme approved under condition 8 of this planning permission 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.
11. A minimum of 10 cycle parking spaces shall be provided within the location and secure facility illustrated on approved plan ref. 19079-C4P-AV-ZZ-DR-A-0503 Rev. P1 prior to the first operation of the development hereby approved. The cycle storage shall be maintained for its intended use thereafter.
12. 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.

13. Prior to the first occupation of any 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 occupation of any of the development and shall be retained as such thereafter.
14. No development above ground level shall commence until details of an electric vehicle charging strategy for the development has been 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 any of the development hereby approved and shall be retained as such thereafter.
15. No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless otherwise agreed in writing with the Local Planning Authority.
16. No development shall commence until protection measures (meeting the requirements of BS5837:2012) have been installed around the trees to be retained within the site and adjacent to the boundaries of the land during the construction phase of the development (as detailed in the Arboricultural Impact Assessment submitted with the planning application) have been submitted to and approved in writing by the Local Planning Authority. The protection measures shall be retained in situ for the full duration of the construction phase of the development.
17. Prior to the first 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.
18. No development above ground level shall commence until details of Biodiversity enhancement measures to be installed as part of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved enhancement measures shall be installed in accordance with the approved details, prior to the first occupation of any of the development and shall be retained as such thereafter.
19. 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.
20. The development shall be carried out in accordance with the crime prevention measures detailed within Section 4 of the Crime Impact Statement submitted with the planning application. The development shall be retained as such thereafter.

21. The development shall be carried out in accordance with the mitigation measures detailed in the Ecological Assessment submitted with the planning application.