

Heatons and Reddish Area Committee

20th June 2022

DEVELOPMENT APPLICATIONS

Report of the Deputy Chief Executive and Corporate Director (Corporate & Support Services)

ITEM 1

DC/083249

SITE ADDRESS

Vauxhall Industrial Estate, Greg Street, South Reddish, Stockport, SK5 7BR

PROPOSAL

Demolition of existing buildings and structures on Site, and proposed industrial estate redevelopment to provide approximately 19,118.22sq.m (205,787 sq.ft) of employment floor space (Use Classes B2, B8 and E(g)) over 28 no. employment units together with associated parking and infrastructure.

INFORMATION

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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ITEM 1

Application Reference	DC/083249
Location:	Vauxhall Industrial Estate Greg Street South Reddish Stockport SK5 7BR
PROPOSAL:	Demolition of existing buildings and structures on Site, and proposed industrial estate redevelopment to provide approximately 19,120sq.m (205,767 sq.ft) of employment floor space (Use Classes B2, B8 and E(g)) over 28 no. employment units together with associated parking and infrastructure.
Type Of Application:	Full Application
Registration Date:	17.11.2021
Expiry Date:	Extension of Time agreed to 11 th July 2022
Case Officer:	Jeni Regan
Applicant:	Vauxhall Industrial Estate (Stockport) Limited
Agent:	SATPLAN Ltd

DELEGATION/COMMITTEE STATUS

Planning and Highways Regulation Committee – Development of in excess of 5,000 square metres of floorspace. Application referred to Heaton and Reddish Area Committee for comment and recommendation only.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the redevelopment of the former Vauxhall Industrial Estate site, to provide approximately 19,118.22 sq.m (205,787 sq.ft) of new employment floor space with Use Classes B2, B8 and E(g). The proposed development would be arranged in 6 blocks of units, providing a total of 28 no. employment units together with associated parking, infrastructure and landscaping.

All of the 28 no. units provide accommodation over 2 floors, with the first floor expected to provide office floorspace if required by tenants. The units vary in footprint size with the smallest units being Units 6a and 6b providing 364.37 sq.m per unit, and the largest being Unit 4A, which provides 1,265.44 sq.m of floorspace. The 6 blocks are made up as follows:

- Block 1 : 48m in length by 35m in depth
- Block 2 : 120m in length by 22m in depth
- Block 3 : 102m in length by 21m in depth
- Block 4 : 103.88m in length by 31.70m in depth
- Block 5 : 144m in length by 24.49m in depth
- Block 6 : 32m in length by 15m in depth

All of the units include a full height glazed pedestrian entrance and a large shutter entrance for loading/unloading of goods vehicles. All of the units have a sloping roof,

with the front sloping down to a lower height at the rear. All are the same height at 9.7m to the eaves and 11.5m at the tallest height.

The 6 blocks are positioned around the site boundaries, all of which face inwards towards a central courtyard area for vehicle parking, circulation space and general activity associated with the businesses. In terms of infrastructure, the proposed development includes provision for a total of 174 vehicle parking spaces consisting of the following:

- 106 no. standard spaces;
- 34 no. standard EV charging spaces;
- 24 no. disabled bays;
- 4 no. electric charge accessible parking bays; and
- 6 no. motorcycle spaces

Dedicated secure and enclosed cycle parking is provided around the site in multiple locations along with large communal bin storage areas. There are also dedicated pedestrian routes provided around the site, with safe crossing areas across where service vehicles will be.

In terms of appearance, the buildings are made up of different insulated metal cladding within a grey pallet (white, hamlet, goosewing grey, grey aluminium). As outlined within the submitted design and access statement, there are some small variations across units, but generally the main entrances are emphasised by full height glazing system. Cladding types have been broken up with an anthracite grey cladding rail. The roof is also proposed to be covered with profiled insulated metal cladding system that incorporate roof lights that provide natural daylight into the internal storage areas.

Members should note that the design of the rear elevation of Block 5 along with the side and rear elevations of Block 6 have been amended following negotiations with the Planning Officer. These elevations that have a main road frontage onto Greg Street have been enhanced to provide a more interesting streetscene. These elevations also include the further use of different cladding materials to break up the façade including a western red cedar metal cladding material and some translucent cladding, which allows light from the unit to be emitted onto the streetscene. The proposed elevations can be seen within the drawing pack attached to this report.

A hard and soft landscaping scheme has been provided with the application, which includes the retention of existing trees and landscaping where possible, with the provision of additional planting in all areas of the site.

SITE AND SURROUNDINGS

The application site is comprised of the former Vauxhall Industrial Estate, located off Greg Street in South Reddish. The site measures approximately 3.19 hectares and previously housed a number of employment premises in a mix of building types and quality, some with open storage areas. The majority of the buildings have been vacant for some time, with the last tenants leaving the application site earlier this year.

There are historically three vehicular access points into the site, which are all accessed directly off Greg Street. Two of these access points provide access into the industrial park, and one providing access directly into the large warehouse

building that occupies the northern part of the Site. The main access into the site is located at the corner of Greg Street.

Following widespread demolition across the site, the majority of the site is now vacant land comprising hardstanding. Prior approval was granted under applications DC/072086 (February 2019) and DC/083187 (September 2020) for the demolition of all the former buildings at the site.

The site is bounded by an operational railway line to the north-west boundary and employment premises and housing beyond, a self-storage facility to the north-east of the site boundary and the headquarters of a jewellery business to the south. There is an existing housing estate opposite the site, backing onto Greg Street and accessed from Charlbury Avenue. In addition, there is an older terrace of housing immediately next to the southern portion of the site and fronting Greg Street, along with a row of semi-detached houses on Greg Street at the northern end of the site and in front of the self-storage premises.

The site is located within an Employment Area as designated within the saved UDP and is surrounded by a designated Predominantly Residential Area. The site is not located within a Conservation Area nor are any of the buildings designated Listed Buildings.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 ("PCPA 2004") requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan includes-

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

The application site is allocated within an Employment Area, as defined on the UDP Proposals Map. The following policies are therefore relevant in consideration of the proposal :-

Saved policies of the SUDP Review

- E1.1 Location of New Industrial Development
- E1.2 Location of New Business Premises and Offices
- E3.1 Protection of Employment Areas
- E3.2 Refurbishment of Older Buildings in Employment Areas
- MW1.5 Control of Waste from Development

LDF Core Strategy/Development Management policies

- 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

Supplementary Planning Guidance does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

- Sustainable Transport
- Sustainable Design and Construction

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 20th July 2021 replacing the previous versions of the document (originally issued 2012 and revised 2018 & 2019). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a “material consideration”.

Para.1 “The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied”.

Para.2 “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise”.

Para.7 “The purpose of the planning system is to contribute to the achievement of sustainable development”.

Para.8 “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”*

Para.11 *“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”.

Para.12 *“.....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”.*

Para.38 *“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”.*

Para.47 *“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”.*

Para. 81 *“Planning policies and decisions 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*

Para. 83 *“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”*

Para.124 *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect*

of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Para.130 “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 or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”.

Para 174. “Planning policies and decisions should contribute to and enhance the natural and local environment by:

... (d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”

Para. 180 “When determining planning applications, local planning authorities should apply the following principles:

... (d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”

Para 184. “Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.”

Para 185. “Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

(a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

(b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

(c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

Para. 188 “The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.”

Para.213 “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)”.

Planning Practice Guidance

The Planning Practice Guidance (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

There are multiple historic applications relating to this large industrial estate. However, these are limited within recent years, and those of most relevance to this case are as follows:

Reference: DC/072086; Type: P11B; Address: Vauxhall Industrial Estate, Greg Street, South Reddish, Stockport, SK5 7BR, ; Proposal: Demolition of all buildings and structures on the site (Prior Notification); Decision Date: 07-FEB-19; Decision: PARA

Reference: DC/076358; Type: FUL; Address: Land Adjacent To Banner Building, Greg Street, South Reddish, Stockport, SK5 7BT, ; Proposal: Proposed change of use and resurfacing of existing scrub land to private car parking for 305 cars in association with Lookers Plc business; Decision Date: 28-SEP-20; Decision: GTD

Reference: DC/083187; Type: P11B; Address: Vauxhall Industrial Estate , Greg Street, South Reddish, Stockport, SK5 7BR; Proposal: Prior Approval for the demolition of remaining building and structures at Vauxhall Industrial Estate; Decision Date: ; Decision:

NEIGHBOUR'S VIEWS

The owners/occupiers of 88 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 2 properties have been received to the application. The main causes for concern raised are summarised below :-

- Air pollution from large car park
- More lorries on the road
- Living across road from an industrial estate, noise and decrease in value of property because of close proximity of estate
- Serious noise & dust nuisance from historic users of the site.
- Not able to spend time in the garden and enjoy a relaxing life style
- The noise and vibrations created from the recent demolition works was unbelievable and very stressful for residents and the local wildlife/pets.
- Would object to the removal of the high conifer trees along the boundary with the railway line.
- Concerns over the existing buildings containing asbestos.
- There appears to be no timescale of events with the demolition and subsequent groundworks and new built.

COMMUNITY CONSULTATION

As outlined within the submitted Planning Statement, the applicant completed a Community Consultation exercise prior to the submission of this planning application. Whilst Covid 19 restrictions meant that face to face engagement with the local community were not possible, the applicant still sought to engage the local community in the proposals for the site. The submission states that:

The Applicant team prepared a letter, a copy of which is included at Appendix I, and attached a copy of the proposed development layout plan to this. The letter set out some details of the proposed development and outlined the reports that the application will be supported by. The letter included an email address which local residents could contact the Applicant to discuss the scheme. This was circulated to all those residential properties and business that are located in proximity of the Site on 8th October 2021.

Ward Councillors for Reddish South and North wards were also notified of the public consultation via email on 19th October 2021. This email extended an invitation to meet on site, subject to social distancing, if Councillors wished to do so. Network Rail were also consulted via email on 20th October 2021.

No responses were received from the local community in response to this consultation exercise. Ward Councillors did attend a site visit in December 2021 for a walk around the site and to ask questions in relation to the submitted plans.

CONSULTEE RESPONSES

Planning Policy (Employment)

Relevant policies

National Planning Policy Framework (NPPF)

- Para 81 notes that planning decisions should help create the conditions in which businesses can invest, expand and adapt.
- Para 83 requires that planning decisions should recognise and address the specific locational requirements of different sectors.

Saved Unitary Development Plan

- Policy E1.1 Location of New Industrial Development – New B2 and B8 uses will be permitted within existing and proposed Employment Areas identified on the Proposals Map. All sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies, as well as having good access to the highway network and public transport.
- Policy E1.2 Location of New Business Premises and Offices – New business premises and office developments will be permitted within Employment Areas identified on the Proposals Map. All sites for office development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies, as well as having good access to the highway network and public transport.
- Policy E3.1 Protection of Employment Areas – In Employment Areas on the Proposals Map, development involving B1, B2 and B8 will be permitted provided that development on land close to residential areas will not have a materially detrimental effect on living conditions of residents.
- Policy E3.2 Refurbishment of Older Buildings in Employment Areas – The Council will permit the refurbishment of mills and other buildings in

Employment Areas for continued industrial or business use. The explanation to the policy notes that unsightly and obsolete industrial buildings can discourage investment in an area, stating that where such buildings are considered to be obsolete and incapable of refurbishment, demolition and redevelopment for employment purposes will be considered appropriate.

Core Strategy

- Core Policy CS7 Accommodating Economic Development – New B2 and B8 uses are still likely to be required and such uses will need to be provided. Existing employment areas are considered to be the appropriate locations to accommodate these, as well as the moderate rise in warehousing development. B2 and B8 uses, which are likely to generate heavy goods traffic or be otherwise incompatible with residential areas, will be directed to employment areas with good access to the National Strategic Road Network and Local Primary Road Network.
- Development Management Policy AED-3 Employment Development in Employment Areas – The Council will protect employment areas for employment generating uses and within these areas regard will be given to the requirement for flexibility for employment generating uses beyond B1, B2 and B8.

Evidence

Employment Land Review

The Council's Employment Land Review (ELR) finds the key issue to be a 'persisting qualitative deficiency of existing sites'. Many poorer quality employment sites appear to be well occupied and this is considered to indicate that there is a lack of suitable stock that is restricting the ability of local businesses to move into suitable premises, hence there is a pent-up demand for certain accommodation within the Borough. The site appraisal for 'Site 46 Whitehill' covers a much larger area than the proposed site at 30.6 ha. although it makes some observations about the application site in question. It is noted that the northern part of the employment area is populated by a 'mixed quality of stock' and that there are 'a number of builder's merchants and brick/timer merchants' and that this 'further dilutes the traditional employment area'. In relation to infrastructure it is found that this is 'good' although 'some of the internal highways are of poor quality as a result of the volume of heavy goods traffic that uses the site'. The Whitehill area scores 30 out of 39 and as such is rated 'Moderate'.

The recommendations in the ELR state that sites which are of moderate quality, but by virtue of their size and/or location are of strategic importance, should be retained as far as it is practical to do so. These sites are noted as facing a number of growth constraints which have adversely affected their scores, and consist of 'under-utilised sites which offer potential to make a contribution to the overall employment land offer in future years'. As such, the site is listed within Table 10.2 'Sites of strategic importance to be retained'.

Principle and consideration of issues

The proposal is for comprehensive redevelopment of Vauxhall Industrial Estate to provide 6 industrial units under Class B2 and B8 with ancillary Class E(g)(i) office space, provided within 28 separate units. The application follows prior approvals for demolition of previous B2 and B8 uses on site to enable the entire site to be brought forward for new employment space.

Vauxhall Industrial Estate is within a designated Employment Area under Saved UDP Policy E3.1 which encourages B1, B2 and B8 uses provided there is no conflict with adjacent residential uses. Providing any such impacts are addressed, I do not see any conflict with Saved UDP Policy E3.1. Saved UDP Policy E3.2 offers further support for the proposal, given that the prior approvals to demolish the previous structures on-site were sanctioned.

Policies in the NPPF at Chapter 6 and Core Policy CS7 and DM Policy AED-3 in the Core Strategy are supportive of the need to be flexible in respect of the economy. Whilst the proposed level of floorspace at 19118.22 sqm GIA is substantially lower than the buildings that were previously on site, it is recognised that there is demand from small and medium enterprises (SMEs) in the borough and regionally, and therefore such a well-located site with easy access to the M60 and offering the proposed modern, flexible accommodation, is likely to be very popular and much more appropriate than the previous outdated and unsuitable stock.

The submitted report from DTRE on the industrial market and the merits of the site as an industrial and logistics location successfully demonstrate that there has been unprecedented take-up for industrial property recently and that there remains a supply shortage of modern efficient industrial units in the borough which risks existing businesses moving away to meet their requirements.

The Council's evidence in the Employment Land Review (2018) supports this finding, highlighting a qualitative deficiency of existing sites, and noting in respect of the site in question that it represents a resource of underutilised stock with significant potential.

The flexibility of the units to accommodate users who need 4,500 sq ft up to 20,000 sq ft is a significant factor, according with NPPF policies on the economy which lend support to decisions that enable business to grow and adapt. The diversity of offer will also serve to raise the profile and strengthen the overall quality of the designated Employment Area which is identified as being of strategic importance. I judge Saved UDP Policy E3.1, Core Policy CS7 and DM Policy AED-3 to be met.

Highways

Original Comments 09.02.2022

This application seeks permission for the demolition of existing buildings and structures at Vauxhall Industrial Estate, Greg Street, Reddish and the construction of a new industrial estate comprising of 28 units providing 19,118sq.m of B2, B8 and E(g) floorspace. The development is proposed to be accessed via a single accessed located in a similar position as one of the site's existing accesses and parking is proposed to be provided for 167 cars, 6 motorcycles and 42 cycles. After reviewing the submitted drawings and documents, including a Transport Assessment and Framework Travel Plan, I would make the following comments:

Traffic / Highway Impact

A Transport Assessment (TA) has been submitted in support of the application to review the highways and transport issues relating to the development. The scope of this, however, was not agreed with the Council (as guidance on transport assessment and the Council's validation requirements states should take place), although the applicant has outlined that it has been produced in accordance with national guidance.

Using data from the TRICS database and Census travel to work data, it outlines that the development would be expected to generate 127 two-way vehicle movements during the AM peak and 106 during the PM, including 7 (AM) and 3 (PM) HGV movements. It also outlines that there are 15,176sqm of buildings already on site, which, based on the same methodology, would be expected to generate 101 two-way vehicle movements during the AM peak and 84 during the PM. Based on these figures, the development would be expected to generate 26 additional vehicle movements during the AM peak and 22 additional vehicle movements during the PM peak.

The impact of the development on the local highway network has then been assessed. This uses traffic survey data from 2014 which was contained in a TA produced for a development at a neighbouring site (application DC/055662). The TA outlines that this data has been used due to the "*challenges with data collection as a result of the COVID19 pandemic*". Using this data and the same distribution used in the TA produced for the previous development, the site access, the Reddish Road / Greg Street priority junction and the signalised junction of Greg Street, Reddish Road, Reddish Vale Road and Roland Road have been assessed using the PICADY and LinSig junction modelling software packages.

The TA outlines that the modelling shows that the site access will operate within capacity, with minimal queuing. With respect to the Greg Street / Reddish Road priority junction. The TA outlines that the junction is currently operating at capacity, with queues of up to 5 vehicles on Greg Street. Following development, the modelling shows that the junction will operate over capacity, with an increase in queuing (notably during the AM peak on Greg Street, where queues are predicted to increase from 9 to 14 vehicles in 2016 and delays predicted to increase to 182 seconds).

With respect to the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signalised junction, it outlines that the junction is currently operating within capacity and would continue to in the opening year (2023) with the development constructed, although with a slight increase in queuing (of up to 4 vehicles), notably northbound on Reddish Road. 3 years after occupation, however, it outlines that capacity will be exceeded (with the DoS exceeding 90% on Reddish Road North and Reddish Vale Road). It does, however, outline that queues will not increase significantly (up to 5 vehicles) and that total delay will not be significant.

Whilst the TA acknowledges the increase in queues and delays, it argues that such delays are not at a level that would be regarded as severe, which is the threshold which would warrant the application to be refused (having regard to NPPF).

Whilst I will leave it for Transport for Greater Manchester (TfGM) who are responsible for signal-controlled junctions to comment on the modelling of the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signalised junction and the impact of the development on that junction, I do not consider the overall assessment of the traffic impact of the development acceptable. This is on the basis that:

- 1) It is not clear where the Census data in table 6.1 is derived from (full outputs have not been provided) and why the middle-layer output area has been used. Analysis I have carried out indicates a greater percentage of people travelling by car.
- 2) Full details of how site selection in TRICS has been carried out has not been provided

- 3) The assessment assumes that there is 15,176sqm of industrial floorspace at the site but this assumes that all of Building 1 remains, whereas I would estimate only 2700sqm remains, which would reduce existing floorspace to 9797sqm.
- 4) The use of traffic count data from 7 years ago is not considered acceptable. Guidance outlines TAs should use counts from within the last 3 years. Whilst it is accepted that the COVID-19 pandemic has impacted flows (notably during lockdown periods), in many areas, traffic levels have returned to previous levels. As such, whilst data from traffic surveys carried out in the current climate needs to be checked against historic levels, it is not considered that such dated data should be used in lieu of more recent data (other than in agreed circumstances).
- 5) Trip distribution is partly based on the distribution used to assess application DC/055662. This was based on postcode information from just 45 staff from one existing business and may therefore not be representative.
- 6) Future year assessment has been carried out for 3 years after occupation (2026). It is considered that 5 years after completion should be used (2028).
- 7) Noting that the modelling shows that both the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signalised junction and the Greg Street / Reddish Road priority junction will operate over capacity following development, with increases in delays and queuing, it is considered that measures to mitigate the impact need to be explored.

As such, I do not consider that the impact of the development has been properly assessed, as required by Policy T-1 'Transport and Development' of the Core Strategy DPD, and therefore consider that further / revised information and assessment work is required. As such, I recommend that the application is deferred to allow this work to be carried out.

Access

The development is proposed to be accessed via a single bellmouth access on Greg Street, which will be located towards the south-western end of the site frontage in a similar location as one of the site's existing accesses. The submitted drawings show the access will comprise of:

- 1) A 7.3m carriageway
- 2) 3m radii on the southern side and 10m radii on the northern side.
- 3) A 1.5m footway on the southern side and a 2m wide footway on the northern side
- 4) Sliding gates set back 3-6m from the carriageway

The TA outlines that 2.4m by 43.0m visibility splays will be provided at the access, which it states is suitable for a road with vehicle speeds of 30mph, and the TA includes copies of swept-path vehicle tracking diagrams aimed at demonstrating that 16.5m articulated HGVs and 11.2m refuse vehicles would be able to turn into and out of the access. I do not, however, consider the access acceptable. This is on the basis that:

- 1) The geometry is such that vehicles left turning into the access would cross over into the opposing carriageway of the access
- 2) Footways to the sides of the access are sub-standard (2m footways should be provided on both sides)
- 3) No pedestrian crossing is shown at the access.
- 4) 43m splays equate to speeds of 29mph (MfS2 calculation) and no information has been provided to demonstrate that vehicle speeds are less than this.

- 5) The visibility splays are incorrectly drawn.
- 6) The gates would obstruct access into the site

It may be possible to address these issues through the submission of a revised plan and therefore I recommend that the application is also deferred to allow the applicant to also review this issue and submit a revised plan with the aim of addressing these issues.

Servicing

The TA includes copies of swept-path vehicle tracking diagrams which are aimed at demonstrating that a range of vehicles could service the site. This includes diagrams that are aimed at demonstrating that 16.5m articulated HGVs and 11.2m refuse vehicles would be able to turn into and out of the site access, 16.5m articulated HGVs would be able to travel through the site to Unit 1B and manoeuvre into and out of the service yard that will serve that unit and 10m rigid HGVs would be able to travel through the site and manoeuvre into and out of the service yards that will serve a representative number of the smaller units (2C, 3D, 4A, 5F 6B). The TA also outlines that it is not expected that the smaller units would be serviced by articulated HGVs.

I do not consider, however, that this information demonstrates that each unit will be able to be serviced in a safe and practical manner and I also have some concerns with respect to the proposed arrangements. This is on the basis that:

- 1) Information has not been submitted to demonstrate that each unit can be serviced.
- 2) It is not clear that each unit can be serviced independently (e.g. could Unit 1A be serviced if an HGV was parked at the service door to Unit 1B?)
- 3) HGVs parked by the service doors of Units 3B-3E and 5A-5H could block the pedestrian route
- 4) I would question whether only Units 1A and 1B would need to be serviced by articulated HGVs (would the applicant accept a condition limited servicing to rigid HGVs?)
- 5) It is unclear how the layby on the main site access would be used and a swept-path vehicle tracking diagram has not been provided for this
- 6) There appears to be only a small number of bin stores within the site

I therefore consider site servicing needs to be reviewed and further information submitted. As such, I recommend that the application is also deferred to allow the applicant to also review this issue and submit additional / revised information / drawings with the aim of addressing this issue

Parking

The table below outlines the number of spaces proposed and how this relates to the adopted parking standards.

	Car Parking spaces (max)	Disabled car parking (min.)	Motorcycle parking (min.)	Cycles (min.)	EV spaces
Adopted standard	425	18	6	28	34 (2023) 47 (2024)*
Proposed	167	28	6	42	3 plus 26 cable enabled

* Year or occupation

The overall number of spaces for disabled badge holders, motorcycles and cycles therefore exceeds the minimum required and the overall number of spaces is less than the maximum permitted.

The overall number of car parking spaces, however, only equates to 39% of the maximum permitted, although the allocation varies a little across the site, ranging from 36% to 50%.

In order to demonstrate that the level of parking will be sufficient, the applicant has carried out a parking accumulation exercise using data from the TRICS database and modal share information from census data. This indicates that demand will reach 168 spaces. Although the TA outlines that this means that capacity will not quite be reached, this is an incorrect statement as the TA has incorrectly include motorcycle spaces in this calculation.

Notwithstanding that, as outlined above, I have questioned the TRICS data used, as well as the census modal share data. If different census data is used, a different conclusion is reached. Modal share data from the output area the site is located in (as opposed to the middle-layer output area) indicates a greater percentage of people travelling by car (73.6% as opposed to 64%) and if this figure is used, a parking demand of 193 cars is calculated. Parking demand can also be reviewed in an alternative way. Based on data contained in the H&CA Employment Densities Guide 2015, between 273 and 531 FT staff would be expected to be employed at the development (although the Planning Statements suggests this could be as high as 696). Using the modal share census data referred to above, which outlines that 73.6% of people working in the area travel by car (as a driver), based on this methodology, between 201 and 390 staff would travel by car. Whilst not all staff would be expected to be at the site at one time (taking shifts, holidays etc. into account), based on this methodology, it would appear that depending on the split in uses (B1c, B2 and B8), as well as specific requirements of each occupier, the proposed level of parking may not be sufficient.

If insufficient parking is provided within the site, this could result in parking over spilling onto nearby streets or taking place in locations in the site which could affect access, servicing and manoeuvring. Whilst I note that there are parking restrictions Greg Street in the vicinity of the site accesses which could partly manage this issue, having regard to Policy T-2 'Parking in Developments', which outlines that *"developers will need to demonstrate that developments will avoid resulting in inappropriate on-street parking that has a detrimental impact upon the safety of the highway"*, I consider that this issues needs to be reviewed in more detail and the provision of additional parking or the implementation of robust measures to reduce parking demand needs to be considered.

With respect to parking for disabled persons, as outlined above, the overall number of spaces for disabled badge holders accords with the adopted parking standards. In addition, a disabled parking space is proposed to be provided for and adjacent to each unit, which I consider is required. The disabled parking spaces do not, however, accord with current design standards. As outlined in Inclusive Mobility (DfT, 2021), 1.2m wide access areas must be provided on both sides of a space, not just one side. I also note that the motorcycle spaces are sub-standard in size (they should be 1.5m by 2.8m) and therefore this also needs to be addressed. The scheme therefore needs to be amended to address these issues.

With respect to cycle parking, the overall number of spaces for cycles also accords with the adopted parking standards. I do not, however, consider the use of Apollo

Cycle Shelter with two-tier racks acceptable as such shelters are not fully secure or weatherproof and not all cycles or cyclists can use two-tier cycles. In addition, I consider that a facility closer to Units 6A and 6B should be provided. The scheme therefore also needs to be amended to address this.

Regarding spaces with EV charging points, only 3 spaces are proposed to be provided with EV charging points. In addition, a further 26 spaces are proposed to be “cabled enabled” which would allow charging points to be provided for these spaces in the future. The Council’s guidance document, ‘Electric vehicle charging: Guidance for developers on the requirements for electric vehicle charging for new development’, however, outlines that a minimum of 34 spaces should be provided with EV charging points if the development was to be occupied in 2023 and 47 if it was to be occupied in 2024. It also outlines that a minimum of 10% of the spaces with electric vehicle charging points should be suitable for use by disabled badge holders and all other spaces must have infrastructure (ducting / cable routes) provided to them so as to allow charging points to be provided for each space in the future. As such, the proposed number of EV charging points (as well as cabled enabled spaces) does not comply with the Council’s requirements, nor would be expected to meet demand. The scheme therefore also needs to be amended to address this.

Accessibility

The TA outlines that the site is located within an existing employment area and is within walking distance of the Reddish Road bus corridor, Reddish District Centre and a number of residential areas and there is a reasonable network of walking and cycling routes in the area. It also outlines that it is within reasonable cycling distance of various parts of the Borough and neighbouring boroughs and there are a number of cycle routes within the vicinity of the site. With respect to public transport, it outlines that the nearest bus stops to the site (on Reddish Road) are served by a single, but high frequency (5 buses/hour) service between Stockport and Manchester and the nearest train station is Heaton Chapel, which is served by 1-2 services per hour in each direction (it is noted, however, that station is approx. 1.9km which is beyond the maximum recommended walking distance). Based on this assessment, the TA concludes that the site *“benefits from high levels of accessibility by sustainable transport”*.

Whilst the site is more accessible than many employment sites, I would not agree that it is highly accessible, noting it is not within reasonable walking distance of a train station with frequent services, nor bus stops served by a range of bus services which provide access to / from various areas. I also note that most junctions in the vicinity of the site do not benefit from properly formed pedestrian crossings, one of the nearby bus stops does not have a shelter, many local streets, including Greg Street, are not conducive for cycling (e.g. due to vehicle speeds, vehicle priorities and lack of cycle infrastructure), there are no off-carriageway cycle facilities at the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signal-controlled junction and the lack of signed and safe links between the site and nearby cycle routes.

Noting that the site is currently used for employment use, I would have no objection, in principle, to the continued use of the site for employment use but noting that the proposal will double the amount of floor area at the site, which will result in a significant increase in staff and visitors travelling to the site and an increase in vehicle movements on local streets, I consider there is a need for some of existing deficiencies to be addressed and pedestrian, cycle and bus infrastructure improved to encourage and allow staff and visitors to the development to travel to the site by

sustainable modes (it should be noted that no proposals have been tabled by the applicant).

As such, consider that the application also needs to be deferred to allow the applicant to also review this issue in conjunction with the Highway Authority and develop a comprehensive scheme of measures to improve access to the development. Measures that allow and encourage more staff and visitors to travel to the site by sustainable modes will also help to mitigate the impact of the development.

Travel Plan

Although no proposals have been tabled to improve pedestrian, cycle and bus infrastructure in the vicinity of the site, cycle parking is proposed to be provided, as well shower rooms (combined with an accessible WC) in each unit to encourage and allow staff and visitors to the development to travel to the site by sustainable modes. In addition, a Framework Travel Plan (FTP), which outlines various measures that are proposed to be implemented to encourage staff to travel by sustainable modes has been produced and submitted in support of the application.

The FTP includes much of the information on the development and the local highway and transport network contained in the TA and then sets out various measures that would be implemented to encourage sustainable travel, including:

- 1) Providing staff with information on walking, cycling and public transport (on notice boards and travel brochures)
- 2) Providing facilities for on-line meetings
- 3) Promoting car sharing
- 4) Making staff aware of cycle training courses
- 5) Running "Dr Bike" bike maintenance events
- 6) Making staff aware of EV charging points within the site
- 7) Promoting 'Bike Week' and similar events

It also provides details of how the travel plan will be monitored, outlining that staff travel surveys will be carried out for 5 years once 50% of units are occupied

A review of the travel plan concludes that whilst the measures proposed may encourage some staff to travel by sustainable modes, it is considered that the plan is quite weak in its present form and should include more information and measures. In addition, it is considered that waiting until 50% of the units are occupied could result in the final Travel Plan not being created and travel plan measures not being operated for some time after first occupation, the plan should operate for more than 5 years, detailed targets could be included prior to occupation (e.g. based on census information), parking surveys should also be carried out and the plan should include proposals to carry out remedial action of targets and objectives are not being met. The plan should also be produced using TfGM's online Travel Plan Toolkit. These issues, however, can be addressed through the development of the FTP to a full Travel Plan prior to occupation of the development. The requirement to do this could be secured by condition.

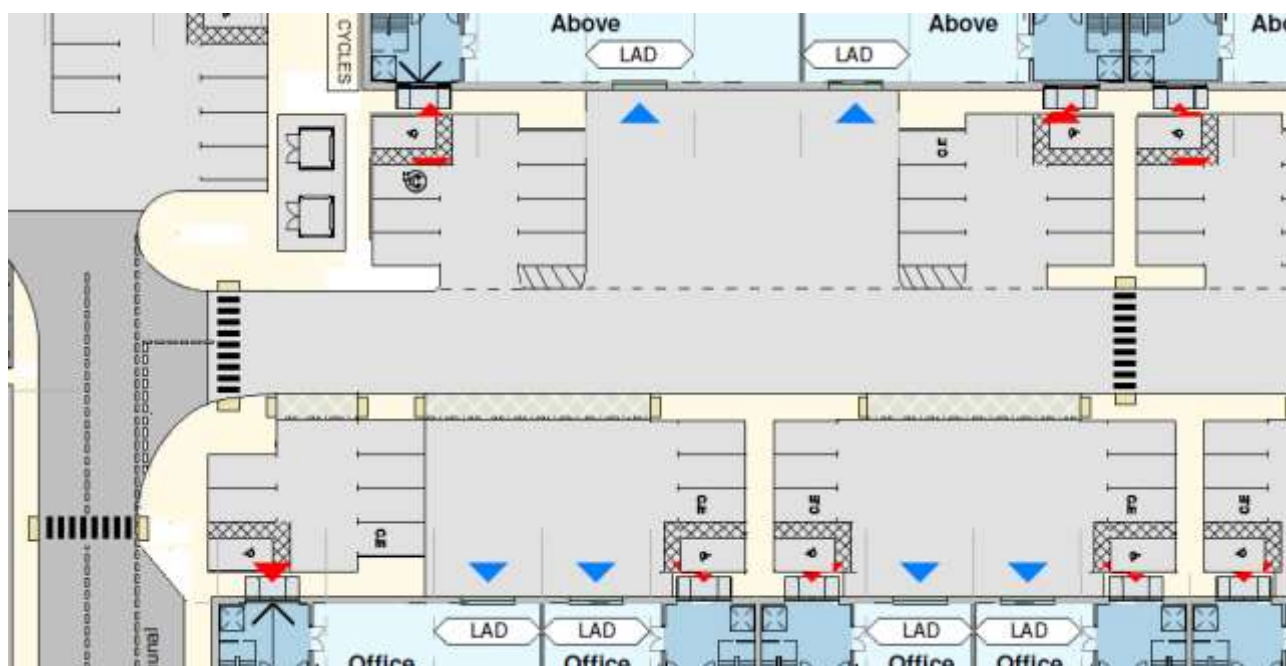
Site Layout

The development would comprise of 28 no. employment units grouped around a central yard, with parking and service areas located between the buildings. Whilst footways are proposed along parts of the first section of the access drive, in other parts of the site, pedestrian routes would comprise of delineated routes across the service yards. With gates proposed at the site access, all the site would be private.

Whilst I would have no objection to the units being accessed and serviced via a private parking and service yard along the lines proposed, I do not consider the layout acceptable, as proposed. This is on the basis that:

- 1) Safe pedestrian routes are not provided to each unit (2m wide protected pedestrian routes should be provided to each building entrance)
- 2) Some footways are sub-standard in width
- 3) Pedestrian crossings are not provided within the site
- 4) Disabled parking spaces don't have 1.2m access areas on each side (either a flush footway or hatching)
- 5) Cycle parking should be located in safe, accessible locations and clear from turning / manoeuvring areas.
- 6) Motorcycle spaces are sub-standard in size (they should be 1.5m by 2.8m)
- 7) HGVs parked in front of Units 3B-3E would obstruct the pedestrian route
- 8) The access that serves Units 6A and 6B is very wide, which would be unsafe for pedestrians to cross.

It is therefore considered there is a need for the site layout to be amended so as to address the issues outlined. This should be possible without significant amendments to the site layout. The drawing below provides an indication of what would be acceptable. This could be replicated across the site.



I therefore recommend that the application is also deferred to allow the applicant to revised the site layout with the aim of addressing these issues.

Conclusion

This application seeks permission to redevelop Vauxhall Industrial Estate at Greg Street, Reddish, which will involve constructing 28 units, providing 19,118sqm of accommodation, to replace 8 existing buildings which provide approx. 9797sqm of accommodation. Whilst I have no objection, in principle, to the redevelopment of the site for industrial use, I do not consider the Transport Assessment has demonstrated that the development will not have material impact on the highway network, the proposed level of car parking will meet demand or the site will be able to be serviced in a safe and practical manner. In addition, I do not consider the proposed access arrangements acceptable, nor aspects of the site layout or the design and form of the parking for cycles, motorcycles or disabled badge holders and note that an

insufficient number of EV charging points is proposed to be provided. I also consider that the need for improvements to be made to existing pedestrian, cycle and public transport routes / infrastructure so as to encourage and allow staff and visitors to the development to travel to the site by sustainable modes. These issues should be able to be addressed through the submission of additional information and revised plans and therefore I recommend that the application is deferred to allow the applicant time to try and address the issues outlined.

Recommendation: Defer

Further comments following submission of additional information 09.05.2022

I write with reference to the additional information and revised drawings which have been submitted with the aim of addressing the issues raised in my consultation response of the 9th February 2022. After reviewing the information and drawings, I would conclude that whilst they have addressed some of the issues I raised, other issues remain. I also have some concern with respect to the revised modelling information. I am still of the view, however, that the submission of additional information and amendments to the scheme may address the issues I have raised and therefore I have had some discussions with the applicant's transport consultant with respect to the provision of additional information and further amendments to the scheme. I am currently waiting for this information and revised drawings to be submitted and therefore I recommend that the application is deferred for a further period of time to allow the applicant's transport consultant to submit the additional information and drawings and for these to be reviewed.

Final comments 09.06.2022

I write with reference to the additional information and revised drawings listed below which has been submitted with the aim of addressing the issues raised in my consultation response of the 9th February 2022.

Technical Note TN01

Technical Note TN02 – Modelling Addendum

Technical Note TN03 – Modelling Addendum

21093-C4P-AV-ZZ-DR-A-0501 Rev P18 'Site Plan as Proposed'

J32-5885-PS-003 Rev A 'Swept path analysis'

J32-5885-PS-006 Rev A 'Swept path analysis'

J32-5885-PS-007 Rev A 'Swept path analysis'

J32-5885-PS-008 Rev A 'Swept path analysis'

J32-5885-PS-009 Rev A 'Swept path analysis'

It should be noted that some of the information in TN02 supersedes information in TN01. In addition, the layout shown on drawing 0501 Rev P18 'Site Plan as Proposed' supersedes the layout shown on a number of other drawings that have been submitted in recently weeks, including the 'Hard & Soft Landscape Design Proposals' and lighting drawings. I have therefore taken into account the latest information in this review and there will be a need for all drawings to be amended prior to the issue of any consent to ensure that they are all based on the agreed site layout.

After reviewing the information and drawings I would make the following comments:

Traffic / Highway Impact

In my comments of the 9th February, I outlined that I did not consider the traffic assessment in the TA acceptable for a number of reasons, including the lack of justifying information, the use of old traffic survey data, the amount of existing floorspace used, the assessment year and the distribution used. I also outlined that as the modelling showed that both the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signalised junction and the Greg Street / Reddish Road priority junction will operate over capacity following development, it was considered that measures to mitigate the impact needed to be explored.

In response to this:

- 1) Additional information has been provided on census data and trip rates to justify the data contained in the TA.
- 2) TN01 notes that a larger existing floor area was used in the assessment as this floor area was in use when the original traffic surveys took place
- 3) Following the production of TN01, TN02 outlines that the applicant commissioned a new traffic survey of the Greg Street / Reddish Road / Reddish Vale Road / Roland Road signalised junction. Using this data and the same distribution used in the original TA, TN02 includes the results of the impact that the development would be expected to have on the junction using LinSig junction modelling software. This outlines that the junction is currently operating within capacity during both the AM and PM peaks, although queues of up to 26 vehicles occur on Reddish Road. With development, the modelling outlines that the junction will continue to operate within capacity for both opening year (2024) and 2027, although an increase in queues is predicted on the Reddish Road North (3 in the AM peak) and Greg Street (2 in the PM peak) arms in 2024. The Technical Note therefore concludes that the development is expected to have a *“low impact on the local highway network, with minor increases in queuing, delay, and impact on capacity”* and that *“the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds”*. I would agree with this conclusion and note that Transport for Greater Manchester (TfGM), who are responsible for signal-controlled junctions, have not raised concern in respect to the impact of the development on this junction.
- 4) TN01 and TN02 also includes reviews of the distribution and include a revised method of distribution based on census data. This methodology outlines that fewer vehicles would be expected to pass through the two junctions on Reddish Road (notably the signalised junction), with more vehicles routing via Broadstone Hall Road. The implication of this is that the development will have a lesser impact on these junctions but would result in more vehicle movements on Broadstone Hall Road.
- 5) TN03 includes the results of an assessment of the Greg Street / Reddish Road priority junction which has been carried out using the PICADY junction modelling software. This outlines that the junction is currently operating within capacity during both the AM and PM peaks, with queues of up to 3 vehicles on Greg Street. With development, the modelling outlines that the junction will continue to operate within capacity during the AM peak but will slightly exceed capacity during the PM peak, which will result in queues of up to 6 vehicles on Greg Street. The Technical Note therefore concludes that the development will have a minor impact on capacity and such an impact will not be serve so as to justify a refusal on highway grounds. Whilst I agree with the overall conclusion, it is considered that mitigation measures should be implemented to minimise any impact. In respect to this, I do not consider junction improvements are appropriate or justified and instead consider a

robust travel plan is produced and implemented, together with the provision of sustainable transport infrastructure, so as to maximise the amount of trips made using sustainable modes of transport and therefore reduce vehicle movements.

In conclusion, the additional information addresses my previous concerns in respect to highway impact and, subject to the implementation of measures to maximise the number of trips made by sustainable modes of transport, I would conclude that an objection on the grounds of highway impact could not be justified.

Access

In my comments of the 9th February, I outlined that I did not consider the site access acceptable. This was on the basis that:

- 1) The geometry was such that vehicles left turning into the access would cross over into the opposing carriageway of the access
- 2) Footways to the sides of the access were sub-standard (2m footways should be provided on both sides)
- 3) No pedestrian crossing was shown at the access.
- 4) 43m splays equate to speeds of 29mph (MfS2 calculation) and no information had been provided to demonstrate that vehicle speeds are less than this.
- 5) The visibility splays were incorrectly drawn.
- 6) The gates would obstruct access into the site

The applicant has therefore amended the scheme and provided additional information with the aim of addressing these issues, including:

- 1) The access has been amended so as to include 12m radii and 2m footways on both sides, together with a pedestrian crossing point
- 2) Vehicle swept-path tracking diagrams have been submitted which demonstrate that articulated HGVs would be able to turn into and out of the site without crossing the opposing carriageway at the access
- 3) A drawing has been submitted which shows that 2.4m by 47m visibility splays can be provided at the access and TN01 notes that a higher level of visibility can be achieved in both directions
- 4) TN01 notes that although the gates (shown to be set back approx. 7m from the carriageway) are still proposed, these will remain open 24/7 and will only be shut on public holidays
- 5) TN01 notes that the applicant is willing to accept a condition attached to any planning approval which requires the production and implementation of a Delivery and Servicing Management Plan, which would detail how site servicing would take place.

After reviewing this information and drawings, I would conclude that, subject to matters of detail which can be agreed at condition stage, the revised access arrangements are acceptable (please, however, refer to my comments below in respect to the tie-in between the site access and adjacent servicing layby).

Servicing

In my comments of the 9th February, I outlined that I did not consider that the TA had demonstrated that each unit would be able to be serviced in a safe and practical

manner. The applicant has therefore amended the scheme and provided additional information with the aim of addressing these issues, including:

- 1) TA01 outlines that, given the size of the units, it is expected the majority of deliveries would be by rigid HGVs or panel vans.
- 2) Additional vehicle swept-path tracking diagrams have been submitted which demonstrate that rigid HGVs would be able to manoeuvre into and out of the service area for each unit
- 3) TN01 notes that any deliveries by larger vehicles could be managed as part of the Delivery and Servicing Management Plan
- 4) A number of additional bin stores have been provided

After reviewing the revised site layout plan and additional information, I would conclude that, having regard to the size of the units and likely servicing requirements, the servicing requirements of the development should be able to be catered for in a safe and practical manner. Whilst the individual servicing areas will not be able to accommodate articulated HGVs and vehicles parked to load / unload may block access to some parking spaces and partially obstruct access routes, I would conclude that these issues should be able to be managed by the site management company / occupiers of each of the units and would not affect the operation of Greg Street, or the wider highway network. As such, I would conclude that a recommendation of refusal on such grounds would be hard to justify. I would, however, recommend that any approval granted is subject to a condition requiring the production, approval and implementation of a Servicing Management Plan.

Parking

In my comments of the 9th February, I raised concerns with respect to how parking demand had been calculated, noting that, based on the submitted information, the proposed level of parking may not be sufficient. I also outlined that the design of the disabled parking spaces did not accord with current design standards, the motorcycle spaces were sub-standard in size and the proposed cycle shelters were not considered appropriate or well located.

In response to this, TN01 includes a revised car parking accumulation exercise. This outlines that peak occupancy will be 168, which equates to capacity. The Note also outlines why the methodology used to determine this figure was used. As previously outlined, different methodologies (which, it can be argued are equally valid) determine different figures and, as such, there is a possibility that demand may be higher than this. As such, demand could exceed supply, unless measures are implemented to reduce demand and ensure that parking does not take place in unsuitable or unsafe locations. As such, I recommend that any approval granted is subject to;

- 1) The applicant entering into a Section 106 Agreement relating to the payment of financial contribution of £8000 fund the review and provision of additional parking restrictions in the vicinity of the site
- 2) The production and implementation of a parking management plan (which should include an enforcement regime) to manage parking within the site so as to ensure that parking does not block access routes, turning areas etc.
- 3) The production and implementation of a robust travel plan.
- 4) The provision of cycle parking and shower / changing facilities within the site
- 5) Off-site improvements to improve the site's accessibility and encourage alternatives to the private car (so as to reduce car parking demand)

It is noted that the applicant has agreed to enter into a Section 106 Agreement in respect to paying a financial contribution of £8000 to fund parking restrictions and to implement a parking management plan.

With respect to parking for disabled badge holders, motorcycle spaces and cycles and the provision of EV charging points, the scheme has been amended with the aim of addressing the issues that I previously raised. The revised site layout shows:

- 1) 6 motorcycle parking spaces in two locations (with spaces of the correct dimensions)
- 2) 28 disabled parking spaces (one for each unit) of the correct dimensions
- 3) 9 covered / weatherproof cycle shelters with single tier cycle racks in 8 locations
- 4) 36 EV charging points (with 4 serving disabled parking spaces)

Subject to detail, I would consider the disabled parking spaces, motorcycle parking spaces and the majority of the cycle stores acceptable (9 cycle stores would be able to accommodate at least the previously proposed number of cycles (42 no.)). I do not, however, consider the location of the cycle shelter by Unit 4E acceptable as no room would be available adjacent to the shelter to access it. This therefore needs to be relocated, requiring a further revised drawing.

With respect to EV charging points, whilst the number of spaces will accord with the Council's guidance if the development is occupied in 2023 (34 spaces would be required in that year), additional charging points would be required if the development was occupied in a future year. In addition, I note that none of the 4 charging points proposed to serve disabled parking spaces would be located to the northern end of the site (to serve Units 4A-4E and 5A-5H). These matters, however, can be dealt with by condition.

Accessibility

In my comments of the 9th February I outlined that whilst I had no objection, in principle, to the continued use of the site for employment use, noting that the proposal will double the amount of floor area at the site which will result in a significant increase in staff and visitors travelling to the site and an increase in vehicle movements on local streets, I concluded that there is a need for some of existing deficiencies to be addressed and pedestrian, cycle and bus infrastructure improved to encourage and allow staff and visitors to the development to travel to the site by sustainable modes. I therefore recommended that the application was deferred to allow the applicant to review this issue in conjunction with the Highway Authority and develop a comprehensive scheme of measures to improve access to the development. The applicant, however, has not approached the Council to discuss this matter, nor has provided any information or comment on this issue. As such, this issue remains outstanding and still needs to be addressed.

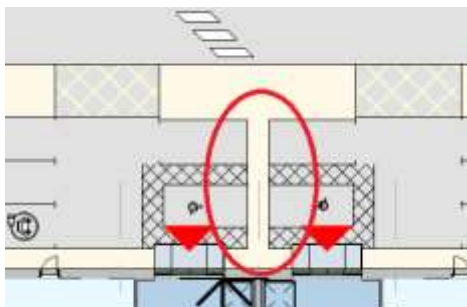
Travel Plan

I previously outlined that although a Framework Travel Plan had been submitted in support of the application, this was not considered acceptable and required further development. I also outlined that the Plan could be developed to a full Travel Plan prior to occupation of the development and the requirement to do this could be secured by condition. No further information has been submitted in respect to this and therefore my previous comments remain unchanged that this matter can be dealt with by condition.

Site Layout

In my comments of the 9th February, I raised concerns with respect to the site layout due to issues with respect to lack of suitable pedestrian routes within the site and the location and design of parking facilities. The scheme has been amended with the aim of addressing these. A reviewed of the amended site layout concludes that whilst many of the issues have been addressed, a number of issues remain, notably:

- 1) A number of footpaths within the site (e.g. between parking spaces) are very narrow which could affect pedestrian access within the site, notably by those with disabilities (footpaths should be a minimum of 1.5m wide, 2m, where possible).



- 2) There is no pedestrian route past Unit 3E and the footpath in front of Unit 5A has a pinch point (see plan below).



- 3) The pedestrian crossing on the main site access conflicts with the loading bay (see plan above)
- 4) The tie in between the access and the layby on the site access road is sub-standard (see plan below). The kerb line at the access should tie in with the outer extent of the layby / the dashed in and then splay in (or similar).



- 5) As outlined above, there is no room adjacent to the cycle shelter by Unit 4E to access it. This therefore needs to be relocated.

As such, it is considered that further amendments are required.

Conclusion

A significant amount of additional information, including three Highways and Transport Technical Notes, and additional and revised drawings have been submitted over the last 3 months with the aim of addressing the issues raised in my consultation response of the 9th February 2022. After reviewing this information and drawings, I would conclude that the information has demonstrated that the development will not have a significantly adverse impact on the highway network and, subject to detail, the proposed parking and servicing facilities should meet the needs of the development. Whilst the layout has been amended to address many of the issues previously raised, a number of issues remain, notably in respect to pedestrian access routes within the site. A further revised drawing, however, should enable this issue to be addressed. The applicant, however, has still not tabled, as was requested, any proposals to improve pedestrian, cycle and bus infrastructure in the vicinity of the site to encourage and allow staff and visitors to the development to travel to the site by sustainable modes and mitigate the impact of the development, in line with local and national policy, nor have they engaged with the Council in respect to this. Further work is therefore required in respect to this. Subject to the receipt of a revised site layout plan which addresses the outstanding site layout issues and agreement being reached in respect to off-site sustainable transport improvements / mitigation measures, however, I should be able to raise no objection to the application, subject to conditions and the applicant entering into a Section 106 Agreement in respect to paying a financial contribution of £8000 fund parking restrictions in the vicinity of the site and any sustainable transport improvements / mitigation measures that need to be secured by planning obligation rather than condition.

TfGM

Original comments 24.02.2022

The application seeks approval for an industrial development comprising 28 Industrial Units (Use Class E(g)(iii)/B2/B8) with a total floor area of 19,118sqm, located within Vauxhall Industrial Estate, off Greg Street.

Highways Overview

Colleagues 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 accordingly in respect of the relevant sections.

I. Traffic Counts

It is noted that a 2014 traffic count has been used. TfGM consider that a new count (with queue data) should be collected.

II. Trip Generation

In terms of the TRICS assessment, TfGM still consider the use of London sites not acceptable for developments based in Greater Manchester. The site in Cork should also be excluded from the analysis.

III. Trip Distribution

TfGM HFAS do not have a copy of the 2014 TA which has been used to determine the distribution. The validity of the trip distribution can therefore not be confirmed. TfGM HFAS would caution against the use of a 2014 trip distribution exercise due to its age.

IV. Modelling

A review of the LINSIG modelling for the junction of Greg Street / Reddish Road / Reddish Vale Road has been undertaken. There are major errors in the modelling:

- 1) Several intergreen values are incorrect.
- 2) A cycle time of 210s has been used. This is excessive and unrealistic.
- 3) Due to the errors in the modelling, the results presented are unrepresentative of existing conditions and are extremely optimistic.

TfGM UTC would request that the modelling is corrected and resubmitted. This is required to ensure that any impacts at the junction are adequately represented and addressed.

For correct traffic signal timing information please contact gmutc@tfgm.com.

V. Proposed Internal Access Arrangements

The TA confirms that vehicular and pedestrian access is proposed via an existing priority access with Greg Street. The access should be upgraded to incorporate tactile paving and dropped kerbs across either side of the site access point, with sufficient sightline visibility.

Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.

The proposed internal layout of the site will need to be designed to accommodate all parking and vehicle manoeuvres associated with the development, to ensure that HGVs can enter and exit the site in a forward gear, for general safety purposes and to maintain the free flow of traffic along the surrounding routes.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the access and servicing proposals are acceptable.

VI. Traffic Regulation Orders

TfGM suggest that it would be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

VII. Other

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

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Reddish Road within a few minutes' walk of the site. These stops provide services between Stockport and Manchester City Centre at regular intervals.

Heaton Chapel Train Station is located around a 7-minute cycle journey from the site and provides services to various destinations including Manchester Piccadilly, Hazel Grove, Crewe and Alderley Edge.

It is therefore considered that the site is reasonably well served by public transport.

Site observations have confirmed that one the closest bus stops (SG3914) on Reddish Lane, doesn't benefit from a shelter / seat. TfGM would therefore suggest that the development contribute to the upgrading of the bus stop in accordance with current standards and is advised to contact shelters@tfgm.com for further information. This will help to encourage the uptake of public transport by future employees at the site.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, reinstating any redundant vehicle access points, installing tactile paving at junctions/crossing points and renewing any substandard footways. The development should be designed so as to integrate with the surrounding area to create a safe pedestrian environment with natural surveillance.

In particular, the internal layout should ensure provision of a safe walkway through the car park, with appropriate lighting surrounding the building.

III. Bee Network

The applicant should review the potential for this development to connect into the proposed Bee Network. The Bee Network will be the largest joined-up system of walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com>.

IV. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff to travel by sustainable modes. The TA confirms that 42 cycle parking spaces will be provided for the development. TfGM would refer to the LHA to determine whether this accords with adopted standards.

The staff cycle store should be lockable and covered, located in a central accessible location, with sufficient security measures such as lighting and CCTV.

Additionally, there should be onsite lockers, showers and changing room facilities for staff.

V. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a robust Staff Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future staff to use sustainable modes of travel for appropriate journeys.

The offer of personalised journey planning for staff or employers is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Furthermore, through the Travel Plan, incentives should be offered to encourage staff to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Stockport Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Staff Travel Plan be attached as a condition of any planning consent.

Further comments 07.04.2022

Colleagues within TfGM HFAS and UTC have provided the following comments based on the content of the TN:

TfGM HFAS would refer to the LHA to confirm the validity of car modal share percentage.

TfGM HFAS previously requested that London sites should be excluded from the TRICS assessment. This has not been addressed and as such HFAS have no further comments in this regard.

TfGM HFAS maintain their view on using 2014 count data and would refer to the LHA to determine whether this is acceptable.

The LINSIG modelling of the junctions of Reddish Road / Reddish Vale Road / Greg Street has been checked. There are some minor errors in the modelling.

However, UTC consider that the results will not be significantly affected.

The modelling demonstrates that the junction will operate within practical capacity during the base situation and will continue to operate within practical capacity with the addition of the development traffic.

Final comments 04.05.2022

Colleagues in HFAS have reviewed the latest Technical Note (version as per attached) and have updated their response as follows:

TfGM HFAS would refer to the LHA to confirm the validity of the trip distribution utilised within the TA. HFAS can confirm that the two option trip distributions listed in the note are those from the previous TA and from the Census data.

The flow diagrams for both the previous TA trip distribution and Census distribution options have been added correctly.

Network Rail

Original Comments 26.11.2021

Network Rail (NR) is placing a holding objection on the proposal.

The applicant has included NR land (in green) in the NW corner of the site which may include access to our telecoms. The applicant will remove all NR land from the proposal area. NR land and any access must remain open and unblocked around the clock 24/7, 365 days a year.

It is noted that the separation distance from the proposed building to the existing railway boundary is potentially less than 3m.

Network Rail requests that the applicant positions the proposed structure at least 3m from our boundary.

- Any structures hard against or less than 3m from the Network Rail boundary could have foundations which might encroach onto railway land /over the boundary. Foundations or construction works could destabilise railway support zones, damage railway earthworks, impact upon buried services on railway land. Support zones may also extend beyond the railway boundary and onto outside party land.
- Any structures hard against or less than 3m from the Network Rail boundary could fail resulting in it collapsing toward the Network Rail boundary and damaging boundary fencing and foundations as well as the potential to impact upon lineside equipment and the safe operation of trains.

- Network Rail requires that any structure erected near to the railway boundary does not prevent us from maintaining and renewing railway boundary fencing, foundations and vegetation; if a structure is built hard against or less than 3m from the boundary this could impact upon the ability of Network Rail maintenance teams to undertake works.
- Structures could be used by trespassers to scale the railway boundary.
- Party Wall Act 1996 issues.
- Scaffolding poles could over-sail the railway boundary – a 3m fail-safe is required for all scaffolding works next to the railway boundary.
- For buildings of a certain height crane arms could extend over the railway boundary.
- Rainwater goods, guttering or open windows could extend outwards and over-sail the railway boundary.
- Any structure on third party land must not increase Network Rail's liability.
- All works on site and as a permanent arrangement must be undertaken wholly within the applicant's land ownership footprint.

In light of the above the applicant is advised to fill out the attached form and submit directly to AssetProtectionLNWNorth@networkrail.co.uk – a site visit will be required for the proposal as well as an interface with Network Rail.

In addition to the above the applicant must undertake the following:

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

RAMS

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

AssetProtectionLNWNorth@networkrail.co.uk

Fencing

The applicant will provide at their own expense (if not already in place):

- A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.
- The fence must be wholly constructed and maintained within the applicant's land ownership footprint.

- All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.
- The fence must be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.
- Existing Network Rail fencing, and boundary treatments, must not be damaged or removed in any way.
- Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.
- Proposal fencing must not be placed on the boundary with the railway.
- Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.
- The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

It would not be reasonable to require Network Rail to fund boundary works, fencing and boundary enhancements necessitated by outside party development adjacent to the railway.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- Buildings and structures must not over-sail Network Rail air-space.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains

- Fall onto and damage critical and safety related lineside equipment and infrastructure
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Vibro-Impact Machinery

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail for agreement.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement. Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Drainage proposals and Network Rail land

The NPPF states:

“178. Planning policies and decisions should ensure that:

- a) A site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability.”

And

“163. When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.”

In order to comply with the NPPF, the applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.

- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway. The applicant will not be permitted to direct surface or foul waters into culverts which run under the railway – any discharge of surface water under the railway via a culvert will require review and agreement from Network Rail who reserve the right to refuse use of any culverts.
- The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
- Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

NB: Soakaways can materially affect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary. Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public.

If the developer and the council insists upon a sustainable drainage and flooding system then the issue and responsibility of flooding, water saturation and stability issues should not be passed onto Network Rail. We recognise that councils are looking to proposals that are sustainable, however, we would remind the council that flooding, drainage, surface and foul water management risk as well as stability issues should not be passed 'elsewhere', i.e. on to Network Rail land.

The drainage proposals are to be agreed with Network Rail and surface water drainage on the site should be removed by a closed sealed pipe system.

The HSE identifies railways as a Major Hazard Industry. An earthwork failure within a high-hazard area has the potential to result in a catastrophic accident with multiple fatalities or long-lasting environmental issues. It should be noted that where the actions of an adjacent landowner have caused a landslip on the railway the loss adjusters are likely to advise recovery of Network Rail costs from the 3rd party, which would include costs of remediation and recovery of costs to train operators. Many railway earthworks were constructed in the Victorian period and are susceptible to failure by water saturation. Water saturation leads to an increase in pore water pressure within the earthwork material. Please also note that railways, and former railway land adjacent to it, is considered as contaminated land due to historic use of railways, which can affect the suitability of infiltration drainage.

Excavation and Earthworks and Network Rail land:

The NPPF states:

“178. Planning policies and decisions should ensure that:

- a) A site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability.”

In order to comply with the NPPF, the applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will

need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant).
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

3m Gap

Network Rail requires that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments.

Trees

Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

Parking / Hard Standing Area

As the proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:

- hard standing areas
- turning circles
- roads, public highways to facilitate access and egress from developments

Network Rail requests the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).

AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

Should the above proposal be approved by the council and should there be conditions, where the proposal interfaces with the railway (as outlined in this response) the outside party is advised that a BAPA (Basic Asset Protection Agreement) must be in place, in order for Network Rail to review and agree the documentation and works outlined in conditions (and those areas covered by the discharge of conditions).

The applicant is advised that before the proposal progresses (should it be approved) they will be required to submit the development form to Network Rail's Asset Protection team and agree the BAPA before any works commence on site.

Network Rail is a Government funded Organisation and we are expected to recover our involvement costs from this type of interface, to proceed in more detail with discussions a signed Basic Asset Protection Agreement (BAPA) would be required to be in place.

Permanent impacts of development are usually material considerations (such as the position of permanent structures, or drainage design etc) and where these are likely to occur, requests for planning conditions or scheme amendments are requested to protect the existing railway infrastructure from the impacts of the works on site and as a permanent arrangement. Controls on the temporary impact of construction to outside party land should also be picked up via building control, or in some cases a party wall surveyor.

Once the attached Asset Protection Questionnaire has been completed and forwarded to the team the enquiry will then be processed and an email sent to the applicant giving a project reference number and name of person with the asset protection team that will deal with the enquiry.

For further information on interfacing with Network Rail please see Working by the railway - Network Rail

Further comments 27.05.2022

The Network Rail land has been removed.

The existing Basic Asset Protection Agreement will allow us to ensure that the development is built in accordance with the plans.

However, Network Rail need to ensure the NR access gate is retained and access maintained permanently and it is requested that this requirement be conditioned.

Contaminated Land

I have reviewed the LK group Phase 2 report for the proposed industrial estate dated December 2021. There is some further post demolition investigation that needs to be undertaken in the northern part of the site.

As such I would recommend the following conditions;

CTM1 (Northern Part of the site to be investigated post demol)

No development shall take place until an investigation and risk assessment into contamination at the site, in accordance with a scheme to be approved in writing by the local planning authority, has been carried out. The investigation and risk assessment shall include recommendations for remedial action and the development shall not be occupied until these recommendations have been implemented.

Reason

The report submitted with the application has identified potentially unacceptable risks from contamination and further investigation is required to ensure that these risks to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

CTM2 (Remediation Strategy to be updated following the post demol investigation)

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the specified use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme to be submitted shall specify but not be limited to :-the proposed remediation objectives and remediation criteria (ii) all remedial works to be undertaken including the quantities of materials to be removed from and imported to the development site. (iii) the proposals for sourcing and testing all materials imported to the site including testing schedules, sampling frequencies and actual and allowable contaminant concentrations (as determined by appropriate risk assessment in accordance with the document "Model Procedures for the Management of Land Contamination" (CLR11)).

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

CTM3 (Validation)

The development shall not be occupied until the approved remediation scheme required to be submitted by Condition ^IN; has been carried out. Within ^IN; months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation measures necessary and indicate how and when these measures will be undertaken.

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

LFG3 (Gas Validation)

No part of the development shall be occupied until all works necessary to prevent landfill gas migration into the development have been approved in writing by the local planning authority and carried out in full.

Reason

The adjoining land may contain landfill gas and it may be necessary to undertake remedial measures in order to comply with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

Environmental Health (Noise)

Original Comments 02.02.2022

CLASS E USE

Units could potentially be operated as a food business/ café. If commercial kitchen extract or refrigeration plants are necessary, the plant would likely require planning permission and further noise and odour impact assessment at time of application, to address impact upon the amenity of the area and residential receptors.

RECOMMENDED CONDITION – COMMERCIAL KITCHEN EXTRACTION

No kitchen extraction system shall be used at any unit, until details of the position and design of ventilation equipment, which specifies the provision to be made for the control of odour and noise emanating from the site has been submitted to and approved by the LPA.

REPORTS SUBMITTED IN SUPPORT OF THE APPLICATION

NOISE IMPACT ASSESSMENT (NIA) - B2/B8

An acoustic report has been submitted in support of the application: e3p, Noise Impact Assessment, Vauxhall Industrial Estate, Reddish, Reference: 50-360-R1-2,V2, Date: September 2021

This assessment has been undertaken in accordance with the following supplied drawings:

Site Plan as Proposed (21093-C4P-AV-ZZ-DR-A-0501 Rev P12) dated 28th September 2021. Any amendments to the planning layout must comply with the NIA or the NIA may require review.

This assessment has been based on assumptions of proposed sources based on the B2/B8 usage.

BS 4142 NOISE IMPACT ASSESSMENT

The impact of the noise from the proposed development has been assessed in accordance with: BS4142:2014+A1:2019, 'Methods for rating and assessing industrial and commercial sound', to determine the rating level arising from the introduction of the proposed sound source. The methods described in this BS 4142 use outdoor sound levels to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident.

Daytime Noise Impact

Table 4.2 indicates that the predicted rating level falls below the existing typical background sound level during daytime periods at most of the closest residential receptors. However, a significant exceedance is predicted at receptors off Greg Street to the north east. As such, mitigation measures are required there.

Night-Time Noise Impact (23:00 – 07:00)

Table 4.3 indicates that the predicted rating level exceeds the background sound level at receptors along

Tudor Close and Greg Street. BS 4142 allows for context to be considered.

Therefore the applicants NIA consultant has raised that:

- the night-time background sound level low (32dB, LA90,15mins)
- is prudent to consider internal noise levels rather than external. Table 4.4 details the internal residential noise level assessments afforded by an open window, achieve or fall below 30 dB, BS 8233, bedroom acoustic design criteria.
- Furthermore, road traffic sound levels from Greg Street are calculated to be approximately 53 dB during the night, again, masking any sound from the Site.

PROPOSED FIXED PLANT

At section 4.3, details of proposed fixed plant items were unknown. The noise impact from any additional fixed plant shall not exceed the representative background sound levels at the nearest noise sensitive receptors.

It is assumed that any fixed plant items proposed would have a low noise level and most likely will consist

of A/C units. Considering the typical noise levels of these units and the surrounding existing usage, the impact of these would be negligible.

Where this is not the case, it is recommended that an acoustician is involved to ensure the plant to be installed will not adversely affect the receptors. A BS 4142 noise condition is recommended to address any future noise.

PROPOSED MITIGATION MEASURES

Detailed at section 5:

- Management Controls
- Acoustic Barrier – slight exceedance at receptors to the immediate north east require an acoustic barrier to be installed along this exposed boundary at a height of 2.4 m. Figure 4 details the resultant grid noise map with a 2.4 m high close boarded fence. The barrier can be of wooden fence or brick wall construction but must be free from holes, be sealed at the base and have a minimum mass of 10 kg/m².

This service accepts the outcome of the BS 4142 assessment. The reports methodology, conclusion and recommendations.

RECOMMENDED CONDITIONS

DEVELOPMENT IN ACCORDANCE TO NIA

In accordance with the acoustic report, the following conditions are necessary in order for this application to be approved:

- The mitigation recommended in the acoustic report e3p, Noise Impact Assessment, Vauxhall Industrial Estate, Reddish, Reference: 50-360-R1-2,V2, Date: September 2021 shall be implemented in full prior to the occupation of each unit / dwelling / phase
- The agreed mitigation scheme shall be maintained for the purpose originally intended throughout the use of the development.

EXTERNAL PLANT & EQUIPMENT

The rating level from all fixed plant and machinery associated with the proposed development (when operating simultaneously), shall not exceed the background sound level, at any time when measured at the boundary of the nearest noise sensitive receptor – in accordance with the methodology of BS 4142:2014+A1:2019, 'Methods for Rating and Assessing Industrial and Commercial Sound'.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Prior to the commencement of the development, a Construction Environmental Management Plan (CEMP) shall be submitted for assessment by the LPA:

The CEMP shall address the environmental impact in respect of air quality and noise on existing residents during the demolition and construction phase. There shall be no burning of materials on site during construction and the CEMP shall be implemented throughout the demolition and construction phase of the development.

The CEMP shall show mitigation measures in respect of:

- Noise Mitigation Measures

Noise and disturbance during the construction phase including piling techniques, vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic route. Comply with BS5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise and Part 2: Vibration

- Dust Management

For the prevention of dust emissions beyond the site boundary, a scheme detailing all dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition / construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition / construction phase.

Pile Foundation Method Statement

Should piling be required as part of the development, the applicant shall submit a method statement, to be approved by the LPA. The piling work shall be undertaken in accordance with the approved method statement. The method statement shall include the following details:

1. Details of the method of piling
2. Days / hours of work
3. Duration of the pile driving operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

REASONS

REASON: In accordance with the National Planning Policy Framework, 20 July 2021

- AMENITY: para. 130 (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users
- NOISE: para. 174 (e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution
- NOISE: para. 185 (a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life
- LIGHT: para. 185 (c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation
- AGENT OF CHANGE: para. 187 decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

ENVIRONMENTAL QUALITY INFORMATIVES

For the protection of community amenity, these informative comments are designed to assist developers to prevent, minimise and control noise and dust, arising from the construction and operational phases of the proposed development.

CONSTRUCTION & DEMOLITION SITES - HOURS OF OPERATION

Any works which can be heard outside the site boundary must only be carried out between:

Monday to Friday	7.30 am – 6.00 pm
Saturday	8.00 am – 12:30 pm
Sundays, Public and Bank Holidays	- No noisy working audible from the site boundary

Please view the guidance notes for contractors (PDF 300kb) for more information.

PILE FOUNDATIONS

Piling work shall be undertaken using a system which will cause the least possible degree of noise and vibration in the locality – dependent upon ground conditions –

as a means to minimise the impact of noise and vibration to the occupiers of nearby dwellings.

It is recommended that nearby residents and Stockport EH are provided with the following information:

1. Details of the method of piling
2. Commencement date of the piling work
3. Days / hours of work
4. Duration of the pile driving operations (i.e. the expected completion date)
5. Contact details of a responsible person (e.g. site manager / office) who could be contacted in the event of a complaint.

For this purpose contact:

- 0161 474 4181
- environmental.health@stockport.gov.uk

Additional comments on Lighting Proposals 02.03.2022

EXTERNAL LIGHTING ASSESSMENT - ACCEPTED

An external light spill plan has been submitted in support of the application:

- Light Spill Plan, Drawing No: SK-03, Date Jan 22
- Strenger, Lighting Assessment, Vauxhall Industrial Estate (Stockport) Limited, January 2022

Any amendments to the planning layout must comply with the Lighting Assessment or the Lighting Assessment may require review.

The proposed external lighting/ illumination scheme, complies the Institute of Lighting Professionals, *Guidance Note 01/21, The Reduction of Obtrusive Light*. The Lux levels are in compliance with the lighting design guidance for an E3 environmental zone.

This area is an E3 Environmental Zone: Suburban Surrounding, a Medium district brightness lighting environment – examples are: Well inhabited rural and urban settlements, small town centres of suburban locations

The following table details the recommended Maximum Values of Light Parameters for the Control of Obtrusive Light – Light intrusion/ nuisance. The maximum value of vertical illuminance on premises:

	Environmental Zone lx
	E3
Pre-curfew*	10
Post-curfew*	2

Limits apply to nearby dwellings / premises or potential dwellings / premises and specifically windows. The values are the summation of all lighting installations.

* *Curfew: The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors.*

ASSESSMENT

The proposed external lighting levels on the plans, show that the Lux levels are in compliance with the ILP guidance for an E3 environmental zone.

Final comments 18.03.2022

LIGHTING

As per service response 2/3/22 - the lighting report was accepted. Suggest a condition for development in accordance with the lighting report, to avoid lighting discharge condition:

RECOMMENDED CONDITION – DEVELOPMENT IN ACCORDANCE TO EXTERNAL LIGHT SPILLAGE ASSESSMENT

In accordance with the external lighting/ illumination assessment, the following conditions are necessary in order for this application to be approved:

- The external lighting scheme as detailed: Light Spill Plan, Drawing No: SK-03, Date Jan 22 Strenger, Lighting Assessment, Vauxhall Industrial Estate (Stockport) Limited, January 2022

Shall be installed and thereafter operated and maintained throughout the use of the development in accordance with the approved details.

NOISE

Agree with consultants comments detailed 11 March 2022 12:39.

The agent requested wording:

The rating level from all fixed plant and machinery associated with the proposed development (when operating simultaneously), shall not exceed the background sound level during the daytime period when measured at the boundary of the nearest noise sensitive receptor - in accordance with the methodology of BS 4142:2014+A1:2019, 'Methods for Rating and Assessing Industrial and Commercial Sound'. During night-time periods, external noise levels due to these operations shall not exceed 43 dB outside the closest bedroom window.

However, this service would prefer not to condition a noise level. As BS 4142 allows for assessment and compliance in accordance to context of the area. Therefore, suggest by way of compromise as this service has already accepted the BS4142 assessment of the proposed development, should it be necessary in response to noise complaint (SN investigation and/or planning condition compliance assessment); that the criteria for compliance shall be in accordance to BS 4142 (not stipulating above OR shall not exceed background OR detail a level.

Plus, the 43dB does not include a noise descriptor (LAeq, Lmax) or duration that the sound is measured: 1 minute, 15 minute period or 1 hour. For example shall not exceed 43dB LAeq, 15 mins. Which makes the suggested wording of the condition unenforceable by the council.

I have re-written the condition for this purpose:

March 2022 – RECOMMENDED CONDITION - EXTERNAL PLANT & EQUIPMENT

At any time when measured at the boundary of the nearest noise sensitive receptor, the rating level from all fixed plant and machinery associated with the proposed development (when operating simultaneously), shall be in accordance with the

Nature Development

Original comments 09.12.2021

The site is located on Greg Street in Reddish. The application is for demolition of existing buildings and structures on Site, and proposed industrial estate redevelopment to provide approximately 19,120sq.m (205,767 sq.ft) of employment floor space (Use Classes B2, B8 and E(g)) over 28 no. employment units together with associated parking and infrastructure.

Nature Conservation Designations:

The site has no nature conservation designations, legal or otherwise.

Legally Protected Species:

An extended Phase 1 Habitat Survey has been carried out and submitted with the application (Rachel Hacking Ecology Ltd). The survey was carried out in July 2021 by a suitably experienced ecologist. This updates previous survey work carried out at the site in 2018. Habitats on site were mapped and the potential for protected species to be present assessed.

Many buildings and trees have the potential to support roosting bats. All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS).

Under the Regulations it is an offence to:

- 1) Deliberately capture or kill a wild EPS
- 2) Deliberately disturb a wild EPS in such a way that significantly affects:
 - a) the ability of a significant group to survive, breed, rear or nurture young.
 - b) the local distribution of that species.
- 3) Damage or destroy a breeding place or resting site of such an animal

An internal and external inspection survey of the buildings on site was carried to search for signs of bats and assess the potential for roosting bats to be present (referenced as B1-B5 in the submitted ecology report). No signs of roosting bats were observed during the inspection survey and the buildings to be demolished were assessed as offering negligible bat roosting potential. No suitable roosting features were observed as any crevices present were considered unsuitable for use by bats on account of their superficial nature and/or poor thermal capacity. No suitable roosting features were observed in the trees on site.

Buildings and vegetation can offer suitable nesting habitat for breeding birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). Pigeons were observed within most of the buildings proposed for demolition.

The railway line adjacent to the site offers potentially suitable habitat for badger.

Badgers and their setts are protected by the Protection of Badgers Act 1992.

Although no conclusive evidence of badger presence (such as footprints/hair/latrines/snuffle holes/setts etc) were recorded within or in the vicinity of

the site, a mammal 'push through' was identified under the fence along the railway line.

No other evidence of or potential for any other protected species was recorded during the survey.

Invasive Species:

Japanese knotweed has been previously recorded along the southwest boundary of the site. No Japanese knotweed was found to be present during the 2021 survey and the ecology report concludes that it is likely this invasive species has been treated/eradicated from the site in the interim period. Japanese knotweed is listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant, or otherwise cause to grow this invasive species in the wild.

Recommendations:

There is considered to be sufficient ecology survey information available to inform determination of the application. The works are considered to be of low risk to roosting bats as the buildings proposed for demolition and trees on site have been assessed as offering negligible potential to support a bat roost. Bats can sometimes roost in seemingly unlikely places however, and so as a precautionary measure I would advise that an informative is attached to any planning consent granted to ensure that the applicant is aware of the legal protection that bat roosts receive. If at any time during works, evidence of roosting bats (or any other protected species) is discovered on site, works must stop and a suitably experienced ecologist be contacted for advice.

If any works are proposed during the nesting bird season (which is typically March-August, inclusive), then the following informative should be used as part of any planning consent: Trees, scrub, hedges and structures are likely to contain nesting birds between 1st March and 31st August inclusive. Some of these features are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and it is absolutely certain that nesting birds are not present.

The applicant's attention should also be drawn to the presence of pigeons within the buildings and as such a General Licence from Natural England would likely be required (e.g. GL41 or GL42). The licence does not need to be applied for but the terms and conditions of the licence must be abided to in order to prevent a breach in the relevant legislation (see <https://www.gov.uk/government/collections/general-licences-for-wildlife-management#birds>). An informative to this effect can be placed on any planning consent granted.

Some trees are scheduled for removal. Tree loss should be minimised and replacement planting will be required to compensate for any proposed tree loss. Locally native species should be incorporated within the landscape strategy. This can be secured via condition.

No evidence of Japanese knotweed was recorded during the 2021 survey. An informative should however be used to draw the applicant's attention to the historical record for Japanese knotweed to the southwest of the site. Should knotweed be identified on/adjacent to the site and any works by required within 7m of the knotweed stand, a method statement detailing the control and treatment of this invasive species will be required.

No definitive evidence of badger was recorded during the ecology survey although a mammal push through was identified within the fence along the railway line. Works should therefore be undertaken with care. In the event that evidence of badger is discovered on site, works must stop and a suitably experienced ecologist be contacted for advice. Precautionary working measures to protect badgers should also be followed and this can be conditioned. Any works which involve the creation of trenches or with pipes shall be undertaken following measures to protect badgers from being trapped in open excavations and/or pipework:

- a) creation of sloping escape ramps for badgers, which may be achieved by edge profiling of trenches/excavations or by using planks placed into them at the end of each working day; and
- b) open pipework greater than 150 mm outside diameter being blanked off at the end of each working day.

Biodiversity enhancements are expected within the development in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). Suitable measures for biodiversity enhancements are outlined within the ecology report. A Scheme for Biodiversity Enhancements can be secured via condition to ensure the development delivers net gains for biodiversity.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following Bat Conservation Trust guidance: <https://www.bats.org.uk/news/2018/09/new-guidance-on-bats-and-lighting>) and ensure that light spill does not occur on to adjacent habitats. Any proposed lighting strategy should be submitted to the LPA for review.

Ecological conditions can change over time. In the event that works have not commenced within two survey seasons of the 2021 survey (i.e. by July 2023) then update survey work will be required to ensure the ecological impact assessment remains valid. This can be secured via condition.

Further comments following submission of Landscape Scheme 28.02.2022

Cotoneaster horizontalis is shown in the planting schedule. This is an invasive species listed on Schedule 9 of the Wildlife and Countryside Act and so should be omitted from the landscaping scheme and replaced with an alternative species – preferably something locally native (e.g. holly or yew).

Some of the tree species proposed are not locally native (such as whitebeam and hornbeam) and so should be replaced with more suitable alternative species where possible to maximise benefits to biodiversity – such as rowan and/or hawthorn. This accords with the recommendations in the ecology report that was originally submitted with the application.

The ecology report also recommends provision of bat and bird boxes. Will a separate plan be submitted to show the proposed number/type location of these?

My other previous comments (attached for reference) still stand.

Further comments following submission of revised Landscape Scheme 02.03.2022

I am now happy with the proposed species and the type, location and number of bat and bird boxes is appropriate.

Arboriculture

Original comments 08.12.2021

The proposed development site is located within the existing industrial units and commercial land predominantly on the existing informal grounds and hard standing areas. The plot is comprised largely of hardstanding, informal grounds and associated infrastructure.

Conservation Area Designations:

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

Legally Protected Trees:

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

Recommendations:

The proposed development footprint is shown or indicated at this time within the informal grounds of the existing site and it is assumed the proposed new developments will potentially impact on the trees and hedges within the site or neighbouring site as the development site is located in proximity of several trees on site and within the existing hard standing.

A full tree survey has been supplied as part of the planning application to show the condition and amenity levels of the existing neighbouring trees and where applicable which trees will have a potential impact on the proposed development, in addition a landscape plan needs to fully consider the need to be given to tree planting throughout the site to increase the amenity levels of the site with replanting of semi-mature trees or fruit trees. Specific consideration needs to be given to the potential benefit urban tree planting throughout the site to enhance the biodiversity, the amenity and the SUDs capacity through hard landscaped tree pits in the car parking areas on a minimum of two for one ratio.

A detailed landscaping scheme will need to be considered/drawn up as part of any planning application submitted which clearly shows enhancements of the site and surrounding environment to improve the local biodiversity and amenity of the area. In principle the main works and design will have a negative impact on the trees on site, in neighbouring properties on all the boundaries.

In its current format it could be considered favourably but due to the reasons set out above needs improvements as well as the need to off-set the loss proposed. It requires additional consideration for the loss but could be improved and considered more favourably with the submission of full details as requested above justifying any impact on trees within proximity of the site and some consideration given to the existing trees in or around the site when designing the new car parking site layout as well as improved landscaping design to include a detailed landscaping scheme that includes a greater number of new trees to improve the amenity and aesthetics of the site for users and making sure a percentage of these are native large species 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 tree 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.

Further comments following submission of Landscape Scheme 23.02.2022

If the applicant can amend the following;

- Sorbus aria to Crataegus prunifolia - for greater Biodiversity
- Increase the tree planting on sheet 2 at the road frontage from 3 to 7 or more along the vegetation strip; and
- Change species from Carpinus betulus to Crataegus monogyna Stricta

The scheme would then be acceptable.

Further comments following submission of revised Landscape Scheme 02.03.2022

The landscape scheme is now considered to be acceptable.

LLFA (Drainage)

We have reviewed

- DRAINAGE_STRATEGY-1483270
- FLOOD_RISK_ASSESSMENT-1483303
- SUDS_PRO_FORMA-1483304

1. The drainage strategy discusses infiltration testing and concludes that infiltration is feasible for this development.

2. The proposals only have limited landscaping proposals and there are no surface based source control components. Incorporation of more green space would provide for greater bio diversity and reduction of heat island effects. Whilst incorporation of ponds / basins may prove onerous it is considered that components such as swales, tree pits, rain gardens etc should be feasible This is a significant redevelopment of a large site and therefore comments with respect to spatial restriction arguments would need to be fully supported before these options should be discounted.

3. There is no Geotechnical report on the portal which should be provided to support the associated comments within the strategy.

It is considered that the proposed drainage and associated strategy is acceptable in principle subject to adherence to the submitted documents, detailed design and further investigation of source control options.

It is further considered that these elements could be controlled by appropriate conditions.

Planning Policy (Energy)

Original Comments 30.11.2021

The energy statement submitted for this application is not fully compliant with Core Strategy Policy SD3. There seems to be some confusion over the target required for non-residential development which is clarified below. In addition there are some statements made about technologies that are not supported by site specific evidence and suggestions for addressing this are laid out below.

Broadly the proposal includes the opportunity for solar PV and Air Source Heat Pumps but there is no clear commitment to these technologies in the statement. If these technologies are intended to be used to contribute to carbon reduction this should be clearly shown in the statement and inform the carbon savings.

The policy contains a minimum carbon reduction target for non-residential development of a 30% improvement over 2006 Part L. This target is usually superseded by the uplift in current Part L for non-residential development meaning that the development will probably achieve it through design. There is no policy requirement for renewable energy currently – the uplift percentage quoted refers to drivers from the now redundant Regional Spatial Strategy that supported Stockport's carbon reduction targets in the policy. To showcase how the development will deliver the minimum 30% carbon reduction the applicant could include the attached tool to showcase how much carbon reduction will be achieved through standard use of Part L in design.

Furthermore, the submitted energy statement does not fully comply with the requirements in terms of Core Strategy Policy SD3 regarding evidence to support some of the statements made regarding low and zero carbon (LZC) technologies. It is therefore not compliant with policy for the following reasons:

- Wind speeds for the site are 4.6 metres / second according to the Rensmart Windspeed Map – this should be captured in a revised energy statement to evidence that wind is feasible [anything 4m/s or more is feasible] and estimated costs should be cited to support not using the technology on grounds of cost.
- Ground Source Heat Pump: where any statement of technical infeasibility due to lack of space is being made this should be evidenced by showing site area minus building footprint and any other land take factors to demonstrate lack of land availability
- Biomass heating: claims of lack of land availability need to be evidence with figures for site area and building footprint and reference to a site layout to demonstrate / evidence that situation.

The above changes should be made to a revised energy statement, which should then be resubmitted.

Further comments following submission of amended Energy Statement 01.02.2022

The revised Energy Statement document is in compliance with the Core Strategy Policy SD3.

Please be aware that building regulations standards are changing on 15 June 2022. It is the responsibility of the developer to comply with relevant building regulations standards. New SAP calculations may be required as a result of the new requirements. Developers should contact their architect or a building control body for more advice.

A commitment to a “fabric first” approach, coupled with sustainable technology, will help to ensure that this development contributes to the GM Zero Carbon target for 2038 and reduces the need for costly and disruptive retrofit in the next decade to ensure compliance with net zero requirements. The requirement for low carbon buildings is reflected in Stockport Council’s declaration of a climate emergency and adoption of the Climate Action Now Strategy.

PUBLIC HEALTH

Stockport Sustainability Checklist – all major applications [10 or more dwellings / >1000sqm of non-residential development] are required to complete and submit Stockport’s Sustainability Checklist to ensure that the application addresses all opportunities to deliver sustainable development (including benefits to human health). A completed checklist is required to inform the overall proposed design approach – this does not tie the applicant to the proposed measures except where policy requirements exist. However it does help to inform the intent for truly sustainable development to be delivered on such a site as this.

Active Travel: the promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, social interaction and engagement, managing healthy weight, reducing emissions from vehicles and enabling social interaction. The site lies within 60m of Reddish South Rail Station as the paperwork notes, however there is currently only a single weekly service to and from that station. There is a long term aim to improve the service, but in the meantime the nearest viable rail station is Reddish North which is 2km north of the site and a 26 minute walk or 8 minute cycle. This factor coupled with a lack of clear commitment to specific levels of cycle parking, alongside the lack of provision of showers, clothes drying and storage means that cycling opportunities are currently severely limited in this design. A central hub for showers, clothes drying and lockers for storage would facilitate employees to cycle to work either directly or via Reddish North Station, supporting the shift to active, low carbon travel options. It is critical to enable active travel choices and increase physical activity whilst reducing weight as well as enabling cheaper forms of commuting for the 21% of households in Stockport who do not own a vehicle [Census 2011]. Achieving healthy weight reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases also reduces pressures on current and future public sector health budgets ([Stockport’s JSNA](#)). The proposed inclusion of limited numbers of electric vehicle charging car parking spaces is welcome. It will be useful to have this need further addressed in light of the [GM Zero Carbon target for 2038](#) and as the [UK moves to an electrified vehicle approach](#) by 2030 and it is to be hoped that the site is designed adaptably to allow for further spaces. Whilst there is evidence of the [impact of traffic emissions](#) on human health and electric vehicle

charging is welcomed in air quality terms, it is one level in a hierarchy of sustainable transport choices where prioritising sustainable transport options of walking, cycling and public transport are vital to increasing activity and considerably reducing carbon emissions.

Core Policy CS9 TRANSPORT AND DEVELOPMENT (see Page 129)

Core Policy CS10 AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK (p130)

Development Management Policy T-1 Transport and Development (P 134)

Ageing Well: Stockport Council has adopted an [Ageing Well Strategy](#) which takes account of the [World Health Organisation guidance](#) on appropriate place making for older people. The WHO design considerations are critical to ensuring that the needs of the growing ageing population of Stockport are addressed where practicable through new development; and in the case of this development particularly to ensure access for older residents who might be seeking employment.

Green Infrastructure (GI): the scheme is in a highly urbanised location and it should be noted that GI offers multifaceted health benefits ranging from addressing flood risk to tackling stress and its exacerbating effect on health through provision of views of greenery and wildlife. Appropriate delivery of green infrastructure would be very welcome in public health terms and would help to manage urban temperatures and extreme rainfall events in the area, reducing stress and thereby [maintaining immunity](#). The consideration of replacement trees to enhance biodiversity will not only contribute to reducing flood risk and managing air quality but also enable biodiversity net gain in an area of the Borough that has a deficit of natural capital, further enhancing access for and to nature on the development. Enabling people to get next to nature is important in terms of lifting the human spirit, which also assists with reducing the health impacts of stress, including on people with long term physical and/or mental health conditions. The summertime comfort and well-being of the urban population has become increasingly compromised. The urban environment stores and traps heat. The majority of heat-related fatalities during the summer of 2003 were in urban areas and were predominantly more vulnerable members of society ([Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world](#)). GI is a critical tool on new development for adapting to the climate crisis where extreme summer temperature [events](#) are likely to occur more frequently.

Development Management Policy SD-6 Adapting to the Impacts of Climate Change (Page 54)

Core Policy CS8 SAFEGUARDING AND IMPROVING THE ENVIRONMENT (Page 102)

Mental Health: developments of certain types (such as higher buildings) trigger the need to assess the design for suicide prevention purposes. Stockport Council's Public Health Team can discuss appropriate assessment and government [guidance](#) is available that outlines potential options for minimising any risk of self-harm. Alongside the ethical imperatives to prevent suicide, it is of note that for each life lost to suicide, the estimated total [cost](#) to society is around £1.67 million. In terms of this specific application, the proposed buildings appear not to facilitate access to roofscapes and therefore do not provide opportunities for self-harm from this perspective. The proposed layout ensures the site is reasonably well overlooked which can deter attempts to self-harm on site during busy periods. If the applicant wishes to discuss these matters in more detail then please contact the Healthy Planning email address in the first instance: healthy.planning@stockport.gov.uk

Any queries regarding these comments should be sent to healthy.planning@stockport.gov.uk and please note, if you forward or use these comments in a report then leaving the web links live when you paste or forward will support a greater understanding of the issues and opportunities outlined.

GMAAS

Original Comments 26.11.2021

In accordance with National Planning Policy Framework (NPPF) paragraph 194, the application is supported by an archaeological Desk-based Assessment (DBA) compiled by Paul Butler Associates in July 2021. The DBA uses a variety of historical documentary, index (including Historic Environment Record) and cartographic sources to present a review of what is known about the history, development and land-use in and around the proposed development site in order to assess the significance of the historical and archaeological interests represented.

The main interests at the site are represented by structures of the former Vauxhall Works (HER 14177.1.0), in the form of standing and potential below-ground remains. A formerly local listed building (the Vauxhall Works Offices: HER 14177.1.1) was recently demolished on the site along with several other buildings. Prior to its demolition the Office building was subject to a scheme of Historic Building Recording (Nexus Heritage, August 2018), undertaken to Level 1 as described by Historic England's Understanding Historic Buildings: a guide to good recording practice (2016).

The current application involves the demolition of the remaining structures within the site. The DBA identified a building towards the southern end of the site (Building 3 as labelled on Figure 8 of the DBA), and not much is known about its function or design (much of its northern and southern elevations are blocked by mid-20th century extensions). The building first appears on historic maps dating to the establishment of the works site around 1900, showing as a rectangular building to the south-west of the southern block of the engineering works; a separate chimney is located close to its south-east corner. This building should be subject to a scheme of historic building recording prior to its loss.

Furthermore, the associated chimney as depicted on historic maps could be indicative of the building once housing elements of the power systems for the site. The DBA mentions that the chimney was not visible during a site visit in July 2021 – but remains may still survive below GMAAS, The University of Salford. Peel Building 0161 295 6917 www.salford.ac.uk email: b.j.dyson@salford.ac.uk ground. Targeting the power-plant elements of industrial age complexes remains one of the research avenues in the North West Regional Research Framework (NWRRF). It is not known how the various components of the Vauxhall Works site was powered, although much of the machinery within the main works buildings (including the travelling cranes indicated on historic mapping) would have been steam powered. The building and its chimney could represent the location of a boiler house.

Towards the north-east end of the site a multi-bayed block of erecting sheds was partially demolished as part of a former programme of demolition on the site. Only two bays now survive, with only the western of these corresponding with the position of the building as depicted on historic maps. Historic maps from the 1930s label another chimney on the western side of the now demolished sheds, presenting a further target for below-ground evaluation and recording, potentially associated with power-systems for the wider site.

The DBA briefly acknowledges the probable impacts of the development proposals on identified heritage assets within the site and recommendations are made for mitigation. GMAAS agree that the development will have a negative impact on above and below ground archaeological significance and fully agree that prior to demolition, Building 3 (as labelled on Figure 8 of the DBA) should be the subject of a scheme of historic building survey. The level of recording should be appropriate to the significance of the subject, and given that the development will lead to complete loss of a building that has potential to inform on legitimate research avenues within the NWRRF, a Level 2 to 3 record should be sufficient, justified by NPPF 205. The building survey should inform whether an intra-demolition watching brief would provide further significant detail to the records.

GMAAS do not agree, however, that an open-ended watching brief during development groundworks would be of sufficient worth given that the majority of the significance of the site would have been housed above ground within buildings which are no longer standing. A far more useful strategy would be for an evaluation of targeted areas of the site, driven by research questions and the potential for knowledge gain. To this end GMAAS are of the opinion that two areas of strip, map and record would satisfy these aims; one around the footprint of Building 3 and its associated chimney (informed by the building recording), and the other around the area of the chimney and associated(?) structures on the western edge of the northern block of erecting sheds. If significant remains are encountered then the areas could be subject to extension and further detailed excavation.

GMAAS recommend that the archaeological works are secured by a condition, worded as follows:

No demolition or development ground-works shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI), submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- 1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include: a – historic buildings survey of Building 3, to Historic England Level 2/3 b – informed by (a), an intra-demolition watching brief to record hidden fabric or structural detail that could enhance the building record c - informed by (a) and (b) and following demolition of Building 3, a strip, map and record evaluation over the footprint of Building 3 and its associated chimney d – a strip, map and record evaluation over the footprint of the chimney and associated structures on the western side of the northern erecting sheds e – informed by (c) and (d), further excavation in the areas of the strip, map and record evaluations if significant remains are encountered (subject of an addendum to the WSI, or a new WSI) GMAAS, The University of Salford. Peel Building 0161 295 6917 www.salford.ac.uk email: b.j.dyson@salford.ac.uk*
- 2. A programme for post investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the heritage interest represented.*
- 3. Deposition of the final report(s) with the Greater Manchester Historic Environment Record.*
- 4. Dissemination of the results commensurate with their significance.*
- 5. Provision for archive deposition of the report and records of the site investigation.*
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.*

Reason: In accordance with NPPF Section 16, Paragraph 205 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. The work should be undertaken by a suitably experienced and qualified archaeological contractor, funded by the applicant, and in accordance with guidance provided by GMAAS who would also monitor the implementation of the works on behalf of Stockport MBC.

Further comments 25.04.2022

Now that the Historic Building Survey has been undertaken and an approved report lodged with the HER, I am happy to remove the requirement for building recording from the condition for the wider application (DC/083249). The condition should now be concentrated on the below-ground requirements for the site, with a pre-commencement element retained within the wording until a Written Scheme of Investigation (WSI) has been produced and approved for the archaeological work. The extent of strip, map evaluative works should be discussed in consultation between GMAAS and the archaeological contractor producing the WSI so that the work is proportionate and suitably targeted for the most potential knowledge gain.

I suggest the wording should be as follows:

Following demolition of Building 3, no further development ground-works shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of below-ground archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI), submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- 1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include: i strip, map and record evaluation in the vicinity of Building 3 and its associated chimney ii strip, map and record evaluation over the footprint of the chimney and associated structures on the western side of the northern erecting sheds iii informed by (i) and (ii), further excavation in the areas of the strip, map and record evaluations if significant remains are encountered (subject of an addendum to the WSI, or a new WSI)*
- 2. A programme for post investigation assessment to include: i analysis of the site investigation records and finds - production of a final report on the significance of the heritage interest represented.*
- 3. Deposition of the final report(s) with the Greater Manchester Historic Environment Record.*
- 4. Dissemination of the results commensurate with their significance.*
- 5. Provision for archive deposition of the report and records of the site investigation.*
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.*

Reason: In accordance with NPPF Section 16, Paragraph 205 - To record and advance understanding of the significance of any heritage assets to be lost (wholly

or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

Greater Manchester Police (DFS)

Having looked at the proposals and the Crime Impact Statement, I am concerned that there appear to be no internal boundaries within the site to restrict access to the rear and sides of industrial units. If any offender were to gain access to the site it would allow them to target the rear of the buildings, potentially allowing them to operate without being seen. We would highly recommend that the sides and rears of the units are made secure, with access restricted to staff.

Additionally, the new site boundaries are 2100mm in height whereas the CIS recommends 3000mm, my view would be that 2100mm is not high enough to effectively secure the site and a higher boundary should be used but not necessarily as high as 3000mm.

In all other aspects, I would highly recommend that the site is built to Secured by Design standards.

ANALYSIS

Policy Principle

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

Policy E1.1 'Location of New Industrial Development' states that new B2 and B8 uses will be permitted within existing and proposed Employment Areas identified on the Proposals Map. All sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies, as well as having good access to the highway network and public transport.

Policy E3.1 'Protection of Employment Areas' outlines that in Employment Areas shown on the Proposals Map, development involving business and light industry (B1), general industry (B2) or warehousing (B8) will be permitted, provided that development on land close to residential areas will not have a materially detrimental effect on the living conditions of residents.

Development Management Policy AED-3 'Employment Development in Employment Areas' explains that the Council will protect employment areas for employment generating uses. Within these areas, the Council will have regard to the requirement for flexibility for employment generating uses beyond the traditional employment uses of B1, B2 and B8, based on the criteria set out in PPS4.

The proposal is for comprehensive redevelopment of Vauxhall Industrial Estate to provide 6 blocks of industrial units under Class B2 and B8 with ancillary Class E(g)(i) office space. Vauxhall Industrial Estate is within a designated Employment Area under Saved UDP Policy E3.1 and the proposed development is therefore, considered to be an appropriate and compliant use within this allocated Employment Area. 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. The existing permitted use of the site and those surrounding it are also all established as B1, B2, and B8 use classes and therefore, the proposed development would be in keeping with these surrounding uses.

It is acknowledged that the proposed level of floorspace at 19,118.22 sqm GIA is lower than the buildings that were previously on site, however it is recognised that there is demand from small and medium enterprises (SMEs) in the borough and regionally. Therefore, such a well-located site with easy access to the M60 and offering the proposed modern, flexible accommodation, is likely to be very popular and much more appropriate than the previous outdated and unsuitable stock. A denser development would also potentially have had a greater impact on the nearby residential properties and could possibly have been substandard in relation to the relevant requirements for parking spaces, cycle and bin storage, manoeuvring space and the provision of new landscaped areas.

The submitted report on the industrial market and the merits of the site as an industrial and logistics location, successfully demonstrate that there has been unprecedented takeup for industrial property recently and that there remains a supply shortage of modern efficient industrial units in the Borough, which risks existing businesses moving away to meet their requirements. The Council's evidence in the Employment Land Review (2018) supports this finding, highlighting a qualitative deficiency of existing sites, and noting in respect of the site in question that it represents a resource of underutilised stock with significant potential.

The flexibility of the units to accommodate users who need 4,500 sq ft up to 20,000 sq ft is a significant factor, according with NPPF policies on the economy which lend support to decisions that enable business to grow and adapt. The diversity of offer will also serve to raise the profile and strengthen the overall quality of the designated Employment Area which is identified as being of strategic importance.

Therefore, it is considered that the principle of the development is acceptable and in accordance with relevant development plan policies, subject to the further assessment of the following matters; design, siting and impact on visual amenity, highway safety, residential amenity, drainage and ecological matters. These will be discussed in more detail below.

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.

The former site also had a wide variety of building types in terms of scale and design/materials. Prior to the demolition, the site had fallen into a poor state of repair and was in desperate need of improvement both visually and practically. The proposed new buildings would provide a modern and contemporary design including a combination of glazing and different colours of cladding.

As outlined earlier in the report, the proposed elevations of the buildings facing Greg Street have been amended since the original submission following

negotiations with the Planning Officer. These elevations were previously blank with very little architectural interest. Therefore, the rear elevation of Block 5 and the side and rear elevations of Block 6 now include the further use of different cladding materials to break up the façade including a western red cedar metal cladding material and some translucent cladding, which allows light from the unit to be emitted onto the streetscene. This creates a much higher level of architectural interest and quality to the street scene. Therefore, the proposals would provide a significant improvement to the site over the previous development.

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.

The siting of the proposed buildings is also considered to be acceptable, with the buildings providing a street frontage to Greg Street and all facing the central courtyard areas created by the layout. Block 5 is located immediately adjacent to the existing residential property at No. 293 Greg Street, however this is in the same position as the existing Vauxhall Works building and actually has a much smaller footprint than the existing building to be demolished. The applicant has also provided a drawing showing the outline of the existing building against the proposed building to be constructed. This can be seen on the proposed elevation drawing of Block 5 within the drawing pack attached to this report.

The proposed new building has a similar eaves height to the existing Vauxhall works building, however the ridge height of the existing building at 14.34m high is significantly taller than the proposed building to replace it. Therefore, with a smaller footprint and overall height than the existing Vauxhall works building, the proposed development would have a reduced impact from an overall scale and mass perspective on this residential property. It is also proposed to introduce a new planting strip along this boundary which will also help to soften the overall mass and appearance of the new building from this existing residential property.

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 located within an allocated Employment area, it is located close to some existing residential properties. The site is located within the northern boundary area of the wider Greg Street industrial estate and so is on the border between the existing industrial uses and residential estates. The closest relationship of the development with existing properties is as follows:

- No. 293 Greg Street to the north;
- No. 291 Greg Street to the south;
- Properties at the end of Melling Avenue to the south;
- The residential estate on the opposite side of Greg Street to the east (Charlbury Avenue and Lockton Close); and
- The residential estate on the opposite side of the railway line to the west (Tudor Close, Newquay Avenue and Hurst Street).

The residential properties outlined above 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, vehicle traffic and pollution are appreciated and it is acknowledged that the proposed industrial development would have a level of noise and disturbance associated with it due to the nature of the use.

Notwithstanding the above, material weight must be given to the land use allocation of the site within a designated Employment Area and the existing permitted use of the site. Whilst the concerns raised by local residents are noted, it must be accepted that there is already a degree of noise and disturbance arising from industrial premises operating in proximity to their properties. It is assumed that this is accepted by the occupants of these properties and is evidenced by only 2 letters of objection being received against the development.

It should also be noted that no objections have been received in relation to the physical built form of the development in relation to overbearing, overshadowing or overlooking impacts. As outlined above, the proposed positions of the new buildings and their overall scale and mass has been fully assessed, particularly in relation to the properties at Nos. 291 and 293 Greg Street, and are considered to be acceptable. It is considered that the relationship of the development to these properties is very similar to the existing context and the impact of the proposed development from an overbearing / overshadowing perspective is not significantly greater than the previous buildings and structures of Vauxhall Industrial Estate. This is particularly the case for the properties located either on the opposite side of Greg Street or on the other side of the railway line to the west. There are no windows in the proposed development that overlook the existing properties, their habitable room windows or private rear gardens. Due to the significant improvement of the site from a visual amenity perspective through higher quality modern buildings and greatly enhanced landscaping proposals, the local environment and view of the site would be greatly enhanced over the current situation.

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 these properties. The majority of these industrial uses have been in existence for a long period of time and 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 developments and recommended noise mitigation measures. The report indicates that the predicted rating level falls below the existing typical background sound level during daytime periods at most of the closest residential receptors. However, due to an exceedance at receptors off Greg Street to the north east, mitigation measures are proposed there. The report also indicates that the predicted rating level during night time hours exceeds the background sound level at receptors along Tudor Close and Greg Street. However, it confirms that road traffic sound levels from Greg Street are

calculated to be approximately 53 dB during the night, which would mask any sound from the site.

In terms of proposed fixed plant, this is currently unknown at this stage. The report confirms that the noise impact from any additional fixed plant shall not exceed the representative background sound levels at the nearest noise sensitive receptors. It is assumed that any fixed plant items proposed would have a low noise level and most likely will consist of A/C units. Considering the typical noise levels of these units and the surrounding existing usage, the impact of these would be negligible.

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 from activity at the site would have very little impact upon the ambient noise levels of the area. The additional mitigation measures outlined within the report are agreed and should be ensured through appropriately worded conditions. This includes a proposed 2.4m high acoustic barrier along the north eastern boundary of the site that abuts the residential properties, to reduce noise from the site further.

The application is also accompanied by an External Lighting Assessment in order for the proposed new lighting to be assessed in relation to any potential lighting spill and glare on the existing residential properties around the site. Again, this has been fully reviewed by the Council's Environmental Health officer and the full comments can be seen in the consultations section above. This assessment confirms that the application site is located in an E3 Environmental Zone: Suburban Surrounding, a Medium district brightness lighting environment – examples are: Well inhabited rural and urban settlements, small town centres of suburban locations. The Environmental Health officer concurs with the findings of the report and states that the proposed external lighting levels shown on the submitted plans, show that the Lux levels are in compliance with the ILP guidance for an E3 environmental zone. Therefore, there are no objections from a lighting spill or glare perspective. It is considered appropriate to include an appropriately worded condition to ensure that the development is completed in accordance with the External Lighting Assessment and the associated lighting plans.

In view of all of the above matters, subject to the imposition of conditions to require implementation of the proposed mitigation measures prior to the proposed development being brought into use, 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

Due to the scale of the proposed development, a Transport Assessment and Framework Travel Plan 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.

Whilst there were no objections raised in relation to the principle of the development, the initial comments received from the Highways officer included a number of concerns regarding the information provided to accompany the application and certain issues with the site layout. This included issues with the use of out of date traffic count and modelling information, the design of the vehicular access point into the site, the lack of information about servicing, the way the parking levels had been calculated, the design of the disabled parking spaces, the use of two-tier cycle racks, the lack of EV charging points, the strength of the Travel Plan, the lack of safe pedestrian routes within the site and the lack of pedestrian crossing points.

Following the submission of amended information, the Officer has concluded that the development will not have a significantly adverse impact on the highway network and, subject to detail, the proposed parking and servicing facilities should meet the needs of the development. Whilst the layout has been amended to address many of the issues previously raised, a number of issues remain, notably in respect to pedestrian access routes within the site. A further revised drawing, however, should enable this issue to be addressed. The applicant, however, has still not tabled, as was requested, any proposals to improve pedestrian, cycle and bus infrastructure in the vicinity of the site to encourage and allow staff and visitors to the development to travel to the site by sustainable modes and mitigate the impact of the development, in line with local and national policy, nor have they engaged with the Council in respect to this. Further work is therefore required in respect to this. Subject to the receipt of a revised site layout plan which addresses the outstanding site layout issues and agreement being reached in respect to off-site sustainable transport improvements / mitigation measures, however, the Officer should be able to raise no objection to the application, subject to conditions and the applicant entering into a Section 106 Agreement in respect to paying a financial contribution of £8000 fund parking restrictions in the vicinity of the site and any sustainable transport improvements / mitigation measures that need to be secured by planning obligation rather than condition. In this case, with regard to the issues of access, traffic generation, parking and highway safety, the proposal would comply with Core Strategy DPD policies SD-6, SIE-1, CS9, CS10, T-1, T-2 and T-3 and the Sustainable Transport SPD.

The need for an amended site layout plan has been requested from the applicant, and it is intended that this will be available at the Committee meeting. Proposals to improve pedestrian, cycle and bus infrastructure in the vicinity of the site, to encourage and allow staff and visitors to the development to travel to the site by sustainable modes and mitigate the impact of the development, are however likely to require further discussion that will be go beyond the next Area and Planning & Highways Regulation Committee meetings. Therefore, if the Planning & Highways Regulation Committee is minded to approve the application it is requested that the decision is deferred and delegated to Officers to allow this issue to be resolved. In the event a satisfactory resolution is not forthcoming, it will be necessary for the application to return to the Area and Planning & Highways Regulation Committees for further consideration.

Impact on Trees and Landscaping

An Arboricultural Statement has been submitted in support of the application, which assesses the condition and amenity levels of the existing trees. 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. It is acknowledged that some tree removal is required to accommodate the proposed development. In fact, since the submission of the application, the trees along the Greg Street frontage have been removed, as this was necessary to facilitate the demolition of the existing buildings. Notification of the works to remove these trees was provided by the applicant to the neighbouring residential properties via a site notice and the local Ward Members by email.

However, the majority of the existing trees along the western boundary with the railway line as mentioned by the objector, and the group of trees located in the south west corner of the site between the site and the properties on Melling Avenue are to be retained. The Arboricultural Officer considers that the trees to be lost could be replaced, and the proposed detailed landscaping scheme includes the planting of 35 new trees around the site. These are predominantly located around the outer boundary of the site, however there are some that are located more centrally between buildings. This includes the planting of 5 new trees along the front boundary on Greg Street to mitigate for the removal of the existing trees in this location.

To compliment this, the proposed landscaping scheme includes the planting of native shrubs, herbaceous shrubs and climbers around the site to soften the appearance of this industrial use and to contribute to the biodiversity gain at the site. Further biodiversity measures include the provision of bird and bat boxes in multiple locations around the site, in appropriate locations close to the new and existing landscaped areas. The proposed number, locations, species and sizes of all the new plants and trees have been fully assessed by the Council's Arboricultural and Nature Development officers, who have concluded that the proposal are acceptable for this development.

The landscaping and biodiversity enhancement measures would be secured by way of an appropriately worded condition, to require the implementation of a replacement planting/landscaping scheme to off-set any loss and enhance the local environment. Further conditions are recommended by the Arboricultural Officer to ensure that existing retained trees are not removed or damaged 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 and Nature Development Officer's 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

The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultee Responses section above. It is acknowledged that the site has no nature conservation designations, however a Phase 1 Protected Species Survey and Assessment has been submitted to accompany the application.

The survey concludes that an internal and external inspection survey of the buildings on site was carried to search for signs of bats and assess the potential for roosting bats to be present. No signs of roosting bats were observed during the inspection survey and the buildings to be demolished were assessed as offering negligible bat roosting potential. No suitable roosting features were observed as any crevices present were considered unsuitable for use by bats on account of their superficial nature and/or poor thermal capacity. No suitable roosting features were observed in the trees on site.

No definitive evidence of badger was recorded during the ecology survey although a mammal push through was identified within the fence along the railway line. Therefore, the advice from the Nature Development officer is that works should be undertaken with care. In the event that evidence of badger is discovered on site, works must stop and a suitably experienced ecologist be contacted for advice.

On this basis, the Nature Development Officer considered 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 further informative 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 badgers; 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. As the site area exceeds 1 hectare, this application is accompanied by a Flood Risk Assessment, Drainage Strategy and Sustainable Urban Drainage (SUDs) Proforma. The detailed comments received to the application from the Council Drainage Engineer/Lead Local Flood Authority are contained within the Consultee Responses section above.

The Drainage Engineer/Lead Local Flood Authority have confirmed that the principle of the proposed drainage strategy for the development is considered to be acceptable subject to adherence to the submitted documents, detailed design and further investigation of source control options. Therefore, Members are advised that appropriate drainage of the site is capable of conditional control.

In view of the above, the imposition of the conditions that 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 Phase 1 Preliminary Risk Assessment, by the LK Group, which assesses the ground conditions of the site and its suitability to be developed for a continued employment use.

Due to the industrial history of the site and the scale of the proposed development, the site is located on land identified as potentially contaminated. As such, it is considered that conditions are imposed, to require the submission of further site investigations and ground gas monitoring and 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 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, an Energy Statement was submitted to accompany this planning application. The full comments of the Planning Policy officer are outlined in the consultations section above.

The revised 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 47% reduction over 2006 Part L Building Regulations.

On this basis, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3.

For Members information moving forward, it should be noted that in December 2021, the government announced changes to the building regulations to help the UK on its path to deliver net zero new homes and buildings. The changes to 'Part L' of the building regulations focus on greater fabric performance, lower energy demand, and a move away from fossil fuels (gas and oil boilers) to electric heating systems. The changes should cut carbon dioxide (CO₂) emissions from new homes by around 31% and non-domestic new builds by 27%. In existing buildings, regulations will typically apply to new build extensions or the installation of new materials or technology.

The standards for energy efficiency will be higher than that required by the current Core Strategy Policy SD-3 target 1 & target 2 requirements. The building regulations changes will come into force on 15 June 2022 and will apply to new schemes, which commence building work after this date.

A policy position statement has been prepared to clarify how the adopted Core Strategy policy will be applied after the building regulations standards change. It sets out the Council's position until such time as a full review of the energy opportunities policy is undertaken through the Stockport Local Plan.

Notwithstanding the above upcoming changes to Building Regulations, the proposed development is considered to be acceptable and is compliant with the current 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.

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 amended the site boundary treatments to comply with the recommendations made by GMP. This includes the security of the sides and rears of the units with a 2m high fence and the provision of a 3m high fence around the site perimeter. The applicant has confirmed that they will comply with the other recommendations contained within the CIS report.

In view of the above considerations and 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.

Other Issues

Members will note that an initial 'Holding Objection' was lodged by Network Rail in relation to a conflict with their land ownership and access to the railway infrastructure. Following detailed discussions with the Asset Protection team at Network Rail and the submission of an amended site layout plan, the concerns initially raised have now been fully resolved.

Therefore, Network Rail have now withdrawn their holding objection and subject to the inclusion of a condition requiring full access to the Network Rail land through the application site 24/7 and 365 days a year, they have now confirmed they have no objections to the proposed development. An appropriately worded condition will be included in order to ensure this access is retained.

Concerns have also been raised in relation to the potential impact of the proposed development on the existing value of the surrounding properties. Although the comments made are acknowledged, the LPA is only permitted to consider any application on the basis of local and national planning policies and refuse applications on material planning grounds. As the potential impact of a proposed development on the existing value of neighbouring properties is not a material planning consideration, it has not been possible for the Council to give this matter any material weight in this case.

Concerns have also been raised in relation to the pollution that would be created by the car parking at the site. It can be confirmed that the site is not located within an existing Air Quality Management Area and therefore, it was not necessary for the application to be accompanied by an air quality assessment or for the Council's Air Quality officer to be consulted on the application.

It has to be acknowledged that this is a historic industrial site that has included multiple vehicle trips by different sized vehicles for some time and as such, it is

not considered that the proposed development would generate any additional pollution over the former industrial site. Notwithstanding this, the development does now include the provision of 38 EV charging spaces, adequate secure cycle parking and showers / changing facilities for each unit, and a much higher provision of soft landscaping within the site, all of which will contribute to the reduction of pollution levels at the site in the future.

Finally, concerns have been raised in relation to the presence of asbestos containing materials in the fabric of the existing buildings, which are due to be demolished as part of this redevelopment scheme.

Although the concerns are acknowledged, the control and removal of asbestos is not a matter for consideration within the planning process, and will be appropriately controlled through the relevant legislation. Therefore, it is not a matter that could be given significant material weight in this case or warrant the refusal of the application.

Developer Contributions

With regards to highway safety, it is considered that there is a need for existing parking restrictions in the area to be reviewed. This would require the payment of £8000 to fund the cost of this and should be secured through a legal agreement attached to any permission.

In accordance with Core Strategy DPD policies CS9, T-1, T-2 and T-3, there is a requirement to ensure the development does not cause harm to the safety and capacity of the highway network.

The applicant has confirmed that they are happy to enter into a S106 agreement with the Council to secure the payment of this contribution, should the recommendation of Committee be to grant planning permission.

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, is therefore considered acceptable and fully policy compliant. The size and scale of the proposed development 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-dates much of the existing housing stock. 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, and subject to conditions, the receipt of an amended site layout plan, satisfactory proposals to improve pedestrian, cycle and bus infrastructure in the vicinity of the site and an £8000 developer contribution to fund parking restrictions as outlined, the proposal will be 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.

Members will note that due to the proposed floorspace of the development, the application is referred to Heaton and Reddish Area Committee for comment and recommendation only, subject to the application being presented to the Planning & Highways Regulation Committee. If the Planning & Highways Regulation Committee is minded to grant the application it should be deferred and delegated to Officers to allow completion of the legal agreement and on-going discussions to secure satisfactory improvements to improve pedestrian, cycle and bus infrastructure in the vicinity of the site. In the event a satisfactory resolution is not forthcoming, it will be necessary for the application to return to the Area and Planning & Highways Regulation Committees for further consideration.

RECOMMENDATION

Grant (defer and delegate to Officers) subject to conditions, legal agreement and satisfactory improvements to improve pedestrian, cycle and bus infrastructure in the vicinity of the site.