

<b>Application Reference</b>	<b>DC/075785</b>
<b>Location:</b>	William Fairey Engineering Ltd Sir Richard Fairey Road Heaton Chapel Stockport SK4 5DY
<b>PROPOSAL:</b>	Erection of new industrial buildings, demolition and partial of existing buildings (total employment floorspace of 6,650 square metres), together with replacement of and realignment of car parking at the existing industrial site (amendment to permission DC/072841)
<b>Type Of Application:</b>	Full Application
<b>Registration Date:</b>	06/02/2020
<b>Expiry Date:</b>	Extension of time agreed until 3 <sup>rd</sup> July 2020
<b>Case Officer:</b>	Jeni Regan
<b>Applicant:</b>	WFEL Ltd
<b>Agent:</b>	Plan : 8 Town Planning Ltd

### **DELEGATION/COMMITTEE STATUS**

Planning and Highways Regulation Committee – Development of in excess of 5,000 square metres of floorspace.

### **DESCRIPTION OF DEVELOPMENT**

#### **Background**

Planning permission was granted by Planning and Highways Committee in August 2019 for the partial demolition of existing buildings, relocation of an existing building, erection of new industrial buildings with a total additional floorspace of 6045 square metres, realignment of the existing car parking, provision of an external test pit and provision of additional hardstanding within the existing industrial site occupied by William Fairey Engineering Ltd (WFEL), Sir Richard Fairey Road, Heaton Chapel.

Members may recall that this included the following works:

- The erection of 3 new buildings titled 1, 2 and 3, with Buildings 1 and 2 being to the East of the existing buildings at the site and Building 3 being to the west;
- Demolition of an existing building and large tower to the west of the site, and the relocation of the existing 'Spaciotiempo' building further to the east of proposed buildings 1 and 2;
- Additional hardstanding to the South Eastern portion of the site to provide for a proposed ramped test pit facility; and
- Reconfiguration of the existing car parking area and amended vehicle and pedestrian access routes.

However, following the receipt of this permission and through further design development, it was discovered that it was no longer necessary to retain and

relocate the Spaciotempo building and that with some amendments to the previously approved Boxer building and the reconfigured car parking area, a better scheme providing a greater number of new jobs could be delivered. Therefore, a new planning permission was required for the re-designed proposed development.

### Current Proposals

Therefore, this application is for the re-designed development proposals to deliver the Boxer project to the site. The necessity for the proposed development is led by WFEL's requirement to manufacture and assemble a vehicle for the UK Ministry of Defence at the site, with production of the vehicle requiring the addition of 6,650 square metres of new employment floorspace. The height and size of the proposed development is necessary to accommodate engineering equipment required for production. It is envisaged that increased production at the site would provide approximately 100/120 new highly skilled jobs, to supplement the existing 200 employees at the site.

More specifically, the proposed development includes the following works:

- Proposed Building 1: These buildings would be sited to the East of the existing industrial buildings and would have a floorspace of 5,756 square metres. It would have a maximum width of 50.61 metres, a maximum length of 135.22 metres and a maximum height of approx. 14 metres. Building 1 would provide a vehicle assembly and welding facility, with associated offices and loading area with crane. The materials of external construction are specified as steel cladding for the external walls and PVC coated polyester upon an aluminium and steel structure for the roof. The building will be constructed at the existing ground level in this area of the site.
- Proposed Building 2: This building would be sited to the West of the existing industrial buildings and would have a floorspace of 1,600 square metres. width of 18.0 metres, a length of 78.0 metres and a height of 9 metres to the eaves and 11.1 metres. Building 2 would provide a warehouse and packing facility. The materials of external construction are specified as steel cladding for the external walls and PVC coated polyester upon an aluminium and steel structure for the roof. The building will be constructed at the existing ground level in this area of the site.

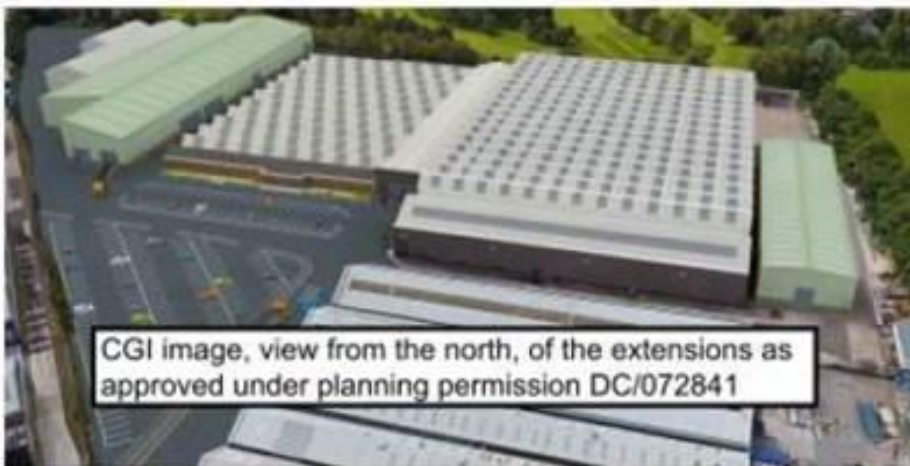
In order to accommodate proposed Building 1, it is proposed to demolish the existing 'Spaciotiempo' building of 1800 square metres, which is currently located to the East of the existing industrial buildings. The proposal would also require the demolition of an existing 1025 square metre building to the West of the site, including the large tower structure, to accommodate proposed building 2.

Additional hardstanding and a new retaining wall is proposed to the South Eastern portion of the site, which would provide for a proposed ramped testing and storage area. Along the eastern boundary of the site adjacent to the proposed test facility, it is proposed to form a new landscape area with existing and new trees and a new mound and install a new 3m high by 50m long acoustic timber fence.

The proposal would include the reconfiguration of the existing car parking area to the North of the existing industrial buildings to provide 215 general parking bays and 5 parking bays for disabled users. The parking area would include an outdoor amenity area for staff, facilities for cycle and motorcycle parking, 10 no. electric vehicle charging points and soft landscaping. Amended vehicle and pedestrian access

routes are proposed within the wider site along with a repositioned site security lodge and barrier entrances.

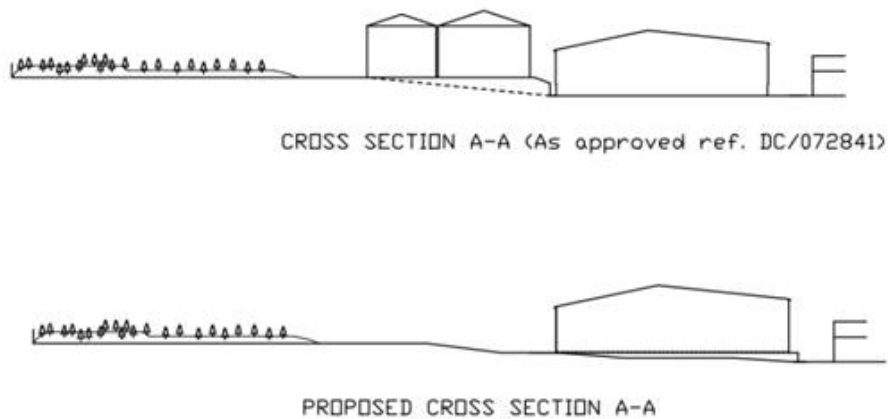
The 3D images below show the existing site, the scheme as previously approved under application DC/072841 and the site as now proposed under this current application.



Previously proposed buildings no longer to be built



The following sectional drawings also show the proposed changes between what was previously approved within the eastern area of the site (the top drawing) and what is now proposed through this application in the same area of the site.



The application is accompanied by the following supporting documents :-

- Planning Statement
- Noise Assessment
- Transport Assessment
- Arboricultural Statement
- Phase 1 Protected Species Survey and Assessment
- Flood Risk Assessment and Drainage Statement
- Crime Impact Statement
- Energy Statement

The proposed reconfigured car parking area has been amended since its original submission, in order to address issues raised by the Council Highway Engineer.

Details of the design and siting of the proposed development are appended to the report.

## **SITE AND SURROUNDINGS**

The application site is located at the Southern end of Sir Richard Fairey Road in Heaton Chapel and forms an existing, long established industrial site comprising a number of industrial buildings of varying size, design and age, with associated hardstanding, access roads and parking areas.

The site is occupied by William Fairey Engineering Ltd (WFEL) as its main headquarters and engineering operations for the design, construction, manufacture, repair and maintenance of temporary tactical military and disaster relief bridges and other engineering operations.

To the North and East of the site are similar employment uses on Sir Richard Fairey Road and Discovery Park/Crossley Park. The site is adjoined to the South and West by open space in the form of Heaton Moor Golf Club and Cringle Fields Park respectively, the latter being located within the boundaries of the City of Manchester. To the South East of the site are residential properties on Kingston Grove and Merton Crescent, forming part of the recently constructed 'Heaton Manor' residential development.

## **POLICY BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications and appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan for Stockport comprises :-

- Policies set out in the Stockport Unitary Development Plan Review (saved UDP) adopted on the 31<sup>st</sup> May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (Core Strategy DPD) adopted on the 17<sup>th</sup> March 2011.

The application site is allocated within an Employment Area, as defined on the UDP Proposals Map. Heaton Moor Golf Course adjoining the site to the South is designated Green Chain. The following policies are therefore relevant in consideration of the proposal :-

### **Saved UDP policies**

- NE3.1 : PROTECTION AND ENHANCEMENT OF GREEN CHAINS
- EP1.7 : DEVELOPMENT AND FLOOD RISK
- E1.1 : LOCATION OF NEW INDUSTRIAL DEVELOPMENT
- E3.1 : PROTECTION OF EMPLOYMENT AREAS

### **Core Strategy DPD policies**

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-3 : DELIVERING THE ENERGY OPPORTUNITIES PLAN – NEW DEVELOPMENT
- SD-6 : ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS7 : ACCOMMODATING ECONOMIC DEVELOPMENT
- AED-3 : EMPLOYMENT DEVELOPMENT IN EMPLOYMENT AREAS
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- CS9 : TRANSPORT AND DEVELOPMENT
- CS10 : AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

### **Supplementary Planning Guidance and Documents**

Supplementary Planning Guidance and Documents (SPG's and SPD's) do not form part of the Statutory Development Plan, nevertheless they do provide non-statutory

Council approved guidance that is a material consideration when determining planning applications. Relevant SPG's and SPD's include :-

- SUSTAINABLE DESIGN AND CONSTRUCTION SPD
- SUSTAINABLE TRANSPORT SPD

### National Planning Policy Framework (NPPF)

The NPPF, initially published on 27<sup>th</sup> March 2012 and subsequently revised and published on 19<sup>th</sup> February 2019 by the Ministry of Housing, Communities and Local Government, sets out the Government's planning policies for England and how these are expected to be applied.

In respect of decision-taking, the revised NPPF constitutes a 'material consideration'.

Paragraph 1 states *'The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied'*.

Paragraph 2 states *'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise'*.

Paragraph 7 states *'The purpose of the planning system is to contribute to the achievement of sustainable development'*.

Paragraph 8 states *'Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) :-*

- a) An economic objective*
- b) A social objective*
- c) An environmental objective'*

Paragraph 11 states *'Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means :-*

*c) Approving development proposals that accord with an up-to-date development plan without delay; or*

*d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless :-*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'*.

Paragraph 12 states *'.....Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local Planning*

*Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed’.*

*Paragraph 38 states ‘Local Planning Authorities should approach decisions on proposed development in a positive and creative way..... Decision-makers at every level should seek to approve applications for sustainable development where possible’.*

*Paragraph 47 states ‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing’.*

*Paragraph 213 states ‘existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)’.*

### National Planning Practice Guidance (NPPG)

NPPG is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

### **RELEVANT PLANNING HISTORY**

- DC/072841: Partial demolition of existing buildings, relocation of an existing building, erection of new industrial buildings (total additional employment floorspace of 6045 square metres), to include realignment of car parking, external test pit and additional hardstanding.: Granted 01/08/2019
- DC/072576 : Erection of new single storey building for use with existing business : Granted – 27/03/19.
- DC/063543 : Extension of an existing industrial building : Granted – 14/12/16.
- DC/058174 : Erection of metal framed shelter : Granted – 08/06/15.
- DC/042609 : Erection of single storey industrial building and associated external works : Granted – 20/10/09.
- J/45436 : Re-organisation of Heaton Chapel Works, Phase 2 : Granted – 14/06/89.
- J/21795 : Extension to existing factory (Approval of Reserved Matters) : Granted – 15/01/81.
- J/16762 : Proposed new laboratories : Granted – 14/08/79.
- J/15838 : Enlarging existing facility for machining graphite components : Granted – 24/05/79.

- J/4029 : Single storey building, asbestos sheets on steel frames to be used as a test laboratory : Granted – 22/10/75.
- J/3101 : Two storey building unit construction to be used for office accommodation : Granted – 18/06/75.

## **NEIGHBOUR'S VIEWS**

The owners/occupiers of surrounding properties and units were notified in writing of the application and the application was advertised by way of display of notices on site and in the press.

Letters of objection from 1 property have been received to the application. The main causes for concern raised are summarised below :-

- Concerns over the scale of the proposal. The proposed additional buildings and floorspace is hugely significant. The proposed additional floorspace of 6,000 square metres is comparable to the size of a football pitch. The proposal would increase the size of the current buildings and build a new building.
- The proposal would be sited in close proximity to the neighbouring Heaton Manor housing development and would encroach even closer to the housing development.
- Noise pollution from the site is already very disruptive. The site operates for 24 hours a day and noise pollution is only likely to worsen.
- Existing levels of industrial/manufacturing noise (heavy machinery, loud banging, large vehicles) is heard during normal and anti-social hours throughout the night. Very noisy with the constant banging & clanging & the humming sound of machinery.
- Existing trees offer little in terms of masking the view and noise of existing buildings, especially during winter/spring seasons when they have no leaves. Given that the trees are inadequate at present, this will become more of a problem if the application is granted.
- Horrified to hear that the proposal is to demolish the older building and replace it with a larger building that would be even closer to homes. Properties are 20-30 metres away from this.
- The submitted noise report has been read and the suggestion that if the planning was successful, it would not be the intension to introduce the noise proofing barriers, is utterly beyond belief.

## **CONSULTEE RESPONSES**

### Highway Engineer

#### **Comments of 03/04/20**

The application seeks variations to the scheme approved under permission DC072841, driven by the reconfiguration of building space and construction of a new building at existing ground level rather than as previously when land excavation was



proposed. The submission also includes amendments to the end of Sir Richard Fairy Road, which is privately maintained, with some narrowing of the road space, relocation of the sites security lodge and entry/exit barriers and a new internal road layout. Car parking would also be increased by about 40 space compared to the approved scheme to meet a predicted increase in employment levels.

The proposed site layout does not raise concern and I am accepting that the increased parking levels will not give rise to a material increase in traffic generation or unacceptable highway impact.

I am satisfied that matters of detail are capable of conditional control, as was the case with the previous permission. Therefore, conditions are recommended in relation to a construction method statement, highway design construction details and drainage, detailed car parking design drawings, electric vehicle charging points, secure and covered cycle parking, lighting of Sir Richard Fairy Road and the submission of a Travel Plan.

### **Comments of 20/04/20, following submission of amended plan/additional information**

I write in respect of application DC/075785 and the receipt of additional information and drawings received on 9 April 2020. My comments effectively remain the same on the principle of the application (as per email dated 3 April), the amendments appear to seek to resolve some items raised as matters for conditional control.

I am accepting of the Construction Management Plan received so the suggested condition could be amended to as follows:

*The development of the site (all demolition and construction works) shall be undertaken fully in accordance with the ACS Construction Group Ltd 'Construction Phase Health & Safety Plan dated 10 January 2020 submitted with the application and hereby approved.*

I note the parking layout now indicated 8 spaces to have electric vehicle charge facilities. The number of such spaces must be 10, not 8 as per the previous approval, to reflect the overall increase in spaces that are proposed to serve this revised scheme. I add that the drawing only appears to indicate 6 bays with facilities although annotated 8. Whilst a further revised drawing could be obtained, I am minded that the relevant condition requires specific details of the facilities and a management plan so it is probably best to leave the condition as initially suggested and to be discharged prior to any works commencing on the car parking area. This wording does not prevent any demolition or building works starting on site but specifically relates to requiring details before any works commence on the parking area, thus capable of delayed discharge.

I also note and welcome the submitted lighting design for Sir Richard Fairey Road. Whilst in principle I am supportive of this scheme, I need to seek advice from the Council's Street Lighting Team before confirming acceptability. As such, I suggest we leave the condition as drafted requiring pre-work/occupation discharge as I do not consider there is sufficient time to liaise with and seek advice from Street Lighting and ultimately approve the design as submitted.

At this stage, the overall package of drawings do not provide sufficient information to enable meaningful amendment to my previous suggested condition wordings and therefore, the same list is suggested conditions is required (with only a change to the Construction Management Plan).

## **Comments of 27/04/20, following submission of amended plan/additional information**

The revised parking layout is fine, but there is no detail on construction, surfacing, drainage and marking of bays so a detailed condition is still necessary. Therefore, I suggest the following revised list of conditions;

*1) No work shall take place in respect to the revised site entrance and construction of the internal access roads, approved servicing and manoeuvring areas until a detailed drawing outlining how the areas will be constructed, drained, surfaced, marked out and any signage has been submitted to and approved in writing by the local planning authority. The development hereby approved shall not be occupied until the access, internal roads, servicing and manoeuvring areas have been provided in accordance with the approved drawing and are available for use. The areas shall thereafter be retained, kept clear and shall remain available for servicing and manoeuvring.*

*Reason: In order that safe access and practical manoeuvring and turning facilities will be provided within the site so that vehicles will be able to enter and leave the site in a forward gear and will therefore not compromise highway safety, in accordance with Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

*2) No work shall take place in respect to the construction of the car parking facilities to be provided for the approved development until details of how the parking area will be constructed, drained, surfaced, marked out, signed and any illumination (either permanent or motion controlled) have been submitted to and approved in writing by the local planning authority. The development hereby approved shall not be occupied until the parking facilities have been provided in accordance with the approved details and drawing and are available for use. The parking facilities shall thereafter be retained and shall remain available for use at all times.*

*Reason: To ensure that adequate parking facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

*3) No work shall take place in respect to the 10 spaces to be provided with charging facilities for electric vehicles until details which include a drawing indicating the location of the spaces; a method statement outlining how the spaces and electric charging equipment will be managed and operate; how the spaces will be signed and marked out and details of the electric charging equipment, have been submitted to and approved in writing by the local planning authority. The development hereby approved shall not be occupied until the electric vehicle parking spaces and associated charging equipment has been provided in accordance with the approved details and are available for use. The parking spaces and charging equipment shall thereafter be retained as approved and shall remain available for use and shall be managed and operated at all times in complete accordance with the approved method statement.*

*Reason: To ensure that adequate parking with facilities for the charging of electric vehicles are provided in accordance with Policies SD-6 'Adapting to the impacts of climate change', T-1 Transport and Development', T-2 'Parking in Developments'*

and T3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD and Paragraph 110 of the National Planning Policy Framework.

4) The development hereby approved shall not be occupied until covered and secure parking for a minimum of 10 cycles has been provided in accordance with the approved drawing (9437 14D) and the facility is available for use. The facility shall then be retained and remain available for use at all times thereafter.

*Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

5) The development hereby approved shall not be occupied until lighting of Sir Richard Fairy Road fronting the site has been installed in accordance with details which have previously been submitted to and approved in writing by the local planning authority. The details shall include the type of lighting, the level of illumination, how it will be controlled and when lights will be illuminated and the lighting shall thereafter be retained and shall operate in accordance with the approved details.

*Reason: To ensure that the development can be safely accessed and that the lighting scheme does not adversely affect highway safety having regard to Policies SIE-1 'Quality Places', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

6) Within 6 months of the development hereby approved being occupied a travel plan for the site shall have been written and submitted to and approved in writing by the local planning authority and have been brought into operation. The approved travel plan shall be operated at all times that the development is occupied and in use and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced using the online TfGM Travel Plan Toolkit and in accordance with current national and local best practice guidance. *Reason: To ensure that measures are implemented that will enable and encourage the use of alternative forms of transport to access the site, other than the private car, in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.*

7) The development of the site (all demolition and construction works) shall be undertaken fully in accordance with the ACS Construction Group Ltd 'Construction Phase Health & Safety Plan dated 10 January 2020 submitted with the application and hereby approved.

In conclusion, I raise no objections to the application subject to the inclusion of the above conditions.

Arboricultural Officer

The proposed development site is located within the existing grounds of the industrial/commercial site predominantly on the former informal grounds of the site. The plot is comprised largely of informal grounds and associated infrastructure.

The proposed development is not within or affected by a conservation Area.

There are no legally protected trees within this site or affected by this development.

The proposed development footprint and access route areas are shown or indicated at this time within the informal grounds/former hard standing areas of the existing commercial site and it is assumed the proposed new developments will potentially impact on the trees as indicated by their arboriculture impact assessment.

A full tree survey has been supplied as part of the planning application to show the condition and amenity levels of the remaining trees in or around the red edge and where applicable which trees could be retained to increase the amenity levels of the site with retained mature trees on site. The information supplied is accepted as a true representation of the trees on site, the impact the development will have and the how the retained trees are to be protected of the current tree stock on site.

Consideration should be given to the level of tree planting opportunity throughout the site as currently there is very limited information supplied for any potential tree replacement which in my opinion is disappointing as there is options for tree pits within the existing hard standing areas to improve screening, amenity and SUDs potential for the whole site subject to utility services searches as the current site has a sparse level of tree cover on site. If the potential for tree planting in site is not an option off-set planting could be achieved in the neighbouring countryside site.

In principle it is considered the main works and design will require the removal of trees to implement the design, however due to the poor amenity value of these trees it could be easily replaced and would only require the potential submission of a landscaping plan to enhance the local environment.

Any landscaping plan would need to consider a scheme that includes a greater number of new trees along the boundaries of the site and improved specification for trees in the hard standing areas and approach to the site to improve the amenity and aesthetics of the site for users and local community making sure a percentage of these are native large species, as well as increased native hedgerows and fruit trees at every opportunity.

The following conditions would be relevant to any planning application relating to the site :-

#### *Condition Tree 1*

- No existing trees other than those proposed for removal within the site shall be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.

#### *Condition Tree 2*

- No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2012 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.

### *Condition Tree 3*

- No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

### Environment Team (Land Contamination)

#### **Original Comments 5<sup>th</sup> March 2020**

I have reviewed the Phase 2 site investigation, which recommends further remedial works. As such the developer will need to submit a remediation strategy and validation report in due course. Therefore, the following conditions are requested;

- CTM2 (Remediation)
- CTM3 (Validation)
- Lfg3 (Gas Validation)

The Environment Agency will also need to be consulted on this application.

#### **Further Comments 4<sup>th</sup> May 2020 following the submission of a full remediation strategy and gas proposals**

I have reviewed the following with regard to the above mentioned planning application;

- Ramboll Remediation Strategy dated 20th April 2020
- Gas protection drawings (email dated 21/4/20)
- Further Gas evidence (email dated 28/4/20)

I am satisfied that no pre-commencement conditions are required. A validation report to evidence the gas measures and any unforeseen contamination evidence if found will be required. As such, the following conditions are requested;

- CTM3 (Validation)
- Lfg3 (Gas Validation)

### Environment Agency

The proposed development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. We have not undertaken a detailed review of the risk posed to controlled waters from land contamination and would therefore advise that you refer to our published Guiding Principles for Land Contamination which outlines the approach we would wish to see adopted to managing risks to the water environment from this site.

We also recommend that you consult with your Environmental Health / Environmental Protection Department for further advice on generic aspects of land contamination management. Where planning controls are considered necessary we would recommend that you seek to integrate any requirements for human health

protection with those for protection of the water environment. This approach is supported by Paragraph 170 (e and f) of the National Planning Policy Framework.

### Environment Team (Noise)

I have assessed the above application and I do not object to the development in principle. A similar planning application has been granted for a previous development, however the design has changed and a new application has been submitted. The new design removes the test pit from the proposal and therefore would reduce the noise produced within this area. From looking at the plans this area is identified as testing and storage; clarification on what testing will be undertaken in this area is required. This is given that the previous proposal recommended an acoustic barrier between the residents and the business, due to the potential noise from the testing pit. The new building that is being proposed will replace an existing building. This new build will create less noise given the distance between the building and the housing would be greater than the previous approval.

The applicant has commissioned an updated acoustic report based on the new proposals. This confirms that the testing and storage area to the eastern corner of the site will be used as it is currently and therefore, there will be no change in this respect. Noise readings were undertaken from 21/10/18 and 22/10/2018 the readings show that background noise levels to be 50dB during the day time readings were taken approx. 40meters (position of new building) away from residential properties. Therefore, there will be further reduction in noise levels due to distance attenuation. The report advises that noise from WFEL activity has very little impact upon the ambient noise levels of the area and that more noise is created from the nearby industrial estate. However, the report does advise that due to the removal of the Spaciotempo building and the formal testing area from the scheme, the 3 meter high 50 meter long acoustic barrier previously approved along the eastern boundary is no longer required.

Notwithstanding this, following the receipt of a noise complaint from a resident and through further negotiations with the applicant, it has been agreed that the proposed acoustic fence will still be included in this scheme along with the new proposed landscape area, to provide additional screening between the site and the nearby residential properties. This has been welcomed by Environmental Health.

### Drainage Engineer/Lead Local Flood Authority

The LLFA has assessed the documents submitted in support of the above named application.

The below points should be considered and addressed in the first instance :-

- FRA conclusion (and throughout the document) states YR100 + 20% CC this should be 40% CC and the design altered to conform to this.
- SuDS Techniques point 10.11 – the applicant should detail why the SuDS options are not suitable for the development.
- A management train effect should be implemented to control, manage and slow the flows from the site.

- The 50% better required is proposed for the full site boundary (blue line boundary shown in appendix 3 and red line boundary on the planning maps) not just the new zone 4.
- Further correspondence with UU is required.

In a more detailed summary, there are no piped network models of either the existing or proposed systems and the basis of concern regarding the capability of the existing system remains as described above. The existing performance has been assessed solely on the basis of run off and does not address the actual pipe flow discharge rates likely to be prevailing at present which are more relevant to the circumstances.

We refer the designer to the LASOO guidelines based on the NON-STATUTORY TECHNICAL STANDARDS FOR SUSTAINABLE DRAINAGE - Standard S3 Peak Flow Control (web link below), where it is advised in paragraph 3.26 (page 18 as shown below).

[https://www.susdrain.org/files/resources/otherguidance/lasoo\\_non\\_statutory\\_suds\\_technical\\_standards\\_guidance\\_2016.pdf](https://www.susdrain.org/files/resources/otherguidance/lasoo_non_statutory_suds_technical_standards_guidance_2016.pdf) 3.26.

Previously developed land is likely to have had a positive drainage system to drain surface water runoff from the site. Where these systems are still operational (and this can be demonstrated) and the details of components can be provided (diameter/ levels/ lengths), these may be utilised for assessment and design purposes, along with the contributing area characteristics of the site, to define the existing flow discharge characteristics for the one or more outfalls from the site. The proposed performance has been assessed using storage estimates only and no modelling of the piped network in outline or detail has been provided to assess the behavior of the system. The designer should revisit the principles of discharge.

### United Utilities

United Utilities Water Limited ('United Utilities') wishes to provide the following comments.

- *Drainage*

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

We request the following drainage conditions are attached to any subsequent approval to reflect the above approach detailed above :-

#### *Condition 1 – Surface water*

*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. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s.*

*Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.*

#### *Condition 2 – Foul water*

*Foul and surface water shall be drained on separate systems.*

*Reason: To secure proper drainage and to manage the risk of flooding and pollution.*

The applicant can discuss any of the above with Developer Engineer, Tom Bethell, by email at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk).

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

- *Management and Maintenance of Sustainable Drainage Systems*

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example:

*Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:*



- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*

*The development shall subsequently be completed, maintained and managed in accordance with the approved plan.*

*Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.*

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

- *Water Supply*

United Utilities can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

Our water mains may need extending to serve any development on this site and the applicant may be required to pay a contribution.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk).

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

- *United Utilities' Property, Assets and Infrastructure*

A public sewer crosses this site and we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line

of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk) as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)

Wastewater assets – [WastewaterDeveloperServices@uuplc.co.uk](mailto:WastewaterDeveloperServices@uuplc.co.uk)

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring [0370 751 0101](tel:03707510101) to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>

### Transport for Greater Manchester

The application seeks approval for amendments to Planning Permission DC/072841 for the redevelopment of parts of an existing industrial site to include the removal and relocation of buildings and provision of new buildings. This will result in an overall net increase in B2 industrial use floorspace of approximately 4,750sqm. This is lower than the 6,000sqm previously quoted within the original planning application. However, employee numbers are expected to increase by approximately 100 additional staff members, whereas the previous application only proposed an increase of 53 employees.

- Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed industrial development and have provided comments in respect of the highway section.

It is noted that the TA submitted is broadly identical to the previous submission and similar comments are therefore reiterated below.

#### I. Accident Investigation

TfGM would highlight that road safety data should be provided for the latest available five-year period.

#### II. Trip Generation

The TA states that the development trip generation cannot be predicted from the TRICS database as sites such as the one proposed are not represented.

TfGM HFAS have interrogated the TRICS database and note that B2 land use trip rates are available. It is therefore recommended that a TRICS exercise is undertaken, selecting appropriate B2 sites to produce trip rates. TfGM HFAS recommended approach is to determine person trips and then apply modal share for car drivers, calculated by using Census data.

TfGM UTC recommend that the trip assignment exercise should include the junctions of Wellington Road North / Crossley Road and Erwood Road / Crossley Road as a minimum.

TfGM HFAS do not recommend using a percentage-based impact assessment when determining whether junctions require modelling. If the predicted number of trips is greater than 30 two-way trips per hour for the site access or any of the listed junctions above, then it is recommended that junction impact assessments are undertaken.

#### III. Trip Distribution

It is noted that the trip distribution is based on an exercise carried out in 2009. TfGM would refer to the Local Highway Authority (LHA) to determine whether this is acceptable.

#### IV. Internal Access Arrangements

In terms of the on-site layout, the car park and service yard area will need to accommodate all parking and HGV manoeuvres associated with the proposed development, to ensure that the highway network is unimpeded.

#### V. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

- Site Accessibility

In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

There appears to be inadequate lighting on Sir Richard Fairey Road. This route would benefit from street lighting for those employees who travel on foot, especially given the site operates shift work. Therefore, to encourage the uptake of active travel modes by staff lighting should be introduced to create a safer and more inviting option.

The TA notes that onsite cycle parking facilities will be available for staff, however no details of the number of spaces, nor the type of cycle stands are provided. Cycle parking should therefore be provided in accordance with Stockport's cycle parking standards. In order to increase the likelihood of staff uptake of cycling it is recommended that a covered, secure cycle shelter is provided. Additionally, appropriate welfare facilities (shower/changing rooms/lockers) should be provided for staff to promote and encourage cycling as an alternative to car travel.

TfGM recommends that the Staff Travel Plan is updated in line with the redevelopment proposals (or one produced if not already in place), with the objective of reducing reliance on the private car, particularly single occupancy use. The Staff Travel Plan should be designed to raise awareness of opportunities for reducing staff travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process.

#### Greater Manchester Police (Design for Security)

Having looked at the proposals, Greater Manchester Police can confirm that due to the size and nature of this proposal, GMP would recommend that a full Crime Impact Statement (CIS) report should be submitted when full permission is sought, in order to show how crime has been considered for the proposal and the surrounding area.

The report should be completed by a suitably qualified security assessor, and identify, predict, evaluate and mitigate the site-specific crime and disorder effects of a development and should be produced by a professional individual/organisation independent of the design process. The CIS can then be submitted as part of the planning application, indicating that the proposed development has been designed to avoid/reduce the adverse effects of crime and disorder and enabling the planning process to run more smoothly

## **ANALYSIS**

### **Policy Principle**

The application site is allocated within an Employment Area, as defined on the UDP Proposals Map.

As previously stated, the necessity for the proposed development is led by WFEL's requirement to manufacture and assemble a vehicle for the UK Ministry of Defence at the site, providing approximately 100/120 new highly skilled jobs to supplement the existing 200 jobs at the site. The proposal for an additional 6,650 square metres of General Industrial (Use Class B2) floorspace at the site is wholly compliant with the requirements of saved UDP policies E1.1 and E3.1 and Core Strategy DPD policies CS7 and AED-3, which seek to retain and promote employment related uses within designated Employment Areas. The proposal also complies with the requirements of the NPPF, which places significant weight on the need to support economic growth and productivity, taking into account local business needs.

In view of the above, the principle of the proposal for an additional 6,650 square metres of General Industrial (Use Class B2) floorspace within an allocated Employment Area is considered acceptable, in accordance with saved UDP policies E1.1 and E3.1, Core Strategy DPD policies CS7 and AED-3 and the advice contained within the NPPF.

### **Design, Siting and Impact on Visual Amenity**

Whilst the scale, size, footprint and height of the proposed new buildings are appreciated, consideration must be had of the fact that the application site comprises an existing industrial site, located within an allocated Employment Area, with industrial buildings of varying age, design, scale, height and materials evident in the immediate area.

Proposed building 1 would be located within the South Eastern portion of the site where public vantage points are not readily available. It should also be noted that the amount of proposed development within this area has been reduced from the previously approved scheme, with a greater distance now being provided between the new building and the nearby residential properties.

Proposed building 2 would be sited close to the Western site boundary with Cringle Fields Park, however this building would have a height less than the height of the existing tower structure in this location which is proposed to be demolished. All of the proposed buildings would be viewed against the backdrop of the varied existing industrial buildings on the site and within the wider industrial estate. Materials of external construction, along with soft landscaping improvements would be controlled by way of suitably worded planning conditions.

In view of the above factors, whilst the scale, size, footprint and height of the proposed new buildings are noted, in view of the character of the site and surrounding area, it is considered that they could be successfully accommodated on the site without causing undue harm to the visual amenity of the area. On this basis, the proposal is considered to comply with Core Strategy DPD policy SIE-1.

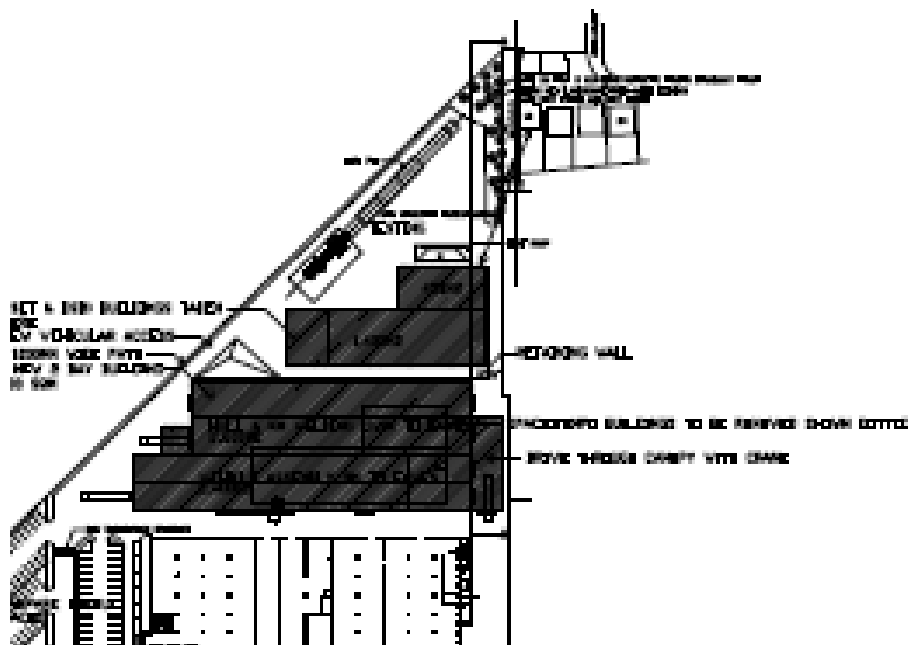
## Impact on Residential Amenity

Whilst the application site is adjoined to the North and East by existing employment uses, to the South by a Golf Course and to the West by a park, there is evidence of residential uses to the South East of the site, within the recently constructed 'Heaton Manor' residential development. The residential properties within this development are the nearest noise sensitive uses to the site and it is acknowledged that a reasonable balance needs to be struck between the requirements of local businesses and safeguarding of the amenity of residents who live close to the site.

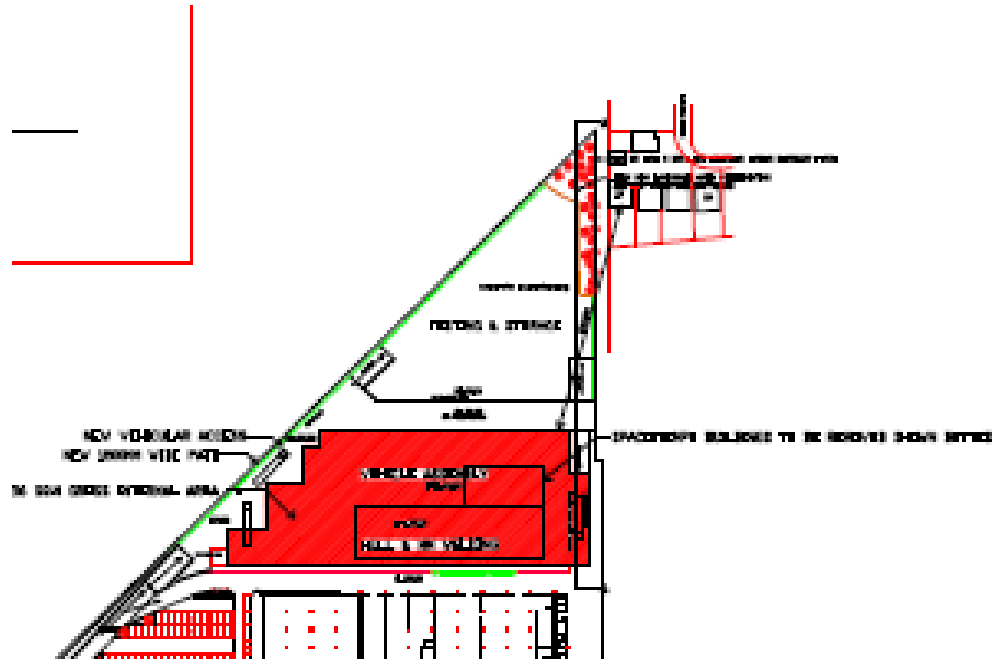
The objections raised to the proposal, on the grounds of impact on residential amenity by reason of noise and disturbance, are appreciated and it is acknowledged that proposed building 1 and the associated additional hardstanding would be sited within the South Eastern portion of the site, closer to the Heaton Manor residential development than the existing buildings on the site.

However, the most important improvement of the current application over the previous approval, is that due to the complete removal of the Spaciotempo building from the proposals, the closest element of built form would be further away from the existing residential properties than was previously approved under application DC/072841. Therefore, this relationship has been significantly improved.

The image below shows the plan as previously approved under application DC/072841, where the relocated Spaciotempo building was located within a distance of 51.9m away from the nearest residential property.



The image below shows the plan as currently proposed where the new Building 1 would be located within a distance of 88.1m away from the nearest residential property.



Due to the varying ground levels currently seen across the whole site, it was previously proposed to excavate some of the ground in the south eastern corner of the site prior to the construction of Buildings 1 and 2 (previously approved). It is acknowledged that it is no longer proposed for this excavation to take place, and that Building 1 would now be built at the existing ground level currently seen in this area on site. However, this is the level that the existing Spaciotempo building is currently sited at, and the proposed new building would not be significantly higher than this. As can be seen on the section drawings at the beginning of this report, it can be seen that overall, the height of the proposed new built form would be significantly lower and further away from the existing residential properties that was previously approved under application DC/072841.

Notwithstanding the above, material weight must be given to the land use allocation of the site within a designated Employment Area. Whilst the concerns raised by local residents are noted, it must be accepted that there will be a degree of noise and disturbance arising from industrial premises operating in proximity to their properties. Consideration must also be had of the fact that the Employment Area comprises a number of long established industrial uses, with similar industrial uses evident that adjoin the boundary with the Heaton Manor residential development. The majority of these industrial uses have been in existence for a much longer period of time than the Heaton Manor residential development. In addition, the application site and many of the other surrounding industrial uses are uncontrolled in planning terms with regard to their hours of operation, some of which can lawfully operate for 24 hours per day, 7 days per week.

A Noise Assessment has been submitted in support of the application. The Noise Report presents the results of a noise measurement survey, desk-based assessment of noise at the site, its significance with respect to residential amenity at the nearby housing development and recommended noise mitigation measures. The assessment shows that the sites operations generally do not contribute significantly to the ambient noise in the area, with existing adjacent industrial uses giving rise to greater levels of noise to the nearby houses. In terms of the proposed new factory

buildings and retention of the existing storage and testing area in the south eastern corner of the site, such development is not predicted to give rise to significant noise that might adversely affect the nearby houses. In terms of proposed mitigation measures, the submitted plans show the intention to install a 50.0 metre long, 3.0 metre high wooden acoustic noise barrier and additional tree planting/landscaping within the South Eastern portion of the site, in order to minimise any potential noise impacts from the proposed development on the nearby residential properties.

The detailed comments received to the application from the Council Environment Team are contained within the Consultee Responses Section above. The Environment Team concurs with the findings of the submitted Noise Assessment and confirms that noise readings undertaken show that the background noise levels to be 50dB during the day, noise from activity at the site has very little impact upon the ambient noise levels of the area and more noise is created from the nearby industrial estate. Additional mitigation would be provided from the proposed acoustic barrier along the side of the site that abuts the residential properties, to reduce noise from the site further.

In view of the above, subject to the imposition of conditions to require implementation of the proposed mitigation measures prior to the proposed development being brought into use and to restrict the hours of use of the proposed test pit area, in the absence of objections from the Environment Team, it is considered that the proposed development could be accommodated on the site without causing undue harm to the amenity of the surrounding residential properties by reason of noise and disturbance. On this basis, the proposal is considered to comply with Core Strategy DPD policies SIE-1 and SIE-3.

#### Access, Traffic Generation, Parking and Highway Safety

A Transport Assessment has been submitted in support of the application. The detailed comments received to the application from the Council Highway Engineer, incorporating the comments received from Transport for Greater Manchester, are contained within the Consultee Responses section above.

In terms of accessibility, the Highway Engineer considers that the site is fairly accessible by sustainable modes of transport, with Levenshulme railway station located approximately 1 km to the North of the site and frequent bus services running in proximity of the site along the A6 corridor, which provide opportunities for employees to choose rail and bus to travel. There are cycle routes on the A6 and on Errwood Road that allow safe cycle accessibility to the site, along with connectivity to the North by way of the National Cycle Network Route 6.

The Highway Engineer notes that the surrounding adopted highways have suitably lit footways for pedestrian use and, in order to address issues raised by the Highway Engineer, the applicant has agreed to the installation of street lighting columns within land under its control along Sir Richard Fairey Road. On this basis, the Highway Engineer considers that the surrounding area exhibits suitable levels of pedestrian and cycling infrastructure and public transport opportunities in proximity to the site that would encourage travel to the site by sustainable modes.

With regard to site access, the Highway Engineer considered that there are no apparent operational or safety concerns with Sir Richard Fairey Road, its junction with Crossley Road and Crossley Road itself. The junction between the two roads is formed as a priority junction, with a right turn lane in Crossley Road and a double



lane exit on Sir Richard Fairey Road, which are considered to have ample design capacity for the existing traffic generated by the site.

In respect of parking, in its amended form and as recommend by the Highway Engineer, the proposed remodelled car park and additional parking area within the site, would provide 215 general bays, 5 bays for disabled users, 10 electric vehicle charging points, motorcycle parking and secure and enclosed parking for 10 cycles. This level of parking is predicated on the number of spaces being adequate to meet existing demands and afford additional spaces for new staff appointments. On this basis, the Highway Engineer considers that the proposal for 215 general bays and 5 bays for disabled users would meet the reasonable and realistic needs of the site, with the risk of overspill parking being minimal, due to the existence of Traffic Regulation Orders on surrounding roads. Detailed matters regarding parking space lengths and the requirement for appropriate cycle and motorcycle facilities would be secured by way of suitably worded planning conditions. On this basis, the Highway Engineer considers that the proposed level of car parking provided should be adequate to meet the demands of the site.

The Highway Engineer is satisfied that the site will still be able to accommodate the likely sized delivery and service vehicles that visit the site, with submitted swept path drawings demonstrating that articulated goods vehicles can access the site and manoeuvre and service the buildings without giving rise to site operational or safety concerns. The requirement for the submission and approval of an updated Travel Plan would be secured by condition. A condition is also recommended to require appropriate surfacing and drainage of the proposed parking/hardstanding areas.

In view of the above, on the basis of the submitted amended scheme, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable with regard to the issues of access, traffic generation, parking and highway safety. As such, the proposal complies with Core Strategy DPD policies SD-6, SIE-1, CS9, CS10, T-1, T-2 and T-3 and the Sustainable Transport SPD.

### Impact on Trees

An Arboricultural Statement has been submitted in support of the application. The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

The Arboricultural Officer acknowledges that existing trees on site are not afforded protection, by way of a Tree Preservation Order or Conservation Area status. As such, consideration must be had of the fact that existing trees on site could be worked to or removed without the requirement for consent.

Is noted that some tree removal is required to accommodate the proposed development. However, the Arboricultural Officer considers that such trees offer poor amenity value and could easily be replaced, which would be secured by way of an appropriately worded condition to require the submission, approval and implementation of a replacement planting/landscaping scheme to off-set this loss and enhance the local environment. Further conditions are recommended by the Arboricultural Officer to ensure that existing retained trees are not worked to and to require the provision of protection measures to retained trees during construction.

In view of the above, in the absence of objections from the Arboricultural Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on trees, in accordance with Core Strategy DPD policies SIE-1 and SIE-3.

### Impact on Protected Species and Ecology

Heaton Moor Golf Course adjoining the site to the South is designated Green Chain. A Phase 1 Protected Species Survey and Assessment has been submitted in support of the application. The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultee Responses section above.

The submitted Phase 1 Protected Species Survey and Assessment concludes that the buildings on site are considered to be of limited potential to support roosting bats; trees to be removed do not offer bat roosting potential, although they are considered to provide foraging habitat; trees and vegetation on site offer potential nesting habitat for breeding birds; risk to amphibians, such as Great Crested Newts and toads, is considered to be negligible; no evidence of badgers was recorded; and suitable habitat for hedgehogs was recorded on site.

On this basis, the Nature Development Officer previously considered under application DC/073841 that no evidence of protected species was recorded on site and the proposed works are considered to be of low risk. Nevertheless the applicant will be advised of legislation in place to protect biodiversity and procedures to follow should protected species be discovered on site by way of informative. A condition is recommended to ensure that no vegetation clearance is undertaken within the bird breeding season, unless it can be demonstrated that no birds will be harmed and/or that appropriate protection measures are implemented. Further conditions are recommended to require the adoption of reasonable avoidance measures during development to minimise impacting upon hedgehogs; to require biodiversity enhancements within the development and landscaping proposals; and to ensure the sensitive design of any external lighting.

In view of the above, in the absence of objections from the Nature Development Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on protected species, biodiversity and the ecological interests of the site, in accordance with saved UPD policy NE3.1 and Core Strategy DPD policy SIE-3.

### Flood Risk and Drainage

The application site is located within Flood Zone 1, which is deemed to have the lowest risk of flooding. A Flood Risk Assessment and Drainage Strategy have been submitted in support of the application. The detailed comments received to the application from the Council Drainage Engineer/Lead Local Flood Authority are contained within the Consultee Responses section above.

Members are advised that the approach taken by the applicant in relation to site drainage is the subject of ongoing discussions with the Drainage Engineer/Lead Local Flood Authority and Members will be updated verbally of any developments in relation to such negotiations following report preparation. Nevertheless, as recommended by United Utilities, Members are advised that appropriate drainage of the site is capable of conditional control, to require foul and surface water to be drained on separate systems; to require the submission and approval of a detailed

surface water drainage scheme for the development; and to require the submission and approval of a drainage management and maintenance plan for the development.

In view of the above, the imposition of the conditions recommended by United Utilities, which would require approval by the Drainage Engineer/Lead Local Flood Authority, would ensure that the development would be drained in a sustainable and appropriate manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

### Land Contamination

The detailed comments received to the application from the Council Environment Team are contained within the Consultee Responses section above. The application has been accompanied by detailed site investigations, risk assessments, a remediation scheme and proposed gas membrane specifications.

The scale of the proposed development is acknowledged and it is noted that the site is located on land identified as potentially contaminated. As such, it is considered that conditions are imposed, which should be submitted in a phased approach, to require the submission of a final validation report and gas validation certificates to confirm the works completed are in accordance with the approved remediation strategy and gas specifications for the site.

Subject to compliance with the above recommended phased conditions, it is considered that any potential land contamination issues at the site could be effectively mitigated, in accordance with Core Strategy DPD policy SIE-3.

### Energy Efficiency

In view of the fact that the proposal would comprise the provision of over 1,000 square metres of additional floorspace, Stockport's minimum carbon reduction target for residential development of a 30% reduction over 2006 Part L Building Regulations for proposed non-residential buildings applies.

The Energy Statement submitted in support of the application considers the 'fabric first approach' as the most cost effective energy saving way of development and confirms that the proposed development would deliver a 30% reduction over 2006 Part L Building Regulations. With regard to low and zero carbon technologies, the use of solar photovoltaics, micro-hydro, wind power, district heating, solar hot water, heat pumps and biomass have been discounted on the grounds of technical feasibility. On this basis, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3.

### Safety and Security

The detailed comments received to the application from Greater Manchester Police (Design for Security) are contained within the Consultee Responses section above.

In order to address concerns raised by Greater Manchester Police, a Crime Impact Statement has been submitted, to include crime data from the local area. In response to the comments of Greater Manchester Police with regard to crime safeguarding measures, the applicant has confirmed that there are existing robust business security measures on the site, comprising a fenced and gated site, manned vehicular access controlled access barriers to Sir Richard Fairey Road and external lighting and CCTV operation within the site. Further security improvements are

proposed as part of the development, in the form of provision of additional street lighting along a section of Sir Richard Fairey Road.

In view of the above considerations and notwithstanding the comments received by Greater Manchester Police, the proposed development is not considered at risk from a safety and security perspective, in accordance with Core Strategy DPD policy SIE-1.

## **SUMMARY**

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and Paragraph 8 of the NPPF indicates that these should be sought jointly and simultaneously through the planning system.

The application site is located within an allocated Employment Area, as defined on the UDP Proposals Map. The principle of the proposed development within such an area, in association with WFEL's existing operations on the site and which would provide for an additional 50 new highly skilled jobs, is considered acceptable. The size and scale of the proposed development which is necessary to accommodate engineering equipment required for production, is considered acceptable in terms of its impact on the visual amenity of the area, in view of the industrial character of the site and its surroundings.

Whilst the neighbour objections received to the application on the grounds of impact on residential amenity are noted and appreciated, consideration must be had of the allocation of the site within a designated Employment Area and the existence of industrial uses on the site and in the surrounding area, which pre-date the adjacent recently constructed Heaton Manor residential development. The submitted Noise Assessment demonstrates that, subject to the implementation of appropriate mitigation measures, the proposed development would not unduly impact on the residential amenity of surrounding properties, by reason of noise and disturbance, that would justify the refusal of the application.

On the basis of the submitted amended scheme, in the absence of objections from the Council Highway Engineer and subject to conditional control, the proposal is considered acceptable with regard to the issues of access, traffic generation, parking and impact on highway safety.

In the absence of objections from relevant consultees and subject to the imposition of suitably worded planning conditions, the proposal is considered acceptable with regard to the issues of impact on trees; impact on protected species and ecology; flood risk and drainage; land contamination; energy efficiency; and safety and security.

In view of the above, the proposal is considered to comply with relevant saved UDP and Core Strategy DPD policies and SPD guidance. In considering the planning merits of the proposal against the requirements of the NPPF, the proposal is considered to represent sustainable development. On this basis, notwithstanding the objections raised to the proposal, in accordance with the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application is recommended for approval.

## **RECOMMENDATION**

Grant.

### **HEATONS AND REDDISH AREA COMMITTEE (15/06/20)**

The Planning Officer introduced the application and highlighted the pertinent issues of the proposal. The Planning Officer outlined that there were no updates to the report as no further representations had been received.

Members had no questions for the Planning Officer.

There were no requests to speak in objection to the proposal.

A representative of the applicant spoke in support of the proposal. The following matters were outlined:

- Proposed development is for the new Boxer program – UK MoD program funded by UK government of £2.3bn.
- WFEL won the manufacture bid – employ a further 120 permanent staff based and it's a 10 year contract providing longevity of employment in the local area. Pre-fabricating and assembling Boxer Vehicles.
- Development has received permission previous, however this was reviewed and found to not meet WFEL's requirements.
- Main amendments include removal of Spaciotempo building and removal of testing pit facility – this has been relocated off site due to there not being enough space on site. Less vehicular activity on this part of the site and less obtrusive from noise.
- New building is now 88m away from the closest residential property instead of 60m as previously approved.
- Still intended to install the 3m high acoustic fencing along the boundary closest to residential properties.

Members confirmed that the proposal was excellent news for the area and the project is very much welcomed.

Members sought clarification from the applicant regarding potential noise from the site and the objection that has been received. It was asked what could be done moving forward if noise was a problem.

The applicant confirmed the following:

- 2 noise reports have been completed with suggested noise mitigation measures which would be flowed.
- New proposals remove the Spaciotempo building that would have been closer to the residential properties.
- On this basis - 2<sup>nd</sup> acoustic report confirms that it is no longer necessary to install the acoustic fencing. However, the applicant confirmed they want to be good neighbours and are happy to install the 50m long fence anyway.
- 2 shift patterns for normal operations, with no overnight shift patterns envisaged.
- Only produce 3 vehicles per month so not mass volumes being produced 24 hours a day.
- Strict closing of doors policy after 5pm and this will be continued in the new Boxer facility.

Members provided no further comments and there was no further debate.

Therefore, it was unanimously resolved to refer the application to the Planning and Highways Regulation Committee with a recommendation to grant.