

APPLICATION REPORT - PA/343147/19

Planning Committee, 5 June, 2019

Registration Date: 29/03/2019
Ward: Chadderton Central

Application Reference: PA/343147/19
Type of Application: Full Planning Permission

Proposal: Erection of commercial units to be used for a purpose that falls within either Class B1 (Business), Class B2 (General industry), or B8 (Storage or distribution uses). Associated parking, landscaping and infrastructure.

Location: Land to the west of Greengate, Oldham.

Case Officer: Hannah Lucitt

Applicant Royal London Mutual Insurance Society Ltd
Agent : Hourigan Connolly

THE SITE

The application site covers 3.34 hectares. The site access forms part of a traffic light controlled junction with Greengate (B6393) with pedestrian and cycle crossing provision. Greengate is a main vehicular arterial route linking the areas of Middleton and Chadderton with the City of Manchester to the south.

There is currently access to the site via an under bridge, accessed from an unnamed service road, however this is height restricted and effectively limits its use to cars and small vans.

Boundaries to the site are generally a combination of palisade and weldmesh security fencing.

The site predominantly comprises hard landscaping and is relatively flat. There are a number of lighting columns on the site together with an electricity pylon.

To the north of the site is an area of open land, beyond which are a number of commercial and employment units. To the east of the site are further commercial premises. To the south of the site is an area for which planning permission has recently been granted for a mixed use development, which will share the existing access, with the M60 beyond.

The site is located in an area allocated for predominantly employment uses.

The surrounding area therefore comprises various commercial, industrial and trade units. Beyond the M60 to the south is the residential area of Moston, and to the north and west beyond the employment units are residential areas of Middleton and Alkington.

THE PROPOSAL

This application proposes the erection of an industrial unit with unrestricted Class B1, B2 or B8 use.

The proposed industrial unit would run parallel to the northern site boundary, and would measure 202m in length, 59m in width and would feature a low pitched roof design, reaching a maximum of 10.4m in height. This unit would be externally faced in profiled wall cladding in grey.

Staff and visitor parking within the site for a total of 30 vehicles is proposed, including 4 dedicated disabled person's spaces.

It is proposed that all vehicular movements to and from the site will be via the existing access and the traffic light controlled junction at Greengate.

It is proposed to reconfigure the existing traffic signal controlled junction to allow right turn entry and right turn exit movements to and from the access.

The proposed development would operate 24 hours a day 365 days a year.

RELEVANT HISTORY OF THE SITE:

PA/341476/18 'Proposed drive-through café/restaurant (Use Class A3), public house/restaurant (Use Class A4), 3 industrial units (Use Classes B1, B2 or B8), associated parking, landscaping & infrastructure' was granted conditional planning permission on 21st September 2018.

CONSULTATIONS

Highway Engineer	No objection, subject to the inclusion of conditions addressing the provision and retention of car parking spaces, the full design and construction details of the required improvements to the Greengate access arrangements, cycle storage, and the implementation of the Travel Plan.
Highways England	No objection, subject to the inclusion of conditions addressing direct vehicular or pedestrian access between the site and the M60 motorway, development on or adjacent to any motorway embankment, and the motorway drainage system.
Environmental Health	No objection, subject to the inclusion of conditions addressing landfill gas, electric vehicle charge points, and the fleet recognition scheme.
Environment Agency	No objection, subject to the inclusion of conditions.
LLFA/Drainage	No comment.
Greater Manchester Ecology Unit	No objection, subject to informatives in regard to Japanese knotweed and the protection of nesting birds.
Greater Manchester Police	No comment.
Architectural Liaison Unit	
Rochdale MBC	No objection.
Manchester City Council	No comment.
United Utilities	No objection, subject to the inclusion of drainage conditions.
Transport for Greater Manchester	No objection, subject to the inclusion of a condition addressing the needs for a Travel Plan.

REPRESENTATIONS

This application was publicised by way of a site notice, press notice and neighbour notification letters. No responses were received by virtue of this notification process.

PLANNING CONSIDERATIONS

The main issues to consider are:

1. Land Use;
2. Parking and highway safety;
3. Amenity and design;
4. Contaminated land, landfill gas, and drainage.

Land Use

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 2 within the National Planning Policy Framework (NPPF) reiterates this requirement.

In this case the 'development plan' is the Joint Development Plan Document which forms part of the Local Development Framework for Oldham. It contains the Core Strategies and Development Management policies used to assess and determine planning applications.

The application is located within a 'Business Employment Area' as allocated by the Proposals Map associated with this document. Therefore, the following policies are considered relevant:

Policy 1 - Climate Change and Sustainable Development;
Policy 9 - Local Environment;
Policy 13 - Employment Areas;
Policy 14 - Supporting Oldham's Economy; and,
Policy 20 - Design.

The guidance within the National Planning Policy Framework (NPPF) is also a material planning consideration.

DPD Policy 1, in the context of this application, seeks to ensure the effective and efficient use of land and buildings by promoting the re-use and conversion of existing buildings and development on 'previously developed land' prior to the use of greenfield sites.

The application site is previously developed land, evident by the hard landscaping and existing use.

DPD Policy 14 states that it is important Oldham has a range of sites to support the local economy. Employment areas are spread across the borough. They provide land for existing firms to expand and for new firms to locate here, so providing for job opportunities.

As the application site proposes a mixed use B1/B2/B8 facility, the proposed development complies with Policy 14 and the principle of the proposal is therefore satisfactory. The industrial units provide a mix of sizes to accommodate the needs of a variety of businesses. The benefit of anticipated full time job roles that would be created by virtue of the proposed development is acknowledged.

Parking and highway safety

Access to the proposed development will be taken from the existing traffic signal controlled junction with Greengate which also serves the industrial premises to the east. A highway improvement will be carried out to the junction to facilitate movement into and out of the site for vehicles, cyclists and pedestrians.

The site is in a sustainable location with excellent links to public transport and opportunities for walking and cycling. Conditions are attached to the recommendation to ensure that more sustainable modes of travel are promoted in the form of the provision of cycle storage facilities.

A Transport Assessment and Travel Plan were submitted with this application which examined the existing conditions and the effect the development would have on the local highway network. The expected levels of traffic generated by uses previously granted planning permission and the current proposal were compared. It was found that the amount of traffic likely to be generated by the current proposal will be less than that of previously approved schemes.

Traffic Modelling of the existing traffic signal controlled junction was also undertaken, and after the addition and clarification of some information, Transport for Greater Manchester is satisfied that the junction will continue to operate within capacity, and that the traffic generated by the proposed development will have no significant or adverse impact on the local highway network.

The proposed development has been assessed by the Council's Highway Engineer. Given that the expected trip generation and operation of the highway network will not have a significant or adverse effect on highway safety, no objection has been raised.

Therefore, the proposed development is considered to be in compliance with DPD Policy 9 in this regard.

Amenity and Design

DPD Policy 9 seeks to ensure development does not result in unacceptable adverse impact on amenity, whilst Policies 9 and 20 recognise the contribution that high quality design can make to regeneration and sustainable development.

There are no nearby dwellings within close proximity to the application site. Therefore, the proposal will have no significant impact on amenity.

The design of the industrial units is typical of the industrial sites within the area. Whilst this is not of particularly high architectural merit, it would be screened by a landscaping buffer, and is both functional and appropriate to its setting. The proposed landscaping scheme provides a more verdant character to the site, which is currently hard landscaped.

The proposed development is considered to have a positive impact on the streetscene and the character of the wider area.

Given the above, the impact on residential amenity and design is considered acceptable, in accordance with DPD Policies 9 and 20.

Contaminated land, landfill gas, and drainage

The Environmental Health Team have requested the inclusion of contaminated land and landfill gas, pre-commencement conditions.

The application site lies in an area susceptible to water surface flooding. A condition has also been included within the recommendation to address surface water drainage on site. The Drainage team have been consulted in regard to this application, and have made no comment.

The applicant has confirmed that they are happy for the pre-commencement conditions to be included within the report.

Conclusion

The proposed development would be acceptable in principle, and the benefit of anticipated full time job roles that would be created by virtue of the proposed development is acknowledged. The proposal would have no significant impact on highway safety and amenity, residential amenity, and would be acceptable in terms of design.

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:

- Drawing no. 17022_PL101 revision A received 29th March 2019
- Drawing no. 17022_PL102 revision A received 29th March 2019
- Drawing no. 17022_PL103 revision B received 29th March 2019
- Drawing no. 17022_PL104 revision A received 29th March 2019

- Drawing no. 3269 101 received 29th March 2019
- Drawing no. 3269 201 received 29th March 2019

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

3. All hard and soft landscape works for the site shall be carried out in accordance with the approved details:

- Drawing no. 3269 101 received 29th March 2019
- Drawing no. 3269 201 received 29th March 2019

The works shall be carried out prior to the occupation of any part of the development. Thereafter, any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development, shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan.

Reason - To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area.

4. Prior to the commencement of any above ground development, details of arrangements for the disposal of foul waste, and a surface water drainage scheme based on sustainable drainage principles shall be submitted to, and approved in writing by the Local Planning Authority. The drainage scheme shall be completed in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

5. Secure cycle parking facilities shall be provided within the site prior to the first occupation of the development hereby permitted, in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall thereafter remain available for users of the development.

Reason - To ensure adequate cycle storage facilities are available to users of the development

6. The approved Travel Plan (prepared by Ashley Helme) shall be implemented within six months of occupation of the development. The Travel Plans shall be maintained and kept up to date at all times, and shall take into account any change in circumstances, such as a change to the occupier of the site.

Reason - To ensure the development accords with the Council's sustainable transport

policies

7. No development hereby approved shall be brought into use unless and until the access and car parking spaces associated with that part of the development have been provided in accordance with the approved plan (Drawing no. 17022_PL101 revision A). 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.

8. No development of the site shall commence unless and until the developer has submitted the following full design and construction details of the required improvements to the Greengate Access Arrangements, such details to be approved in writing by the Local Planning Authority. Such works that form the approved scheme shall be completed before the development is brought into use.

The details to be submitted shall include:

- a) How the scheme interfaces with the existing highway alignment, details of the carriageway markings and lane destinations,
- b) Full signing and lighting details,
- c) Confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards),
- d) An independent Stage Two Road Safety Audit (taking account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes.

Reason - To ensure that the means of access to the application site is acceptable to the Local Highway Authority in terms of highway safety and the continued efficient operation of the local highway network.

9. The recommendations within the site investigation and assessment in relation to the landfill gas risk (Phase I/II Ground Conditions Report by TRC) shall be undertaken in accordance with the approved details. 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.

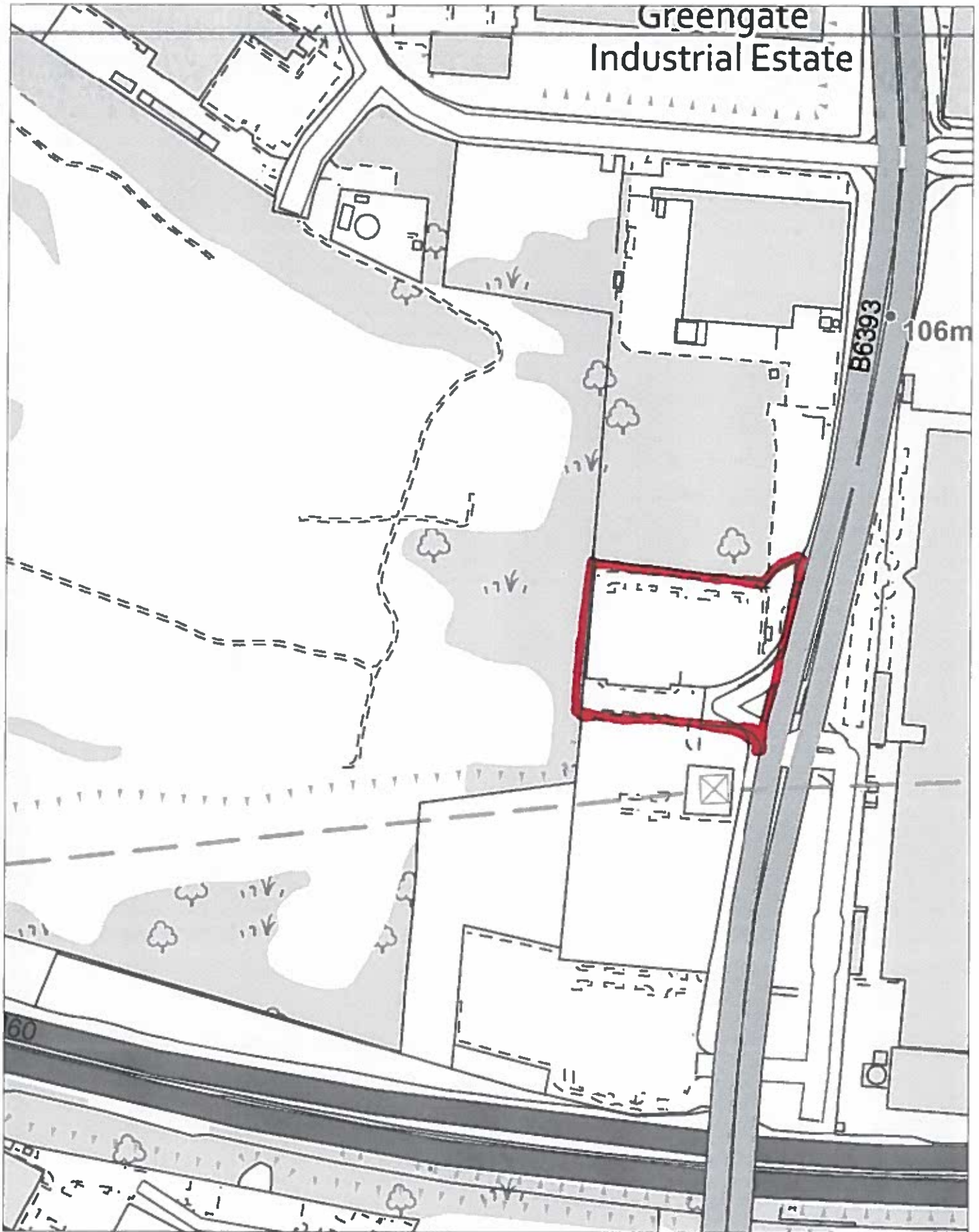
Reason - In order to protect public safety, because the site is located within 250m of a former landfill site.

10. The recommendations within the site investigation and assessment to identify the extent of land contamination has been carried out (Phase I/II Ground Conditions Report by TRC) shall be undertaken in accordance with the approved details. 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 and the environment.

11. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.



PLANNING COMMITTEE - BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING AND INFRASTRUCTURE

PLANNING AND ADVERTISEMENT APPLICATIONS

The following is a list of background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information defined by that Act.

THE BACKGROUND PAPERS

1. **The appropriate planning application file:** This is a file with the same reference number as that shown on the Agenda for the application. It may contain the following documents:

- The application forms
- Plans of the proposed development
- Certificates relating to site ownership
- A list of consultees and replies to and from statutory and other consultees and bodies
- Letters and documents from interested parties
- A list of OMBC Departments consulted and their replies.

2. **Any planning or advertisement applications:** this will include the following documents:

- The application forms
- Plans of the proposed development
- Certificates relating to site ownership
- The Executive Director, Environmental Services' report to the Planning Committee
- The decision notice

3. Background papers additional to those specified in 1 or 2 above or set out below.

ADDITIONAL BACKGROUND PAPERS

1. The Adopted Oldham Unitary Development Plan.
2. Development Control Policy Guidelines approved by the Environmental Services (Plans) Sub-Committee.
3. Saddleworth Parish Council Planning Committee Minutes.
4. Shaw and Crompton Parish Council Planning Committee Minutes.

These documents may be inspected at the Access Oldham, Planning Reception, Level 4 (Ground Floor), Civic Centre, West Street, Oldham by making an appointment with the allocated officer during normal office hours, i.e. 8.40 am to 5.00 pm.

Any person wishing to inspect copies of background papers should contact Development Management telephone no. 0161 770 4105.