

APPLICATION REPORT - PA/343126/19

Planning Committee, 5 June, 2019

Registration Date: 27/03/2019
Ward: Medlock Vale

Application Reference: PA/343126/19
Type of Application: Full Planning Permission

Proposal: Erection of a Hindu Temple facility including prayer hall, multi-function hall, teaching and ancillary spaces as well as landscaped garden and parking.

Location: Copster Hill Road Depot, Copster Hill Road, Oldham, OL8 1QB

Case Officer: Graham Dickman

Applicant SHREE SWAMINARAYAN MANDIR BHUJ
Agent : LTS Architects

THE SITE

This application relates to a now cleared former depot site located on the east side of Copster Hill Road close to the junction with Ashton Road. The site has a rhomboid shape extending to just over 0.5 hectare and is generally flat rising just 1 metre from south to north. It was formerly occupied by First Choice Homes as a maintenance depot with a mix of single storey storage/ workshop buildings and a two storey office block facing Copster Hill Road.

Adjoining the northern boundary is a car park containing a number of established trees. Terraced houses face the site across Copster Hill Road, a character which is reflected in the streets further to the west. Single storey industrial buildings occupy the land to the south. To the east the site adjoins the rear of two storey commercial buildings which front Ashton Road. The most notable building in this locality is St Pauls Church which faces Ashton Road to the south-east of the application site.

THE PROPOSAL

The application proposes the redevelopment of the site with a Hindu Temple, which will include a prayer hall, multi-function hall, teaching and ancillary spaces, priests's accommodation, as well as a landscaped garden and parking.

The development is dominated by the main temple building which occupies a footprint 23 metres in width by 33 metres in depth.

The lower level of the building, 4 metres in height, will be faced in brickwork with a pre-cast concrete base, and will continue along the Copster Hill Road frontage as the facade to the multi-function hall, teaching and ancillary spaces. This will be punctuated by recessed square windows with ornate pre-cast concrete headers. However, the main entrance to the centre of the temple will be more ornate with a decorative arch and columns.

The upper section of the temple features an ordered colonnade, faced in brickwork, interspersed with a small number of windows behind. Above this will be an inset cornice featuring glazing panels and pre-cast concrete facings. The height of the main structure will extend to 9.8 metres. Finally, the roof will feature three decorative domes, the central of which will attain an overall height of 16.8 metres.

The second dominant element of the building will be the multi-function hall occupying a

footprint 33 metres in length by 35.5 metres in depth. This structure will be faced in perforated metal cladding sheets.

The main buildings will be set back from Copster Hill Road by 16 metres behind a car parking area which will feature an in and out arrangement; the access being towards the northern end of the frontage and the egress at the southern end. The frontage will comprise a brick wall with infill metal railings and sliding vehicular gates for security. Also externally are landscaped gardens and a central courtyard.

Internally, the main temple hall sits within a double storey with level access provided via the main entrance doors, into a draught lobby and adjacent shoe rooms where shoes are stored during prayer. There are separate entrances for males and females into their respective sections of the prayer hall. At the back of the hall there is access to the resident priest's quarters, this includes accommodation, kitchens and stores associated with the day to day running of the temple.

A secondary pedestrian entrance from the car park provides access to a central breakout space at the hub of the building, with routes back to the temple hall, into the multi function hall and kitchen and out to the courtyard. Toilets, showers and changing facilities are accessed from this central space. At the southern end of the site is the plant room and bin stores.

A stair and lift provide access up to the first floor which houses primarily the secondary functions of the building. Around the prayer hall, which has a void in the centre creating a double height space, a mezzanine is provided for high-level viewing of ceremonies. At the rear of the hall, above the resident priest's accommodation, is some further accommodation for visiting Swamis (religious leaders). This is for infrequent short visits.

Hours of opening are stated as 7am until 10pm on each day of the week. No specific numbers of employed staff are indicated.

The application is accompanied by the following supporting documents:

- Design & Access Statement
- Transport Strategy
- Travel Plan
- Landscape Strategy
- Phase 1 Preliminary Risk Assessment
- Foul & Drainage Assessment
- Crime Impact Assessment
- Sustainability & Energy Statement
- Electrical Utilities Study
- Noise Impact Assessment
- Air Quality Assessment
- Coal Mining Risk Assessment

RELEVANT HISTORY OF THE SITE:

PA/058539/10 - Application for the demolition of the existing buildings and full planning permission for the erection of 121 dwellings, public open space and other associated works (Phase 1) and outline planning permission (All Matters Reserved) for the erection of dwellings and commercial floorspace (A1, A2, B1 & B2) and other associated works (Phase 2). Approved 8 October 2010.

CONSULTATIONS

Highway Engineer

Objects to the application on the grounds that there would be insufficient on-site parking during major events held at the temple.

Environmental Health

No objection subject to a site investigation and assessment in relation to the landfill gas risk and any

necessary programmed remedial measures and a satisfactory completion report.

Measures to ensure the protection of nearby properties from noise and vibration during construction will be required.

Coal Authority

No objection subject to a condition requiring site investigation works prior to the commencement of development.

Greater Manchester Police
Architectural Liaison Unit

No comments received

Drainage
United Utilities

No objection to the proposed drainage details.

No comments received.

REPRESENTATIONS

Two public consultation sessions were held with residents from neighbouring streets. The consultations were held on Saturday 16th March 2019 (1030-1200) and Tuesday 19th March (2000-2100). Attendance was limited. However the owners of the commercial premises to the south of the site attended and raised concerns over daylight into their property. Attendance was better at a separate consultation held for members of the temple community, the majority of whom also live in the surrounding streets. Feedback from this consultation was largely positive with some specific comments on the articulation of the more decorative/ornamental portions of the building as well as technical comments on the layouts and inner workings of the building.

The occupiers of 30 properties in the immediate vicinity of the site have been notified, along with the display of site and press notices.

9 letters of support have been received from local residents on the following grounds:

- The facility will be a great asset in walking distance to where the local community live.
- The site is in an accessible location.
- There is improved parking compared to the existing location.
- There is plenty of garden space and room for children to play.

The owners of the adjacent commercial premises to the south have objected on the grounds of a proposed two storey building with a pitched roof adjacent to the common boundary which means that the right of light to the windows of the units is affected. It is suggested that the building be moved to the other side of the temple where there are no buildings adjacent to that boundary.

PLANNING CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, to the extent that development plan policies are material to an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. This requirement is reiterated in Paragraph 2 of the National Planning Policy Framework (NPPF).

In this case the 'development plan' is the Joint Development Plan Document (DPD) which forms part of the Local Development Framework for Oldham. The application site is unallocated by the Proposals Map associated with the Joint Development Plan Document. Therefore, the following policies are considered relevant:

Policy 1 - Climate change and sustainable development

Policy 2 - Communities

Policy 4 – Promoting Sustainable Regeneration and Prosperity

Policy 5 - Promoting accessibility and sustainable transport options

Policy 9 - Local Environment

Policy 14 - Supporting Oldham's Economy

Policy 18 – Energy
Policy 19 – Water and Flooding
Policy 20 – Design

The National Planning Policy Framework is also a material consideration in the assessment of the application.

Land use and principle of development

DPD Policy 1, in the context of this application, seeks the effective and efficient use of land, prioritising development on previously developed land. Annex 2 of the NPPF defines "previously developed land" as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

The site was previously used in connection with industrial and storage activities reflecting the continuing use on the land to the south.

In terms of regeneration, the proposed redevelopment of the site addresses the existing disused nature of the site with a vibrant, community-led scheme.

DPD Policy 2 states that the council will support appropriate development that contributes towards creating sustainable communities and promotes community cohesion across the borough, supports the transformation of education and skills, and contributes to improved health and well-being of people in Oldham, and that it will encourage the development of flexible premises that can accommodate a range of uses.

The applicant indicates that the proposals have been developed with this objective in mind providing an improved place of worship for the local Hindu community within a building which offers both facilities for worship and for associated community events, including teaching and flexible, multi-function community spaces. These will be provided alongside landscaped grounds to promote improved health and well-being for the community.

In terms of sustainability, DPD Policy 5 requires major development to achieve 'high accessibility' as a minimum which is defined as being within approximately 400m of a frequent bus route or approximately 800m of a rail station or Metrolink stop.

The nearest bus stops are located on both Copster Hill Road, outside the site, and Ashton Road to the rear, providing frequent services to Oldham, Manchester and other destinations. Metrolink services are also available in Oldham town centre less than 1km to the north. This, in addition to the fact that the temple aims to serve a community largely residing within walking distance of the site ensures that it occupies a highly sustainable location.

Although not specifically allocated for employment uses in the Local Plan, DPD Policy 14 requires proposals which would result in the loss of a site currently or last used for employment purposes to include measures to outweigh the loss of the site and support Oldham's economy and the regeneration plans of the borough. Non-employment use has been previously granted in 2010 (PA/058539/100 as part of the regeneration of the Borough Triangle as a key project within the Hathershaw and Fitton Hill Masterplan). Therefore the loss of employment use is taken within the context of the wider regeneration of the area and community enhancement policies.

The employment potential of the site is nevertheless restricted by the access off Copster Hill Road which is relatively narrow, and the close proximity to residential properties in the area. As such grounds for refusal on loss of employment land would not be sustainable, particularly when weighed against the community and social benefits the scheme can deliver.

Design and Layout

DPD Policy 20 promotes high quality design and requires that new development should

reflect local characteristics whilst not resulting in a significant adverse impact on the visual amenity of the surrounding area.

Part 12 of the NPPF requires that development should function well and add to the overall quality of an area, be visually attractive as a result of good architecture, layout and landscaping, be sympathetic to local character and history, establish or maintain a strong sense of place, to optimise the potential of a site, and to create places that are safe, inclusive and accessible.

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, and that whilst great weight should be given to outstanding or innovative designs, they should fit in with the overall form and layout of their surroundings.

The Design & Access Statement states that "the design brief has been to develop proposals that contain elements of the traditional temple aesthetic with a high quality, contextually appropriate building".

The locational context of the site is one of an urban environment, dominated to the west by traditional terraced housing interspersed with small scale commercial premises. To the south are retained, relatively low level commercial buildings, none of which retain a high aesthetic quality. The proposal will create a landmark building, contrasting in style and scale with its neighbours. Whilst it is noted that the temple itself does not represent a building of local vernacular; it is also recognised that religious buildings often are of a different, and often more prominent scale and design than the surroundings. This is reflected by St Paul's Church on the opposite side of Ashton Road.

In terms of scale, the Copster Hill Road frontage, and main elevation of the site is defined by two storey terraced housing located close to the road frontage. Previously part of the application site frontage featured a two storey office building.

The tallest proposed building, the temple, will extend to 9.8 metres in height, with the roof featuring three decorative domes, the central of which reaches 16.8 metres. When viewed from Copster Hill Road, the 16 metre set back will reduce its immediate presence, such that it will not over dominate the street frontage or the houses opposite at a distance of 31 metres. It's landmark design will act as a positive enhancement of the street scene and provide extra character to the local area.

The multi-purpose hall will extend to a height of 8 metres, and as such also exceed the heights of existing, adjacent buildings. As originally submitted this was to be faced in perforated metal cladding sheets which would be back illuminated. This was considered to represent an overly alien feature and an alternative has been accommodated. The revised finish includes the use of brick to reflect the main temple, whilst incorporating decorative white brick bands. The lower levels avoid a monolithic appearance to the multi-function hall by use of reveals and features which mimic the columns of the temples, and use a more locally sympathetic facing material. This enhances the overall appearance of the site whilst maintaining the temple's primacy.

It is considered that the proposals achieve an appropriate compromise between creating a building of aesthetic quality whilst ensuring it can be viewed as an integral part of the local area. The scale does not overpower the neighbouring buildings.

Highways and Access

A Transport Statement and Travel Plan has been submitted with the application.

The Highway Engineer has recommended that the application should be refused on the grounds that the additional on street parking and manoeuvring of vehicles generated by the development, within the Copster Hill Road highway and other nearby highways, will be

detrimental to the safety of other highway users and is thereby contrary to the provision of DPD Policy 9.

Comments of the Highway Engineer

The following detailed assessment has been submitted by the Highway Engineer:

"A Transport Statement has been submitted with this application which looks at how people are likely to travel to the proposed Temple. It states that the total congregation numbers are not expected to increase significantly, and that the use of the new temple will be a direct transfer from the existing facility on Lee Street. The modal split of expected travel options are therefore assumed to be exactly the same as those of the existing facility. Whilst I accept that congregation numbers on a daily basis may not increase so significantly as to have an effect on the local highway network, I have struggled to accept that a larger, much improved facility with additional community facility will not attract larger numbers when celebratory and other events are held.

The parking provision proposed is forty spaces to the front of the building. Despite requests during pre-application discussions, no additional overspill parking provision is proposed. This was requested again during the submission period but has still not been provided.

The proposed temple will be located on Copster Hill Road. This is narrow with traffic calming features along its length and parking bays to allow parking for the local residents of the predominantly terraced houses. The nearby highways off Copster Hill Road also provide on-street parking for nearby residents. I have serious concerns that any visitor to the temple, unable to park in one of the forty spaces, will park in the parking bays or on the other nearby highways, thereby displacing the existing spaces used by residents. Although this in itself is not a reason for refusal, this displacement of parking and of the increased demand of parking spaces will lead to increased congestion and other problems in the area. This could lead to an increase in the risk of accident to the detriment of highway safety.

The site is located on a bus route and there are links to the nearby Metrolink service. I do not anticipate however that all of the additional worshippers or visitors during celebratory events will choose this as their preferred choice of travel to the events. I therefore consider that in this instance the proposed number of parking spaces is insufficient to meet the demand of the proposed development.

There are currently no local or national parking standards, and I acknowledge that because of this I am unable to state exactly how many spaces are required for a facility of this type and size in this location. I have assessed this application on the information provided by the Applicant and my experience and knowledge of the operation of the local highway network and the likely effect the proposed development will have on that.

I consider that forty parking spaces will not accommodate the parking demand during community and other celebratory events. This will lead to additional parking on the nearby highways which will result in congestion and will lead to the risk of accident to the detriment of highway safety. I therefore recommend that planning permission is refused for highway safety reasons.

In addition to this, the sliding gates shown at the entry into the site are not set back an adequate distance to allow a vehicle to wait clear of the highway while the gates are opened. This will lead to an obstruction of the highway and will require pedestrians to walk into the carriageway, potentially into the path of live traffic. This will be detrimental to highway safety and is a further reasons for a recommendation for refusal for highway safety reasons.

For the avoidance of doubt I have assessed this application on the amended drawing received on 23rd May 2019 (Dwg Ref: 01 GA-100 P4)"

Assessment of Highway Impact

In assessing the weight to be afforded to this concern, Paragraph 109 of the NPPF is clear

that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

The concerns in relation to highway matters are focussed on the potential impact when larger events are held at the temple, rather than the day to day operation of the site. It is noted that the majority of the present worshippers live within the surrounding streets, and whilst this does not guarantee that they would not arrive by private car, it significantly reduces this potential, particularly where it is anticipated that spaces would be at a premium. Largest weekly 45 attendees after 6pm on Saturdays.

Special events tend to be over a weekend and spread over a few days, with attendees likely to have a high car occupancy. In order to seek to overcome these concerns, the layout of the site could be re-designed to remove areas previously allocated as garden areas to be replaced with a surface which would allow for overspill parking during those events.

The submitted Travel Plan states as follows:

"There are a number of occasions throughout the year when attendance at the Temple will be higher than that which occurs during a typical week. These include New Year's Day, anniversary celebrations and four other significant events. The timing and anticipated attendance of these events is known well in advance. As such the applicant would anticipate that an approval of the application would be subject to a condition on the provision of a management plan for travel during these events. This statement outlines potential measures that could be imposed on the community to mitigate the risk of increased parking stress in the adjacent streets.

Proposed Measures

As described above, the events during which a higher turnout is anticipated are known well in advance and the Temple's Organisation Committee would be prepared to impose the following measures on the Temple community as appropriate.

- *Alternative Transport:*

The Transport Statement has described how a significant proportion of the community live within walking distance of the site and travel to the existing Temple facility on Lee Street by foot on a day to day basis. The site is well served by bus routes and is also easily accessible by bike, with cycle parking provided on site. The primary means proposed to reduce parking stress during the main events would be to encourage the community to walk, cycle or use public transport where possible.

- *Car Share:*

Car sharing represents a flexible and convenient form of travel involving two or more individuals travelling by car together, for all or part of their journey. Those who drive to the Temple at its current location on Lee Street tend to be doing so in family groups of two or more.

The use of on-site parking facilities will be monitored to enable the success of measures to reduce single occupancy car trips to and from the site to be assessed. Consideration will be given to the implementation of measures such as priority parking for car sharers to encourage increased levels of car occupancy.

- *Overflow Parking:*

The Temple will retain in its ownership, the car park adjacent to its existing premises on Lee Street (0.2 Miles or a 4 minute walk away).

In the event any overspill parking being required, the 10 spaces provided here would be used, bringing the total spaces provided, from 40 to 50. On the specific days when a high turnout is anticipated at the temple, a marshalling system would be put in place to direct cars to the overflow car park as required.

- *Deliveries and Servicing:*

The timing of any deliveries can be planned well in advance and any deliveries needed would take place before the start of the event to minimise any disruption on parking.

- *Raising Awareness:*

The relocation of the Swaminarayan organisation to the new Temple site will in essence provide a window of opportunity for existing travel habits/behaviour to be temporarily

broken. By targeting members of the congregation with tailored information on sustainable travel modes prior to the move, this will in turn make them more likely to considering using such modes. Travel Information Packs will be issued to all members of the congregation and offer to discuss their individual travel needs prior to moving to the new site”.

With regard to the concerns in relation to vehicles waiting on the highway whilst the gate is opened, the applicant has indicated that the gates will remain open during the operational hours of the facility, and this can be a condition of any approval.

The concerns of the Highways Engineer are valid and must be taken into consideration. However, any assessment of the likely impacts must be considered in the context of the wider benefits associated with the re-development of the site.

Amenity Considerations

DPD Policy 9(a) states that development will be permitted where it is not located in areas where an identified source of potential hazard exists and development is likely to introduce a source of potential hazard or increase the existing level of potential hazard. It also requires that development does not adversely affect the environment or human health caused by air quality, odour, noise, vibration or light pollution, or cause significant harm to the amenity of existing and future occupants through impacts on privacy, safety, security, noise, pollution, visual appearance of an area, access to daylight, and other nuisances.

A Noise Impact Assessment has been submitted in support of the application, and no objections on amenity grounds have been raised by the Environmental Health team, other than identification of the need for controls over noise and vibration during the construction period. Whilst it is indicated that the facility will be open from 7am until 10pm, it is not anticipated that the level of activity during quieter hours would be likely to result in disturbance to neighbouring residents, having regard to the character of the area and the location on Copster Hill Road.

With regard to the physical impact of the development in relation to neighbouring residential properties, this would be primarily limited to the terraced houses directly across Copster Hill Road, and to first floor accommodation above commercial units on Ashton Road at the rear of the site. With regard to the former, the layout of the site was altered at pre-application stage to move the main building away from the frontage and this is reflected in the submitted plans.

A separation distance of 30 metres has been achieved, which should ensure that the tallest part of the site, the temple building, does not result in significant overshadowing of these properties over its width of 23 metres. The remainder of the facing building would be much lower, which would ensure no adverse impact.

With regard to the properties on Ashton Road, the temple will project to within 15 metres of these buildings at an angled pinch point, which then increases for the majority of the building. At present the facing properties have an open aspect across the sites and there will be some loss of outlook. However, it is not considered that this would be significant.

With regard to the objection from the owner of the adjacent industrial units, the open windows presently facing the site serve storage areas to the rear of industrial units and provide natural light to the wider area inside the building, with no other windows serving the premises. However, the proposed plans indicate that the nearest proposed building would not obstruct the outlook from the existing windows, and in fact, would be located further towards Copster Hill Road than the previous building which occupied this part of the site.

Other former window openings have been blocked up for security reasons for a previous tenant and the owner has indicated that they are proposed to be restored for the current tenant and therefore the right of light remains. However, it is also noted that the previous buildings which occupied the site were also located adjacent to the boundary and thus any light to the rear would have been severely restricted.. Consequently, this is not considered to be a ground on which an objection can be sustained.

Consequently, it is considered that the proposed development is capable of being operated in this location without causing significant harm to the amenity of adjacent occupiers or the area in general in accordance with the objectives of DPD Policy 9.

Air Quality and energy considerations

The site is outside an Air Quality Management Area. An Air Quality Assessment has been submitted indicating that predicted concentrations of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) are well below the respective air quality objectives as required by the Greater Manchester Air Quality Action Plan 2016-2021.

The design will incorporate energy efficiency measures through the use of a high specification building fabric and design, allied to efficient heating systems, to minimise energy demand. This includes a 10m² solar collector integrated into the roof, a variable refrigerant flow air source heat pump which will be the primary source for space and water heating, to achieve an on-site carbon-dioxide emissions reduction of 10.986% relative to the Building Regulation Part L2A compliant with DPD Policy 18.

Ground conditions

DPD Policy 9 requires that development is not located where a source of potential hazard exists, whilst NPPF paragraph 178 requires planning policies and decisions to ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from natural hazards or former activities such as mining.

The Environmental Health team has recommended that any approval should be subject to a landfill gas contamination assessment, and any necessary remediation measures incorporated.

Given the presence of a recorded mine entry on the site, the Coal Authority initially raised an objection to the application. However, following the submission of further information, it is satisfied that development can progress subject to pre-commencement ground investigations and incorporation of any necessary remedial measures to protect the mine entry.

Consequently, subject to appropriate conditions, the site is considered suitable for the proposed development.

Drainage

DPD Policy 19 seeks to direct development away from areas at risk of flooding and encourages the use of sustainable drainage systems (SUDS) in new development. Criterion (b) of the policy states that developments must minimise the impact of development on surface water run-off. The allowable discharge rates must be agreed with the council for all developments, which must where possible be achieved through the implementation of SUDS.

The site does not fall within an area identified as being at risk from flood and no objections have been received on these grounds.

CONCLUSION

This is an application for the comprehensive redevelopment of a former industrial site to create a new temple and ancillary facility for the local Hindu community, which is presently based at substandard premises in the local area. Consequently, it would be in accordance with the objectives of DPD Policy 2. The building itself will be a unique feature within the area, a fact which is reflective of religious buildings in general. It would therefore contrast with neighbouring buildings in design term, but would represent a landmark building enlivening the degree of architectural quality in the vicinity.

It is considered that the operation of the facility can take place without adverse impact on local sensitive receptors in terms of noise and levels of activity during the day to day operations.

The concerns in relation to traffic impact have been noted, and it is recognised that there remains a potential impact on parking demand in the surrounding area during any large events. This is an inevitable consequence of the introduction of community or sporting events on sites within the urban area. Any such impacts can be mitigated as far as possible by the operation of a traffic management plan.

Such impacts must be balanced against the benefits of bringing a vacant, previously developed site back into productive use, and the provision of an important community facility. It has been demonstrated that any significant impacts would not occur on a regular basis whereby the day to day demands of the community can be accommodated within the site. On balance, it is therefore considered that the development will be acceptable and that any adverse impacts can be appropriately managed.

RECOMMENDATION

Approve, subject to the following conditions:

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission.

Reason - To comply with the provisions of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be fully implemented in accordance with the approved plans and specifications which are referenced as follows:

All plans received on 24 May 2019 unless stated.

01 GA-100 Rev P4 - Proposed Site Plan
03 GA-303 Rev P2 - Proposed Detailed North Elevation
03 GA-304 Rev P2 - Proposed Detailed East Elevation
03 GA-305 Rev P2 - Proposed Detailed South Elevation
03 GA-306 Rev P2 - Proposed Detailed West Elevation
1816_Oldham Temple_Multi Function Hall Material Addendum_190524

All plans received 27 March 2019

01 GA-101 Rev P5 - Proposed Ground Floor Plan
01 GA-102 Rev P5 - Proposed First Floor Plan
01 GA-103 Rev P2 - Proposed Roof Plan
02 GA-200 Rev P1 - Proposed Site Sections
02 GA-201 Rev P2 - Proposed Sections
02 GA-202 Rev P1 - Proposed Sections

Reason - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. Prior to the commencement of any above ground development, a detailed Traffic Management Plan to be put in place during any events which are due to take place at the site and which are likely to introduce visitor numbers in excess of those which could readily be accommodated within the on-site parking facilities, shall be submitted to and approved in writing by the Local Planning Authority. The duly approved measures shall be put in place prior to the commencement of the use and shall operate during all such events.

Reason - In order to minimise any potential impacts on the surrounding highway network during any major events which take place at the site.

4. The development hereby approved shall not be brought into use unless and until the access and car parking spaces have been provided in accordance with the approved plan (Drawing no. 01 GA-100 Rev P4). The details of construction, levels and drainage shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any such development. Thereafter the parking spaces shall not be used for any purpose other than the parking and manoeuvring of vehicles.

Reason - To ensure that adequate off-street parking facilities are provided and remain available for the development so that parking does not take place on the highway to the detriment of highway safety.

5. The vehicular entrance gate to the site shall be kept in an open position during all hours that the site is open to visitors.

Reason - To ensure vehicles do not obstruct the highway when waiting to enter the site.

6. No development shall commence unless and until a site investigation and assessment in relation to the landfill gas risk has been carried out and the consultant's report and recommendations have been submitted to and approved in writing by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety, because the site is located within 250m of a former landfill site.

7. Prior to the commencement of any development hereby approved, intrusive site investigations shall be carried out to establish the exact situation regarding coal mining legacy issues on the site, and the results submitted to and approved in writing by the Local Planning Authority. Should the investigation reveal the need for remedial works to treat the mine entry the approved works shall be undertaken prior to the commencement of any development in accordance with the approved scheme.

Reason - To ensure the safety and stability of the proposed development.

8. Prior to the commencement of any part of the development hereby approved, details of the method of surface water, based on the hierarchy of drainage options in the National Planning Practice Guidance, and of foul water drainage from the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to first occupation of the approved development and shall be maintained at all times thereafter.

Reason - To secure a satisfactory system of drainage.

9. Prior to the commencement in the construction of any external walls, including decorative features, samples of the materials to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in full accordance with the approved materials.

Reason - To ensure a satisfactory appearance in the interests of the visual amenity of the area.

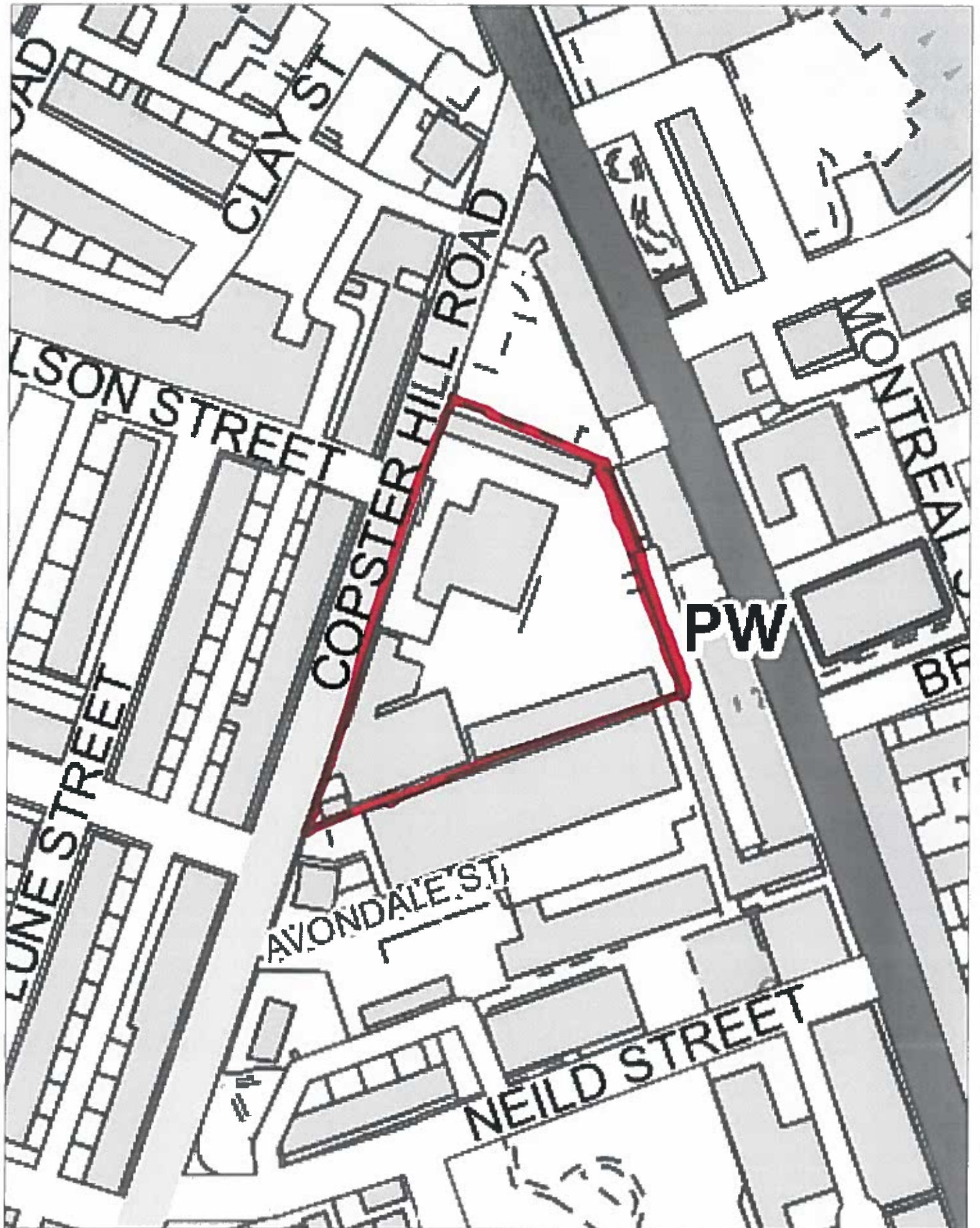
10. Prior to the commencement of any development hereby approved, a scheme in the

form of a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details for the methods to be employed to control and monitor noise, dust and vibration impacts. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the construction works are commenced, and shall be maintained for the duration of the construction works.

Reason - To protect the amenity of the occupiers of neighbouring residential properties.

11. The buildings hereby approved shall not be first occupied until a scheme of hard and soft landscaping has been implemented in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme, and shall be maintained for a period of 5 years from the agreed date of planting. Any trees or plants which die, become diseased, or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size.

Reason - To ensure that the development site is landscaped to an acceptable standard in the interests of visual amenity.



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