

BURY COUNCIL
DEPARTMENT FOR RESOURCES AND REGULATION
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

22 January 2019

SUPPLEMENTARY INFORMATION

Item:01 Land at Chamberhall, Magdalene Road, Bury, BL9 0ES Application No. 63185

Hybrid planning application comprising:

A full planning application for 5 buildings of up to 12,317 square metres to be used within Use Classes B1, B2 and B8 and associated works to include an access road, landscaping, car parking, servicing areas (Phase 1); and site preparation works, access, boundary treatments and associated works including engineering works (Phase 1a); and engineering works comprising site preparation works (Phase 2).

An outline planning application for development within Use Classes B1, B2 and B8 (Phase 1a) including details of access (all other matters reserved); and for development within Use Classes A1, A3, A4, A5, B1, B2, B8, C1 (hotel), D1 (creche) and D2 (gym), including details of vehicular access (all other matters reserved) (Phase 2).

MATTERS RELATING TO PROPOSED GROUND WORKS - CUT AND FILL WORKS TO PHASE 1 AND PHASE 2

GMEU response to the proposal for off-site compensatory tree planting.

From the perspective of net loss of biodiversity, GMEU accepts that in principle, off-site tree replacement planting would adequately mitigate for the loss on the phase 2 site, subject to details and agreement to the type, species and quality of the replacement trees and location and planting/management arrangements, and if coupled with on-site mitigation adjacent to Chamber Hall lake, and mitigating loss of linear features linking the lake to the River Irwell, which would still be required.

The legal agreement would also include landscape/ecological enhancement to the riverside walkway.

The contribution of £30,000 would be a reasonable amount to facilitate the requirement.

GMEU are satisfied that with adequate proposals in place and subject to a legal agreement, there would be no objection in principle to the removal of the trees on the phase 2 development land.

Delivery of the planning obligations.

Highway works - Payable on commencement of development

Pedestrian Connectivity works - Prior to first occupation of Phase 1.

Tree Replacement Scheme - To be paid within 30 days of the removal of the first tree.

Conditions

Condition 3, 4, 8, 11, 12, 18, 20, 26, 27, 31, 33, 36, 38, 44 amended

Condition 25 merged with 38

Condition 28 merged with 32

Condition 39 merged with 45

Condition 5 deleted

Condition added regarding measures to protect the River Irwell from tree clearance works.

Conditions added regarding details of pillings and foundation designs and treatment of unidentified contamination.

Condition added to submit a Travel Plan

Conditions re-numbered

Condition 3 amended to read:

No below ground works shall commence unless and until:-

- a) A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- b) Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- c) Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

Condition 4 amended to read:

Prior to any part of the development hereby approved being brought into use a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

Condition 8 (now Condition 7) amended to read:

The development hereby approved shall be carried out in accordance with the Drainage Strategy, dated November 2018. Investigation works, including a condition survey, shall be undertaken to the existing culvert prior to the construction of the development hereby approved, apart from tree felling, vegetation clearance and archaeological trial trenching, and the findings submitted to the Local Planning Authority for approval prior to construction. Should any further investigations, surveys or works be required to be carried out, the details shall be submitted to the Local Planning Authority and the approved works implemented to an agreed timetable. Details of the maintenance arrangements for all new drainage infrastructure shall be submitted to and approved by the Local Planning Authority prior to the first occupation. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

If the existing SuDS pond is to be utilised for all surface water drainage to the new development, a more detailed survey will be required prior to construction to confirm its capacity and suitability and verify the extent of any necessary remedial works to

ensure its continued efficient functionality. This shall be carried out prior to any additional drainage being connected to the pond and the survey submitted to the Local Planning Authority for approval. Any works required and as approved shall be implemented to an agreed timetable.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

This condition can be satisfied in phases.

Condition 11 (now Condition 10) amended to read:

This decision relates to drawings numbered -

P4301_1101 E; 1102 E; 1200 N; 1201 M; 1202 K; 1209 L; 1210 L; 1214 L; 1215 N; 1216 D; 1217 B;
1250 B; 1252 B; 1253 C; 1255 C; 1256 B; 1258 A; 1259 D; 1260 B; 1261 C; 1262 E; 1263 C; 1264 D; 1351 B; 1352 D; 1353 B; 1354 C; 1355 D; 1401 B; 1402 B; 1403 B; 1404 B; 1405 B;

D5862.001A, D5862.002, D6694.001A, D6694.002, D6694.009, TEP Invasive Species Management Plan ref G6694.001.

Air quality Assessment by WSP document 70025864; Revised Arboricultural Impact assessment by The Environment Partnership document 5862.005 Version 7; Common Toad Reasonable Avoidance Measures Method Statement (RAMMS) by The Environment Partnership document 6694.004; Bat Activity Survey by The Environment Partnership document D6694.004; Crime Impact assessment document 2016/0933/CIS/01 Version C; Drainage Strategy Preparation by Atkins 5151397-DS-001; Extended Phase I Habitat and Bat activity Survey by REC document 100191P1R2; Flood Risk Assessment by Atkins 5151397/FRA/001 Rev 13 dated 21st December 2018 and figures 7.1 to 7.5; Geo-Environmental Desk Study document 5151397/GEO/RPT/001.2; Phase 2 Geo-Environmental Assessment by Atkins 5151397_GeoEnvRep_Phase 2; Great Crested Newt Environmental Survey by The Environment Partnership document 5862.003 Version 2; Noise impact assessment by WSP Parsons Brinckerhoff document 70026496 revision 3; Transport Assessment by Croft Transport Solutions document 1498 August 2018.

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

Condition 12 (now Condition 11) amended to read:

Prior to first occupation of the development hereby approved, a Car Parking Provision and Management Plan shall be submitted to and approved in writing by the Local Planning Authority for the initial and subsequent phases of the development. The Plan shall incorporate measures for the future monitoring and review of the provision based on use classes implemented and, if subsequently required, measures to mitigate the impact any overspill parking could have the adopted and unadopted highways that abut the Chamberhall site and the proposed private industrial estate roads. The Plan and measures subsequently approved shall be implemented prior to first occupation and first use of the development hereby approved.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, HT2/4 - Car Parking and New Development, and HT4 - New development.

This condition can be satisfied in phases.

Condition 18 (now Condition 17) amended to read:

Apart from tree and vegetation clearance, each phase of the development hereby permitted must not be commenced until such time as details of existing and proposed finished floor and land levels has been submitted to, and approved in writing by, the Local Planning Authority.

The approved scheme only shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period.

Reason. To ensure the risk of flooding to the proposed development is reduced and confirm that required flood plain compensation volumes are provided pursuant to chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

Condition 20 (now Condition 24) amended to read:

The development hereby approved shall proceed in accordance with the updated TEP Invasive Species Management plan ref 6694.001, version 3 January 2019. The method statement shall be adhered to and implemented in full.

Reason. To ensure safe and satisfactory development of the site in the interests of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

Condition 25 and 38 merged (now Condition 19) and amended to read:

The development hereby approved shall be carried out in accordance with the Common Toad Reasonable Avoidance Measures Method Statement Tep Ref 6694.004 as previously submitted to and approved by the Local Planning Authority and for all phases of the development.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

Condition 26 (now Condition 35) amended to read:

No development shall take place or material or machinery brought on site until a method statement to protect the River Irwell and riparian corridor from works relating to tree and vegetation clearance has been submitted to and approved by the Local Planning Authority. All approved measures shall be implemented and maintained for the duration of the works and in accordance with the approved details and all phases of the development.

Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site and ensure the protection of the River Irwell and riparian corridor from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF. .

Condition 27 (now Condition 29) amended to read:

No development other than tree and vegetation clearance shall take place until a Biodiversity mitigation and enhancement plan has been submitted to and approved in

writing by the Local Planning Authority. The contents of the plan shall include:

- Location of the proposed habitat and enhancement and creation
- Biodiversity objectives for the proposed habitat enhancement and creation
- Details of plants and seed mixes to be utilised
- Source of plant and seed mixes
- Mitigation for loss of linear landscape features
- Location of bird and bat box provision

The works shall be carried out strictly in accordance with the approved details and to an agreed timetable.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

Condition 31 (now Condition 32) amended to read:

Notwithstanding the details indicated on the approved plans, no development, other than tree and vegetation clearance shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to the Local Planning Authority:

- Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;
- Formation of the main vehicular access to the site from Harvard Road to a specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to prevent the discharge of water from the proposed private industrial estate roads onto the adopted highway and all associated highway and highway drainage remedial works;
- Formation of the car park access to Block A from Magdalene Road to a specification to be agreed, incorporating visibility splays at the junction with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets, the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the car park hardstanding onto the adopted highway and all associated highway and highway drainage remedial works;
- Revised inward opening gate position to the west of Block A to ensure that a standing articulated heavy goods vehicle can be maintained clear of the Harvard Road/Magdalene Way junction in the event that the gate is in the closed position;
- Provision of a street lighting assessment and scheme for the proposed development, the junction of the main vehicular access with the adopted highway/junction of Harvard Road with Magdalene Road and the section of Magdalene Road abutting the site and, if required as a result of the assessment, a scheme of improvements;
- White lining scheme for the proposed private industrial estate roads, tying into existing lining on Harvard Road;
- Extent of 'timber knee rail to path edge' where it abuts the existing adopted highway, incorporating foundations that do not encroach under the highway;
- Provision for fire hydrants.

The details subsequently approved shall be implemented to an agreed programme. The approved visibility splays shall be implemented before the development is first occupied and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To secure the satisfactory development of the site in terms of highway and fire safety, ensure good highway design, ensure the intervisibility of the users of the

site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety. This is pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT2 - Highway Network, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.

Conditions 28 and 32 merged (now Condition 33) and amended to read:
Notwithstanding the landscaping plans hereby submitted or approved, no development, other than tree and vegetation clearance shall take place unless and until a scheme for the provision and management of a 15 metre wide buffer zone alongside the River Irwell has been submitted to and approved by the Local Planning Authority. This buffer zone is to form part of vital riverside green infrastructure and the scheme shall include:

- plans showing the extent and layout of the buffer zone
- a Landscape and Environmental Management Plan to include details of any tree thinning works including tree removal and species for retention, details of any proposed new or replacement soft landscaping, a landscape schedule based on native species that positively integrate with adjoining River Irwell wildlife corridor and key green infrastructure asset
- details demonstrating how the buffer zone will be protected and managed/maintained over the longer term with a named body responsible for management plus production of detailed management and maintenance plan
- details of any proposed footpaths, fencing, and environmentally sensitive lighting, formal landscaping
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of land re-profiling and any amended soft landscape reinstatement should be detailed
- details of any new surface water discharges to River Irwell, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), and to protect adjoining main ecological receptor.

Thereafter the development shall be carried out in accordance with the approved scheme, details and timetable.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.

Condition 36 (now Condition 37) amended to read:

If any works are proposed to trees T7 and T14 as identified in the revised Arboricultural Report by TEP Version 7 dated 21-12-18, an updated roost assessment shall be submitted to and approved by the Local Planning Authority. Any works thereafter required shall be carried out in accordance with the approved assessment and recommendations.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

Condition 39 and 45 merged (now condition 44) and amended to read:
Notwithstanding the landscaping plans hereby submitted or approved, as part of a

Reserved Matters application, a scheme for the provision and management of an 15 metre wide buffer zone alongside the River Irwell shall be submitted to and approved by the Local Planning Authority. The buffer zone scheme could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone
- a Landscape Masterplan and Environmental Management Plan for comprehensive and quality ecological enhancement of the site to include Chamber Hall lake and details of any proposed new or replacement soft landscaping, including landscape schedule largely based on native species
- Enhancement and provision of bird and bat boxes
- maintenance and enhancement of bat connectivity between Chamber Hall lake and the River Irwell
- details demonstrating how the buffer zone will be protected during development.
- details of any proposed footpaths, fencing, and environmentally sensitive lighting, potential future Hydro Scheme or fish easement at Bury Grounds weir site etc.
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of compensatory land re-profiling and soft landscape reinstatement should be detailed
- details of any new surface water discharges to river, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), to project adjoining ecological receptor

Thereafter the development shall be carried out in accordance with the approved scheme, details and timetable.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.

Condition 44 (now condition 43) amended to read:

Notwithstanding the details indicated on the approved plans, full details of the following shall be submitted at first reserved matters stage:

- All proposed means of vehicular and pedestrian access to subsequent phases of the development, incorporating the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the private hardstandings onto the adopted highway and all necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;
- A scheme of works to incorporate Public Right of Way No. 131, Bury, that abuts and crosses Phase 1a the site;
- Works to, and treatment of, the Castlecroft Road site boundary to demarcate the limits of the adopted highway and prevent the obstruction of the abutting footway by overgrowing vegetation;
- Provision of visibility splays at junctions with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets;
- Provision within the curtilage of each subsequent phase of the development for the loading and unloading of vehicles and the parking of cars which visit the site in connection with the uses hereby approved;
- Provision within each subsequent phase of the development to the written satisfaction of the Local Planning Authority to enable vehicles to enter and leave each site in forward gear, and shall subsequently be maintained free of obstruction.

- Provision for fire hydrants.

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway and fire safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

Condition added (now condition 20) to read:

No development other than tree and vegetation clearance shall take place or machinery brought on site unless and until a method statement to protect the River Irwell and riparian corridor from accidental spillages and from via existing drainage has been submitted to and approved by the Local Planning Authority. All approved measures shall be implemented and maintained for the duration of the construction period in accordance with the approved details, for all phases of the development.

Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site and ensure the protection of the River Irwell and riparian corridor from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF.

Condition (now Condition 21) added to read:

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason. To ensure that the proposed piling activity is protective of controlled waters in line with Chapter 15 - Conserving and enhancing the natural environment of the National Planning Policy Framework.

Condition added (now Condition 22) to read:

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 secure the satisfactory development of the site in terms of human health and the wider environment and 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 and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

Condition added (now Condition 23) to read:

Prior to first occupation of the development hereby approved, a Travel Plan for a scheme for the provision of occupier travel measures as outlined in the submitted Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:

- day to day management of travel plan measures;
- appropriate management strategy;
- detailed time frames for delivery;

- a marketing and communication strategy;
- handover arrangements for the travel plan or its components on the transfer of responsibility of the development, or development in part;
- initial targets before first surveys are conducted.

The Travel Plan shall establish the developer and occupier travel plan objectives and targets and include an implementation programme. The approved schemes shall thereafter be implemented before the occupation of each phase hereby approved, and thereafter maintained.

Reason. In order to deliver sustainable transport objectives in accordance with Chapter 9 - Promoting sustainable development of the NPPF.

This condition can be carried out in phases.

The conditions have thereafter been re-numbered.

Additional plans added, extracted from the Revised Arboricultural Impact Assessment dated December 2018:

Tree Removal and Protection Plan - Phase 2 Enabling Works (D6694.009)
Off-site Mitigation Strategy at Chamberhall (D6694.002)

**Item:02 Parkgates, Sedgley Park Road, Prestwich, Manchester, M25 0JW
Application No. 63429**

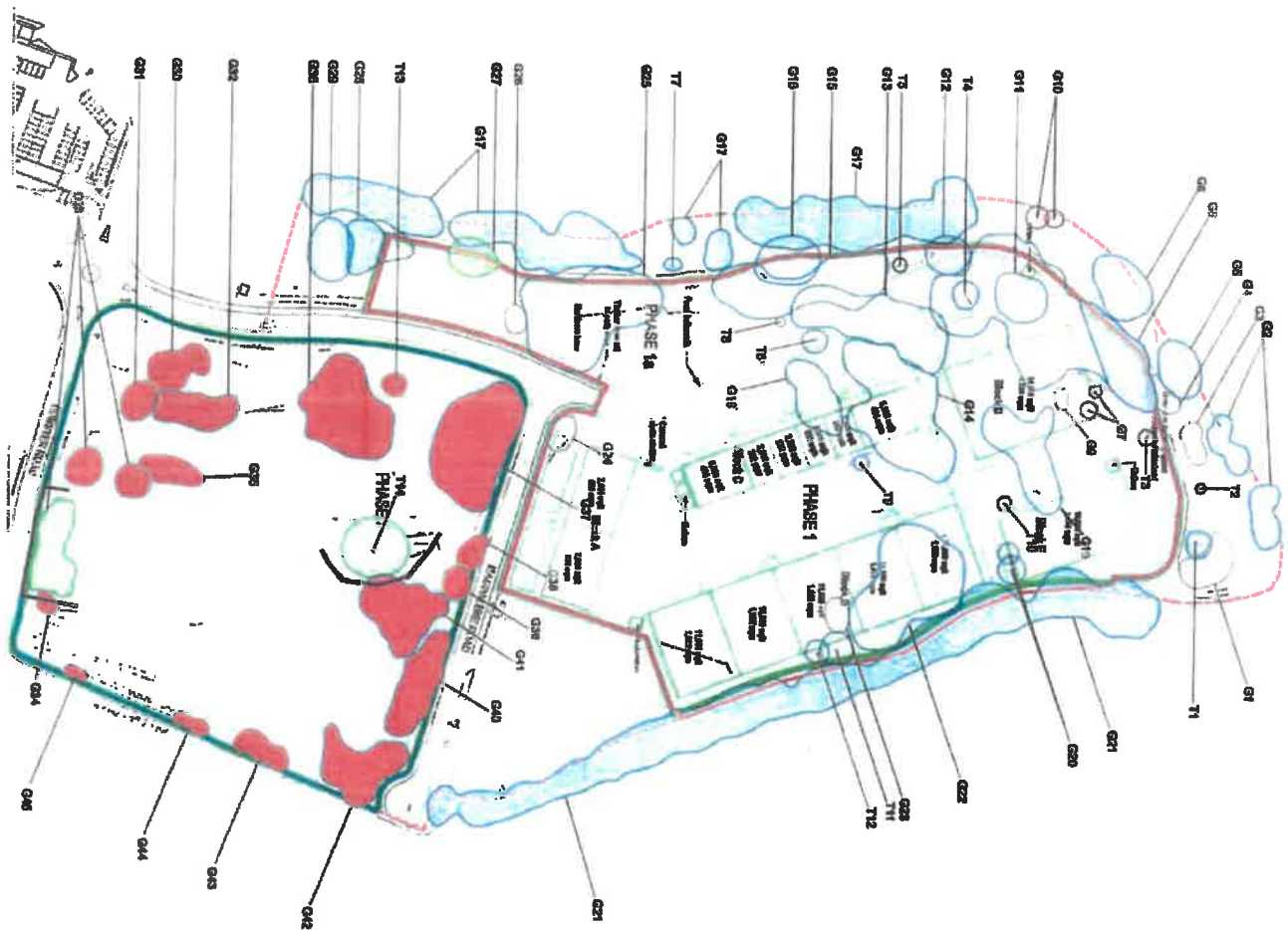
Creation of one additional floor of office space to an existing office building

Further comment received from neighbour (2 Queens Drive)

I feel I must re-iterate a comment made by one of my neighbours about the e-mail and telephone campaign that has been organised by some of the supporters to the application, asking for people to send comments of support to try and get the proposal passed without issue.

The traffic gridlock situation on surrounding roads gets worse by the day. To have this building extended will add to the growing problem. This will not only put childrens safety at risk but will cause other health problems by the increased air pollution from cars owned by visitors to this residential area, and these issues need to be considered. There are already other commercial areas close to this locality that could be developed without causing such difficulties.

Surely people who live in the immediate residential area, who will be most directly affected by this extension should be listened to, (as they see the current issues on a daily basis) rather than those people who are looking at the proposal from a purely commercial point of view.



KEY

- T1 Individual trees
- G1 Groups of trees
- Barren Boundary
- Phase 1 boundary
- Phase 2 boundary
- Temporary Tree Preservation Fencing (c. 400.0m) (also to be removed for re-connection of 1st boundary)

Trees to be retained

- Category A (60+ years)
- Category B (medium quality)
- Category C (low quality)
- Category U (Tree with history or potential conservation value)

Trees to be removed as part of Phase 1A's layout

- Category A (60+ years)
- Category B (medium quality)
- Category C (low quality)
- Category U (Tree with history or potential conservation value)

Trees to be removed as part of enabling works for Phase 2

- Category A (60+ years)
- Category B (medium quality)
- Category C (low quality)

NOTES

1. All trees shown on this plan are to be removed as part of the enabling works for the proposed development. The removal of trees is subject to the approval of the relevant authorities. The removal of trees is subject to the approval of the relevant authorities. The removal of trees is subject to the approval of the relevant authorities.



Charterhall, Garry - Arboricultural Impact Assessment

Tree Removal and Preservation Plan - Phase 2 Enabling Works

D08194.009	Client	Approved	Date	Rev
TDP	1058	1058	12/20/20 @ AJ	20/02/2019

Item 01 ... 63185

Complete and updated version of all Conditions

Conditions/ Reasons

1. **CONDITIONS IN RELATION TO ALL PARTS OF THE PLANNING APPLICATION SITE**

2. The development shall provide one rapid charge EV charging point for every 1000sqm of commercial floorspace and thereafter maintained.

Reason. In accordance with paragraph 35 and 124 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

This condition can be satisfied in Phases.

3. No below ground works shall commence unless and until:-

a) A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;

b) Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;

c) Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

4. Prior to any part of the development hereby approved being brought into use a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

5. If during works on site, excess or waste soil material is removed from site, details of where and how the soil material was disposed of, including copies of waste transfer documentation, shall be submitted to the Local planning Authority for

approval.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to the NPPF.

6. No surface water shall discharge to the public sewerage system either directly or indirectly.

Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

7. The development hereby approved shall be carried out in accordance with the Drainage Strategy, dated November 2018. Investigation works, including a condition survey, shall be undertaken to the existing culvert prior to the construction of the development hereby approved, apart from tree felling, vegetation clearance and archaeological trial trenching, and the findings submitted to the Local Planning Authority for approval prior to construction. Should any further investigations, surveys or works be required to be carried out, the details shall be submitted to the Local Planning Authority and the approved works implemented to an agreed timetable.

Details of the maintenance arrangements for all new drainage infrastructure shall be submitted to and approved by the Local Planning Authority prior to the first occupation.

The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

If the existing SuDS pond is to be utilised for all surface water drainage to the new development, a more detailed survey will be required prior to construction to confirm its capacity and suitability and verify the extent of any necessary remedial works to ensure its continued efficient functionality. This shall be carried out prior to any additional drainage being connected to the pond and the survey submitted to the Local Planning Authority for approval. Any works required and as approved shall be implemented to an agreed timetable.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

This condition can be satisfied in phases.

8. No development ground works, engineering or site preparation works involving below ground disturbance, apart from tree and vegetation clearance, shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works. The programme is 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. A phased programme of archaeological fieldwork to include,
 - a programme of archaeological evaluation trenching
 - (dependent upon the evaluation) targeted open area excavation
2. A programme for post investigation assessment to include,
 - analysis of the site investigation records and finds

- production of a final report

3. Provision for publication and dissemination of the analysis and report on the site investigation.

4. Provision for archive deposition of the report, finds and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

The programme of works shall be undertaken by a suitably qualified archaeological contractor and GMAAS shall monitor the implementation of the programme of work on behalf of the Local Planning Authority.

Reason. To record and advance the understanding of the significance of the historic assets remains, pursuant to policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites and EN3/3 – Ancient Monuments of the Bury Unitary Development Plan and para 199 of the NPPF.

9. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been approved by the Local Planning Authority

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

10. This decision relates to drawings numbered -

P4301_1101 E; 1102 E; 1200 N; 1201 M; 1202 K; 1209 L; 1210 L; 1214 L; 1215 N; 1216 D; 1217 B;
1250 B; 1252 B; 1253 C; 1255 C; 1256 B; 1258 A; 1259 D; 1260 B; 1261 C; 1262 E; 1263 C; 1264 D; 1351 B; 1352 D; 1353 B; 1354 C; 1355 D; 1401 B; 1402 B; 1403 B; 1404 B; 1405 B;

D5862.001A, D5862.002, D6694.001A, D6694.002, D6694.009, TEP Invasive Species Management Plan ref G6694.001.

Air quality Assessment by WSP document 70025864; Revised Arboricultural Impact assessment by The Environment Partnership document 5862.005 Version 7; Common Toad Reasonable Avoidance Measures Method Statement (RAMMS) by The Environment Partnership document 6694.004; Bat Activity Survey by The Environment Partnership document D6694.004; Crime Impact assessment document 2016/0933/CIS/01 Version C; Drainage Strategy Preparation by Atkins 5151397-DS-001; Extended Phase I Habitat and Bat activity Survey by REC document 100191P1R2; Flood Risk Assessment by Atkins 5151397/FRA/001 Rev 13 dated 21st December 2018 and figures 7.1 to 7.5 ; Geo-Environmental Desk Study document 5151397/GEO/RPT/001.2; Phase 2 Geo-Environmental Assessment by Atkins 5151397_GeoEnvRep_Phase 2; Great Crested Newt Environmental Survey by The Environment Partnership document 5862.003 Version 2; Noise impact assessment by WSP Parsons Brinckerhoff document 70026496 revision 3; Transport Assessment by Croft Transport Solutions document 1498 August 2018.

and the development shall not be carried out except in accordance with the

drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

11. Prior to first occupation of the development hereby approved, a Car Parking Provision and Management Plan shall be submitted to and approved in writing by the Local Planning Authority for the initial and subsequent phases of the development. The Plan shall incorporate measures for the future monitoring and review of the provision based on use classes implemented and, if subsequently required, measures to mitigate the impact any overspill parking could have the adopted and unadopted highways that abut the Chamberhall site and the proposed private industrial estate roads. The Plan and measures subsequently approved shall be implemented prior to first occupation and first use of the development hereby approved.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, HT2/4 - Car Parking and New Development, and HT4 - New development.

This condition can be satisfied in phases.

12. No development, other than tree and vegetation clearance, shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority for the proposed site preparation works and each phase of the development and shall confirm/provide the following:

- Access route for construction traffic from the highway network restricted to a route from Harvard Road/Magdalene Road;
- Hours of operation and number of vehicle movements;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial, HT2 - Highway Network,

HT6/2 - Pedestrian/Vehicular Conflict and EN1/2 - Townscape and Built Design.

This condition can be satisfied in phases.

13. The vehicular and pedestrian access arrangements indicated on the approved plans shall be implemented to the satisfaction of the Local Planning Authority before the development is brought into use.
Reason. To ensure good highway design in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development.
14. There shall be no direct means of vehicular access between the site and Castlecroft Road.
Reason. To ensure good highway design in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development.
15. The turning facilities indicated on the approved plans shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
16. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the part of the development to which it relates hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
17. Apart from tree and vegetation clearance, each phase of the development hereby permitted must not be commenced until such time as details of existing and proposed finished floor and land levels has been submitted to, and approved in writing by, the Local Planning Authority.

The approved scheme only shall be fully implemented and subsequently maintained as approved, in accordance with the scheme's timing/phasing arrangements, or within any other period.
Reason. To ensure the risk of flooding to the proposed development is reduced and confirm that required flood plain compensation volumes are provided pursuant to chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
18. The development hereby approved shall be carried out in accordance with the recommendations of the Noise Report by WSP report 70026496 dated July 2018 revision 3.
The noise rating level from commercial or industrial activities associated with the proposed development, including from fixed plant or equipment, should not exceed 51 dB LA_r,1hr during

daytime periods (07:00hrs – 23:00hrs) or 48 dB LAr, 15mins at night (23:00hrs – 07:00hrs) at the closest / worst affected residential property to the site when assessed in accordance with the methodology outlined in BS4142:2014. Noise from the operation of the site should also not exceed 60 dB LAFmax (free-field) at night at the façade of the closest / worst affected residential property to the scheme.

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation and other premises, pursuant to Bury Unitary development Plan policies EC6/1 - Assessing New Business, Industrial and Commercial Development and EN7/2 - Noise Pollution.

19. The development hereby approved shall be carried out in accordance with the Common Toad Reasonable Avoidance Measures Method Statement Tep Ref 6694.004 as previously submitted to and approved by the Local Planning Authority and for all phases of the development.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
20. No development other than tree and vegetation clearance shall take place or machinery brought on site unless and until a method statement to protect the River Irwell and riparian corridor from accidental spillages and from via existing drainage has been submitted to and approved by the Local Planning Authority. All approved measures shall be implemented and maintained for the duration of the construction period in accordance with the approved details, for all phases of the development.
Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site and ensure the protection of the River Irwell and riparian corridor from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF.
21. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
Reason. To ensure that the proposed piling activity is protective of controlled waters in line with Chapter 15 - Conserving and enhancing the natural environment of the National Planning Policy Framework.
22. 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 secure the satisfactory development of the site in terms of human health and the wider environment and 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 and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

23. Prior to first occupation of the development hereby approved, a Travel Plan for a scheme for the provision of occupier travel measures as outlined in the submitted Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:
- day to day management of travel plan measures;
 - appropriate management strategy;
 - detailed time frames for delivery;
 - a marketing and communication strategy;
 - handover arrangements for the travel plan or its components on the transfer of responsibility of the development, or development in part;
 - initial targets before first surveys are conducted.

The Travel Plan shall establish the developer and occupier travel plan objectives and targets and include an implementation programme. The approved schemes shall thereafter be implemented before the occupation of each phase hereby approved, and thereafter maintained.

Reason. In order to deliver sustainable transport objectives in accordance with Chapter 9 - Promoting sustainable development of the NPPF.

This condition can be carried out in phases.

24. The development hereby approved shall proceed in accordance with the updated TEP Invasive Species Management plan ref 6694.001, version 3 January 2019. The method statement shall be adhered to and implemented in full.

Reason. To ensure safe and satisfactory development of the site in the interests of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

25. **CONDITIONS IN RELATION TO THE FULL APPLICATION OF THE PLANNING APPLICATION SITE**

26. Should tree removal not commence prior to April 2019, an updated bat assessment for all mature trees to be removed shall be submitted to and approved in writing by the Local Planning Authority. Any works thereafter required shall be carried out in accordance with the approved assessment and recommendations.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

27. A soft felling method statement for the tree identified as having category 2 bat roosting potential, in the already submitted Extended Phase 1 habitat and Bat Activity Survey Report, Chamberhall, Bury REC Ref 10019p1r2 section 5.5 and drawing 100191-002, in phase 1, shall be submitted to and approved by the Local Planning Authority prior to works to that tree. The approved method statement only shall thereafter be implemented.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

28. Prior to the installation of external lighting, a lighting design strategy for the street and external lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- Identify areas/features on site that are potentially sensitive to lighting for bats;
 - Within the areas that are sensitive to lighting for bats, show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impact on bats is negligible;
 - Specify frequency and duration of use.
- All external lighting shall be installed in accordance with agreed specifications, timings and locations set out in the strategy and maintained as agreed.
- Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
29. No development other than tree and vegetation clearance shall take place until a Biodiversity mitigation and enhancement plan has been submitted to and approved in writing by the Local Planning Authority. The contents of the plan shall include:
- Location of the proposed habitat and enhancement and creation
 - Biodiversity objectives for the proposed habitat enhancement and creation
 - Details of plants and seed mixes to be utilised
 - Source of plant and seed mixes
 - Mitigation for loss of linear landscape features
 - Location of bird and bat box provision
- The works shall be carried out strictly in accordance with the approved details and to an agreed timetable.
- Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
30. Trees T7 and T14 as identified in the revised Arboricultural Report by TEP Version 7 dated 21-12-18 shall be retained. The development shall not commence unless and until the tree protection measures required by the British standard "Trees in relation to design, demolition and construction", 2012 and as amended, have been implemented and all measures required shall remain in situ until the development has been completed.
- Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
31. The development must be begun not later than three years beginning with the date of this permission.
- Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
32. Notwithstanding the details indicated on the approved plans, no development, other than tree and vegetation clearance shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to the Local Planning Authority:

- Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;
- Formation of the main vehicular access to the site from Harvard Road to a specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to prevent the discharge of water from the proposed private industrial estate roads onto the adopted highway and all associated highway and highway drainage remedial works;
- Formation of the car park access to Block A from Magdalene Road to a specification to be agreed, incorporating visibility splays at the junction with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets, the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the car park hardstanding onto the adopted highway and all associated highway and highway drainage remedial works;
- Revised inward opening gate position to the west of Block A to ensure that a standing articulated heavy goods vehicle can be maintained clear of the Harvard Road/Magdalene Way junction in the event that the gate is in the closed position;
- Provision of a street lighting assessment and scheme for the proposed development, the junction of the main vehicular access with the adopted highway/junction of Harvard Road with Magdalene Road and the section of Magdalene Road abutting the site and, if required as a result of the assessment, a scheme of improvements;
- White lining scheme for the proposed private industrial estate roads, tying into existing lining on Harvard Road;
- Extent of 'timber knee rail to path edge' where it abuts the existing adopted highway, incorporating foundations that do not encroach under the highway;
- Provision for fire hydrants.

The details subsequently approved shall be implemented to an agreed programme. The approved visibility splays shall be implemented before the development is first occupied and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To secure the satisfactory development of the site in terms of highway and fire safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety. This is pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT2 - Highway Network, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.

33. Notwithstanding the landscaping plans hereby submitted or approved, no development, other than tree and vegetation clearance shall take place unless and until a scheme for the provision and management of a 15 metre wide buffer zone alongside the River Irwell has been submitted to and approved by the Local Planning Authority. This buffer zone is to form part of vital riverside green infrastructure and the scheme shall include:

- plans showing the extent and layout of the buffer zone
- a Landscape and Environmental Management Plan to include details of any tree thinning works including tree removal and species for retention, details of any proposed new or replacement soft landscaping, a landscape schedule

based on native species that positively integrate with adjoining River Irwell wildlife corridor and key green infrastructure asset

- details demonstrating how the buffer zone will be protected and managed/maintained over the longer term with a named body responsible for management plus production of detailed management and maintenance plan
- details of any proposed footpaths, fencing, and environmentally sensitive lighting, formal landscaping
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of land re-profiling and any amended soft landscape reinstatement should be detailed
- details of any new surface water discharges to River Irwell, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), and to project adjoining main ecological receptor.

Thereafter the development shall be carried out in accordance with the approved scheme, details and timetable.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.

34. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) for the tree and vegetation clearance works has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Access route for vehicles associated with the tree and vegetation clearance works from the highway network, restricted to a route from Harvard Road/Magdalene Road/Dunster Road;
- Access points to all tree and vegetation clearance areas, any temporary works required to facilitate vehicular access;
- Hours of operation and number of vehicle movements;
- A scheme of appropriate warning/speed limit signage in the vicinity of the accesses to the tree and vegetation clearance areas;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of each tree and vegetation clearance area;
- Parking on site of operatives' and construction vehicles together with storage on site of materials associated with the tree and vegetation clearance works;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the tree and vegetation clearance works and the measures shall be retained and facilities used for the intended purpose for the duration of the works. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of materials associated with the tree and vegetation clearance works. All associated highway remedial works required to reinstate any temporary vehicular accesses created shall be undertaken to a programme to be agreed.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent

residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial, HT2 - Highway Network, HT6/2 - Pedestrian/Vehicular Conflict and EN1/2 - Townscape and Built Design.

35. No development shall take place or material or machinery brought on site until a method statement to protect the River Irwell and riparian corridor from works relating to tree and vegetation clearance has been submitted to and approved by the Local Planning Authority. All approved measures shall be implemented and maintained for the duration of the works and in accordance with the approved details and all phases of the development.

Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site and ensure the protection of the River Irwell and riparian corridor from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF.

36. **CONDITIONS RELATING TO THE OUTLINE APPLICATION**

37. If any works are proposed to trees T7 and T14 as identified in the revised Arboricultural Report by TEP Version 7 dated 21-12-18 are required, an updated roost assessment shall be submitted to and approved by the Local Planning Authority. Any works thereafter required shall be carried out in accordance with the approved assessment and recommendations.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

38. As part of a reserved matters application, a lighting design strategy for the street and external lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- Identify areas/features on site that are potentially sensitive to lighting for bats;
- Within the areas that are sensitive to lighting for bats, show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impacts on bats would be negligible;
- Demonstrate how connectivity between the River Irwell and Chamber Hall lake will be maintained;
- Specify frequency and duration of use.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

39. The phase 2 development hereby approved shall be provided in accordance with the following floorspace parameters:

A1 - 500 sqm maximum

A3-A5 - 1,350 sqm maximum

B1a (offices) - 4,646 sqm minimum
B1/ B2/B8 - 6,500 sqm maximum
C1 (Hotel) - 120 bed maximum
D1/D2 (Creche/Gym) - 1,858 sqm maximum.

Reason. To ensure the uses proposed would be of an ancillary scale and that the development would largely support the wider employment uses across the site as a whole through the imposition of maximum floorspace thresholds, and in accordance with Bury Unitary Development Plan Policies EC1/3 - Land suitable for Business (B1), Office and Hotel/Conference Facility Uses; RT4/3 - Visitor Accommodation and the principles of the National Planning Policy Framework.

40. As part of a Reserved matters application relating to appearance, details of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.
Reason. In the interests of visual amenity and to ensure a high quality and satisfactory development pursuant to UDP Policies EC6/1 - Assessing New Business, Industrial and Commercial Development and EN1/2 - Townscape and Built Design
41. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the layout, scale, appearance, and the landscaping of the site.
Reason. To ensure the satisfactory development of the site and because this part of the application is in outline only.
42. Applications for approval of reserved matters must be made not later than:
- the expiration of five years beginning with the date of the grant of outline planning permission; and
 - that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

43. Notwithstanding the details indicated on the approved plans, full details of the following shall be submitted at first reserved matters stage:
- All proposed means of vehicular and pedestrian access to subsequent phases of the development, incorporating the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the private hardstandings onto the adopted highway and all necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;
 - A scheme of works to incorporate Public Right of Way No. 131, Bury, that abuts and crosses Phase 1a the site;
 - Works to, and treatment of, the Castlecroft Road site boundary to demarcate the limits of the adopted highway and prevent the obstruction of the abutting footway by overgrowing vegetation;

- Provision of visibility splays at junctions with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets;
- Provision within the curtilage of each subsequent phase of the development for the loading and unloading of vehicles and the parking of cars which visit the site in connection with the uses hereby approved;
- Provision within each subsequent phase of the development to the written satisfaction of the Local Planning Authority to enable vehicles to enter and leave each site in forward gear, and shall subsequently be maintained free of obstruction.
- Provision for fire hydrants.

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway and fire safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

44. Notwithstanding the landscaping plans hereby submitted or approved, as part of a Reserved Matters application, a scheme for the provision and management of an 15 metre wide buffer zone alongside the River Irwell shall be submitted to and approved by the Local Planning Authority. The buffer zone is to form part of vital riverside green infrastructure and the scheme shall include:

- plans showing the extent and layout of the buffer zone
- a Landscape Masterplan and Environmental Management Plan for comprehensive and quality ecological enhancement of the site to include Chamber Hall lake and details of any proposed new or replacement soft landscaping, including a landscape schedule based on native species
- Enhancement and provision of bird and bat boxes
- maintenance and enhancement of bat connectivity between Chamber Hall lake and the River Irwell
- details of any proposed footpaths, fencing, and environmentally sensitive lighting, potential future Hydro Scheme or fish easement at Bury Grounds weir site etc.
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of compensatory land re-profiling and soft landscape reinstatement should be detailed
- details of any new surface water discharges to river, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), to project adjoining ecological receptor.

Thereafter the development shall be carried out in accordance with the approved scheme, details and timetable.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.

