

Ward: Whitefield + Unsworth - Unsworth

Item 01

Applicant: JD Sports Fashion plc

Location: Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR

Proposal: Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only.

Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination).

Application Ref: 68530/Full

Target Date: 05/09/2022

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement for a contribution towards highway improvement works in accordance with Chapter 9 of the NPPF and adopted Unitary Development Plan Policies EN1/7, HT1 and HT2.

The Development Manager has recommended a site visit be carried out prior to the Planning Committee meeting.

Description

The application site comprises a vacant piece of land circa 1.7 hectares which is located in the Pilsworth Industrial Estate Employment Generating Area under UDP Policy EC2/1. The site is associated with the JD Group campus where the main headquarters for the company are established.

The site is located at the junction of Hollins Brook Way and Pilsworth Road, directly adjacent to the existing JD offices and car parks with the surrounding area predominantly characterised by commercial and industrial uses. There is an established residential development to the west of the site comprising Beechwood apartments and dwellings on The Croft separated from the site by trees. To the south is open land which is allocated as a Wildlife Corridor, River Valley and land which forms Hollins Local Nature Reserve.

There is a Public Right of Way (PRoW) which runs down the eastern pavement of Hollins Brook Road to the south of the site and connects to the Local Nature Reserve.

A High Pressure (HP) gas pipeline crosses the north east corner of the site and Hollins Brook Way.

The site was formally occupied as a plant hire depot operated by A-Plant which was acquired by the applicant in 2017 with the building demolished in 2019. The site has since remained vacant.

The application proposes a complete redevelopment of the site to provide additional facilities and functions to support the existing campus and needs of its employees.

The new facilities would provide a creche building, hub building for offices, training, amenity areas and staff facilities, multi purpose all weather pitch and parking with associated landscaping and highway works.

It is proposed to deliver the development in two phases and the application has been submitted as a hybrid application as follows:

Full application - Zone 1

Creche - New creche building with outdoor terraces and play areas.

The creche would be positioned in the south western corner of the site with the main entrance facing eastwards towards the main campus area. The build would comprise 2 storey with plant equipment located on the roof and would form a stepped arrangement, the higher part of the building close to the southern boundary.

Parking would be arranged to the front and side of the building to provide 80 no. spaces including EV chargepoints and accessible spaces and 26 no. spaces for the creche employees. To the western side adjacent to the boundary would be landscaped external play areas enclosed by a 2.5m high close boarded timber fence.

The creche would be of a contemporary modern design built on a dark grey brick plinth with elevations a mix of grey tiled and metal cladding, natural toned metal cladding, louvred screens and glazed entrance and feature windows.

It is anticipated the creche would provide for between 90 and 120 children and would be provided to meet the childcare needs of the JD employees only.

Landscaping

There would be some tree removal along the south and western boundary with proposals for replacement and additional planting and along part of the site frontage.

New access and highway infrastructure works - It is also proposed to create a new access from Pilsworth Road to lead directly to the creche with an internal circular road linking to the existing access at Hollins Brook Way. This access would be widened to provide a second lane and enable a dedicated left and right turn out of the site. Works to the highway to widen Pilsworth Road to provide dedicated right turns into the site would be carried out. The access from Aviation Road would be used for emergency purposes only.

Parking

Proposed as follows -

- 26no. creche staff spaces
- 20no. Parent & Child spaces
- 5no. Parent & Child EV spaces
- 12no. standard EV spaces
- 38no. standard spaces
- 5no. accessible spaces

Total = 106 spaces

Outline application to include matters of access and scale for determination (layout appearance and landscaping are reserved matters) - Zone 2

Whilst layout does not form part of the details, the scheme had been significantly advanced in terms of design and the layout shown on the Masterplan would unlikely alter to a significant degree.

A reserved matters application would consider the details for the final layout, appearance and landscaping elements of the scheme, with scale and access being considered as part of the application.

New Hub building - New 4 storey multi function Hub to provide a focal building incorporating offices, gym, restaurant and cafe, meeting rooms, training facilities, mock shop, presentation theatre with outdoor terraces.

The proposed masterplan shows this building located in the eastern part of the site with associated parking between the building and Pilsworth Road.

Details of the design would be applied for under a reserved matters application but indicative plans show a mix of glazing and cladding and a featured entrance in a landscaped surrounding.

Sports pitch - A multi purpose all weather pitch is proposed to be located towards the centre of the site between the creche and Hub building. The pitch would be provided as a leisure facility for JD employees.

A running track would also be provided as a circular route round the pitch and the creche. Changing facilities for the leisure uses would be located in the creche building.

A detailed landscaping plan would be submitted as part of reserved matters.

Parking

Whilst not forming part of the details of the application, the masterplan indicates that the parking would be located to the front of the site and would provide circa 20 no visitor spaces and 51 no staff spaces for the Hub building.

Zone 3

Zone 3 shown on the 'Zoning Plan' is not within the application red edge plan and does not form part of this planning application. It is anticipated that future works in this part of the applicant's site would involve reconfiguration of existing internal roads and car park. This may not require planning permission.

Community consultation

The applicant carried out community consultation by meeting with local residents. This is discussed in the report below.

Relevant Planning History

02227/E - Change of use to offices, staff training accommodation, including mock shop; staff gym, multi-storey car park and surface level car park, re-cladding existing external with upgraded materials and external works to facilitate the proposed use - Enquiry completed 18/02/2019

02716/E - Construction of buildings, a multi-purpose all-weather sports pitch, fitness trail, car parking and highway works to create a new business hub and childcare facilities at JD Campus - Enquiry completed 05/07/2022

54670 - Replacement boundary fence (Pilsworth Road/ Hollins Brook Way) - Approve with Conditions 02/02/2012

60525 - Retention of existing car park and re-location of car park gate onto Aviation Road for egress only; alterations and improvements to the junction of Aviation Road and Pilsworth Road, including repositioning of existing gate on Aviation Road to improve pedestrian

access (north side) and provision of a horse stile (south side) and associated signage -
Approve with Conditions 21/02/2018

63159 - Variation of condition 1 following grant of planning permission 60525 to allow an additional 6 months for commencement of the junction improvement works - Approve with Conditions 04/10/2018

63998 - Variation of condition 1 following grant of planning permission 63159 to allow an additional 6 months for commencement of the junction improvement works - Approve with Conditions 23/05/2019

64607 - Prior notification for proposed demolition of single storey steel framed workshop/works depot and single storey garage - Prior Approval Required and Granted 24/10/2019

68605 - Installation of a temporary two storey Portakabin modular building to provide a decant office facility, whilst refurbishment works are carried out across the site. The building will be vinyl wrapped as per the attached design. This application sees temporary planning permission of 3 years. - Approved 20/9/22

20/0101 - Breach of conditions of demolition determination application 64607 - 08/06/2020

Publicity

Letters sent on 7/7/22 and 19/8/22 to 72 properties.

Site notice posted 15/7/22

Press advert 14/7/22

- This development appears not to have considered that people will need to arrive by means other than car, at a time when we are in a climate emergency and energy cost crisis. There is no sign of a protected cycleway or of a continuous footway.
- There is no plan for controlled pedestrian crossings anywhere on Pilsworth Road - this again seems at odds with the need to encourage travel by means other than private car.
- Also it's a bit odd that the running track stops at roads - surely this and the footway should continue across the carriageway (using Dutch-style ramped entrance kerbs) with cars expected to give way?
- Purely on the basis of a lack of consideration for anyone not arriving at this facility by car, I object.
- The application proposes a widening of the carriageway to facilitate a turning pocket, but offers nothing for people cycling. No protected facility or anything, on a road that is deeply uncomfortable, even dangerous, to cycle on due to the amount of traffic travelling to and from the M66, Asda and the A56. Considering the size of the grass verges running along the highway at this point, it is unforgivable not to provide for active travel.
- There are no controlled pedestrian crossings anywhere on Pilsworth Road. Not one. How are people supposed to cross in safety and comfort?
- And why is there only a single cycle store?
- Croft Lane is an extremely busy tight road already and it is close to the motorway which means there is plenty of traffic all day long. As well as this, the current office contributes to a lot of the congestion, so by making an extension will only mean more congestion, pollution and disruption. In addition to this, a big project like this is going to be extremely noisy and has the potential to go on for a long extended period of time causing disturbances and noise pollution to the people that live here. Also it will cause a lot of vibration to the Houses as we have already felt them when the last works were carried out. I am worried that the vibrations may weaken the foundations of my Home bearing in mind this is an ex coal mining area. These are some of the concerns I have regarding this situation
- The construction is going to take an estimated 2 years. This is such a long period of time to be living next to an active construction site, it will be noisy, dusty and most likely cause some sort of structural damage to the surrounding properties.

- The creche appears to be backing onto the croft houses, this means that the noise from people attending the creche is going to be heard all day long by these residents who currently live in an extremely quiet neighbourhood.
- The improvements they are making to the main road will not ease the traffic in anyway, this is due to the traffic being exacerbated by people coming out of JD and turning right towards the motorway NOT people turning INTO the JD site.
- The football pitch is said to close at 9pm when it is in use, this will create further noise, litter and pollution for residents, many of which who are elderly.
- Overall, 2 years of inconvenience when only JD are benefiting.

Comment

The purpose of this comment is to ask Bury planning to note that many will not comment on the proposals until the JD/neighbours meeting has been held and to extend the consultation period if necessary to allow residents to make comments following the meeting.

Those who have made representations have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Environmental Health - Contaminated Land - No objection subject to conditions

Environmental Health - Pollution Control - No objection subject to conditions

Waste Management - No response received.

Public Rights of Way Officer - No objection

United Utilities (Water and waste) - Flood risk assessment proposals acceptable in principle. Recommend a drainage scheme to be submitted.

The Coal Authority - No objection

Greater Manchester Ecology Unit - No objection subject to conditions

Transport for Greater Manchester - No objection.

Cadent - No objection

Health and Safety Executive - No objection

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EC2/1	Employment Generating Areas
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/11	Public Utility Infrastructure
EN4/1	Renewable Energy
EN5/1	New Development and Flood Risk
EN6/2	Sites of Nature Conservation Interest LNR's
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
RT3/5	Noisy Sport
HT2	Highway Network
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
SPD11	Parking Standards in Bury

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Policy Principle - The site is in an identified Employment Generating Area under UDP Policy EC2/1 and is part of the Pilsworth Industrial Estate.

The applicant, JD Group has established headquarters at Pilsworth and now seeks to consolidate and reinforce the facilities and functions of the campus, by providing additional facilities to serve the needs of the whole campus and strengthen its role as a major employer in Bury and continue the company's growth within the global market.

In principle, the proposed development would be acceptable and would comply with the principles of the NPPF and UDP Policies EC2/1 and EC6/1.

Layout and siting - The development site would be split into two areas, with zone 1 comprising the creche building, running track, new access and associated parking and landscaping, followed by zone 2 for the hub, sports pitch and parking.

Zone 1

The zone 1 works are proposed in full detail, comprising the creche building with a footprint of circa 627sqm. The build would be located close to the south western corner of the site and orientated with the longer length running north to south. The main outdoor play space would be located to the western side of the building and enclosed by a 2.4m high acoustic fence.

Parking for 80 no cars would be arranged to the front and side of the building to include 26 no. spaces for creche staff, EV chargepoint spaces and accessible spaces. A new access to this part of the site would lead directly to the creche which would aide vehicle traffic flows through the site. The creche would be approx 11m at the closest point to the western boundary and separated by the running track and existing trees and vegetation which would provide a degree of relief from residential properties beyond this boundary.

There would be some tree removal along the west and southern boundaries required to facilitate the zone 1 development and it is proposed to mitigate this by supplementing and strengthening the planting along these boundaries which would not only provide additional screening to the neighbours but would soften the built development and car park areas.

A number of factors have driven the position, design and orientation of the creche building, largely in the applicant's consideration of the proximity to the boundary and by positioning the highest part of the building further from neighbours. It was also important to the applicant that the building provide a connectivity and overlooking of the sports pitch and rest of the campus site. The position of the build away from Pilsworth Road and the new access would also minimise noise and pollution from the main road and improve safety at this new access point.

In consideration of these factors, the proposed siting of this building and associated parking and access would be considered to be acceptable.

Zone 2

Whilst not applied for in detail, indicative layout plans have been submitted to show approximate positions of the Hub, playing pitch and parking areas. The position of these elements on site have largely been driven by the applicant's desire for the hub to be the focal point of the development whilst providing good connectivity to the other areas of the site, providing green spaces and retaining trees where possible and utilising the existing access. The development is also constrained by the main gas pipe to the north east and the PRow which connects the main road to the LNR.

It is therefore unlikely that the proposed layout would change to a significant degree once a reserved matters application comes forward.

The Hub would be the pivotal element of the development and would be located towards the eastern part of the application site and central part of the site set back from the frontage by approximately 30m. Visitor parking would be provided in the area in front of the Hub. The front of the site would be landscaped which would soften and enhance the frontage.

The playing pitch would be located between the creche and Hub, the size of which would facilitate football games of circa 5-a-side and which is considered to be commensurate within the campus development.

The remaining part of the site would provide parking for staff and internal vehicular links would connect the site to the wider campus, with refuse facilities and cycle parking located near to each building. Landscaping of the whole site would be incorporated into the development with details to be secured by condition.

The proposed scheme has been designed to provide a comprehensive development which would integrate within the existing campus in response to business needs.

Delivered as the first phase, the position of the creche building is considered the most appropriate location within the site acknowledging the proximity of the residential properties yet linking to the wider facilities both visually and practically.

The remaining part of the site would accommodate the more 'commercial' Hub for the development for offices, training and employee facilities and it is considered the position of these elements would integrate and relate well to the existing campus.

It is therefore considered that the proposed development would be acceptable and comply with UDP Policies EC2/1, EC6/1 and EN1/2

Design and scale

Chapter 12 of the NPPF - Achieving well-designed places advocates the creation of high quality and sustainable buildings to provide better places for people to live and work. Design quality should be considered throughout the evolution and assessment of individual proposals.

Zone 1

In terms of design, the creche build would be 2 storey in height with a 1st floor terrace and 1.8m metal louvred screen to enclose plant equipment on the roof. The build would be formed in a 'tiered' arrangement and in terms of its scale and mass is considered to be an appropriate solution when considering its position on site in relation to the residential properties to the west. A clearly defined main entrance would be located on the eastern elevation to front the wider site and enable a safe and clear pedestrian connection to the other facilities and whole campus.

The design approach proposes a contemporary and modern solution, comprising dark grey metal cladding, dark grey tiled shingles, louvred plant screen, and buff coloured cladding interjected with elements of metallic green vertical strips. Full height glazing would signify the main entrance and access points and provide light openings to the upper floor. The stepped design and recessed areas set within the elevations would incorporate elements of interest and contrasts to the build.

The building would be softened by tree planting and vegetation with the potential to provide a green roof and photovoltaic panels. Native hedge and woodland planting would be incorporated around the boundary of the zone 1 site area.

It is considered that the design and appearance of the proposed creche building would present a high quality yet practical approach to a childcare facility, incorporating elements to promote sustainable development. As such, the proposed development is considered acceptable and would comply with EN1/2 and the principles of the NPPF.

Zone 2

In terms of scale, the main hub building would be 4 storey and the parameters plan states the maximum height would be a maximum of 21m which would require further approval if this were to alter. The section plan D-D shows the top of the parapet wall at 17.740m and plant screen at 20.24m . The design is at a relatively advanced stage so it is unlikely the reserved matters plan would deviate from that submitted but dimensions could change if the plant screen needed to be a slightly higher or lower.

The site section plans shows the Hub building within the context of the existing built development on site and in relation to Edinburgh House to the rear of the site at the end of Hollins Brook Way and Balmoral House to the east fronting Pilsworth Way. The Hub building would not be significantly different to the height of these buildings and would be positioned in a broadly central position when viewed within the context of the whole JD campus. It is therefore considered the scale and massing would be an appropriate addition and would assimilate within the development and its surrounds.

Whilst approval for appearance is not sought for zone 2 proposals, the applicant has provided indicative images and drawings of the design concept which have been developed for the Hub building.

The Hub is intended to be the 'feature' building on site and orientated such that the longer of the elevation would front Pilsworth Road which would present a strong and important frontage to address the streetscene. The footprint of the building would comprise 3 sections, with the middle element in a recessed position where it is proposed to provide an outside courtyard area which would be flanked by the two outer sections. At first floor it is also intended to provide an external terraced space which would overlook the sports pitch. Illustrative images show elevations would comprise grey cladding and glazing with intermittent coloured panels for contrast.

Within the setting of the existing campus and wider industrial estate, it is considered this approach would be acceptable and would comply with EN1/2 and the principles of the NPPF.

The overall development proposes to incorporate sustainable design features with a 'fabric first' approach to ensure good standards of energy efficiency are achieved and maximising planting to external spaces to encourage biodiversity and ecological gains. Where possible rainwater harvesting and SuDs would be implemented and 34 no. EV chargepoints provided across the site.

It is therefore considered that the proposed development would deliver a high quality specification of buildings in terms of the design approach and one which would be appropriate in scale not only to the direct setting but within the industrial estate as a whole.

Highways issues

Access

The site is currently served from Hollins Brook Way and this would be retained as the primary access for the established JD offices. An additional exit lane to provide dedicated left and right hand turns out of the site would improve traffic flows within the site itself and help regulate traffic movement onto Pilsworth Road.

A right turn lane would also be provided on Pilsworth Road into the site at the Hollins Brook Way junction bettering the existing access arrangements to this part of the site.

The development also proposes to create a new access into the site from Pilsworth Road which would serve as the primary access for the creche and into the new development . This would be formed at the western part of the site frontage and a dedicated right turn lane would be formed from Pilsworth Road into the site which would enable traffic to continue to flow freely past the site.

The applicant also proposes to provide a right turn lane into Pilsworth Way opposite the site which would improve access to this part of the industrial estate.

With the proposed new access, there would be no need to continue use of Aviation Road on a daily basis and this would revert to use for emergency purposes only, which would be a condition of any approval.

Traffic

In terms of traffic generation for the creche, this facility would be provided solely for JD employees and for staff who already work at the campus and as such these journeys would not be new to the highway network. However, there would be a degree of additional traffic by employees who are not currently based at the campus, enticed back to being office based by the convenience of the creche facility.

There would also be traffic generated by 26 staff employed at the creche.

The Hub would offer a range of amenity and recreational facilities, elements of which would be shared across the existing JD campus but would also provide additional office accommodation plus training and lecture/theatre facilities which would generate additional trips by employees, visitors and when events are hosted, for example.

The traffic at Pilsworth Industrial Estate is already problematic, particularly at peak morning and evening times and as one of the main employers in the area, JD's existing operation is a contributing factor to the traffic which builds up around these junctions and the local highway network. The proposed development would bring an uplift in traffic to the site and area in general.

The site and industrial estate are not particularly well served by links to public transport and whilst there is the opportunity for cycle travel, the location of the site makes this mode of transport more difficult. It is also highly probable that the majority of JD employees, existing and future, would not live within such proximity to benefit from sustainable transportation modes, although this is/should be encouraged. Reliance on a vehicle therefore remains the primary mode of travel.

A Transport Assessment (TA) has been submitted with the application which provides an analysis of existing flows and predicted increase to the level of trip generation as a result of the proposed development.

TfGM have been consulted on the proposals and have reviewed the Transport Assessment which has submitted with the application. It was identified that road junction usages in the localised area already function at capacity at peak periods and would operate at worse levels with the additional development traffic.

TfGM are currently working up a number of vehicle, cycle and pedestrian improvement schemes around the A56/Hollins/Pilsworth corridor and it has been recommended that the applicant provides a contribution towards one such improvement scheme in the locality.

The applicant has agreed to make a contribution of £100,000 which would be secured by way of a S106 legal obligation.

Other improvements would come forward as part of the s278 Highways process including improved pedestrian crossing facilities, speed announcement signage amongst other highways requirements. These would not necessarily be shown within a planning application but would be required by the Highway Authority.

Parking

In terms of parking for the creche, the proposed site plan show there would be an additional 106 spaces provided for this facility, broken down as follows -

- 26no. creche staff spaces
- 20no. Parent & Child spaces
- 5no. Parent & Child EV spaces
- 12no. standard EV spaces
- 38no. standard spaces
- 5no. accessible spaces

The applicant anticipates that some parents will use the creche parking and walk to the main campus, whilst others will park on the main campus and walk to the creche. The balance of parking across the masterplan has been designed to allow for this, as well as the future development of the hub building.

The parking for the hub development has not been 'set' as such but indicative plans show circa 51 no staff spaces and 20 no visitor spaces (including EV charge points and accessible spaces) would be provided and this is considered to be proportionate to the scale of development and needs of the business.

Conclusion

Whilst the development would be of a sizeable scale, the proposals to create dedicated turns into the site and the widening of the existing site access would help in filtering traffic more safely on and off the new and existing JD Campus and improve Pilsworth Road flows. The parking which has been proposed for the creche would be directly accessible from the new access point and the provision would facilitate employees to park and walk to other areas of the campus rather than driving a convoluted route to the main campus car parks. The provision of the EV charge point spaces would contribute to the sustainability of the site and are welcomed.

The Highway Authority and TfGM have raised no objections to the proposed development subject to conditions and completion of the S106 agreement for the highway contribution.

As such, the proposed development is considered to be acceptable and comply with UDP Policies and the principles of the NPPF.

Impact on residential amenity

Creche - The creche would be located to the east of the residential dwellings on The Croft and at the closest point would be approx 20m away from the nearest property.

The building would be orientated such that the main entrance would be located on the eastern elevation and as such activity of comings and goings to the creche would be directed towards the main site and away from the houses.

Part of the 1st floor would be used as an outdoor space but given this would be approximately 20m to the nearest property the relationship is considered not to be significantly detrimental to residential amenity.

The main outdoor play areas would be located to the western side of the building and enclosed by a 2.5m acoustic type fence and as such it is considered that noise emanating from this part of the site would not be so significant as to be of detrimental harm to residential amenity.

It is also proposed to retain the majority of the trees to the western boundary and with additional tree planting, there would be a relatively dense buffer and screening of the creche from neighbouring properties.

Hub - The hub would be the main focal point of the development, providing office space, training areas and staff welfare and leisure facilities and has illustratively been positioned in the eastern part of the site, 75m from the houses to the west and further away from these properties than the 'A' plant building which previously accommodated site.

Given the distance away and screening provided along the western boundary, it is considered the use and position of the building would not directly affect the nearest residents.

Parking - It is proposed to provide a parking area which would be close to the boundary with Beechwood apartments. This area of the site was previously used as a hardstanding area for servicing and parking for the previous 'A' plant site and as such the use of this area would be no different. However, the arrangement would be more formalised and the boundary treatment with additional landscaping and 1.8m fence would aid the screening and separation of this area of the site and as such is considered to be acceptable.

Siting of the all weather pitch - The pitch would be positioned towards the centre of the site, 60m from the nearest house and would be comparable to the size of a 5-a-side pitch. The pitch would provide a private sporting facility primarily for the JD employees. It is intended that there will be occasional use for JD privately hosted events, such as those involving the community and charity partners but there would not be general access for the public, or hire out of the pitch.

Whilst in outline only and details not finally secure at this stage, the use of the pitch would be available until 9pm which is considered to be a reasonable time and not an excessively late into the night to have a significant effect on the amenity of nearest neighbours.

It is proposed to provide floodlights around the pitch to facilitate its usage after 'office hours' which would be switched off at 9pm to align with the use of the pitch and also in consideration of the neighbours.

A lighting strategy and light pollution assessment has been submitted and lighting has been designed in accordance with current good practice Society of Lighting and Lighting (SLL) guidelines and the Institution of Lighting Professionals (ILP).

The lighting strategy categorises the area within an E3 Environmental Zone, which is a small town centre or urban location and as such a degree of lighting would be expected within an industrial estate.

The luminaires would be designed so as to direct light downwards and would be fitted with cowls / baffles/ louvers to prevent unwanted light spill. Time-based lighting controls would ensure the lights were extinguished at a time of 9pm. Details of the height of the lighting columns would be determined in a reserved matters application and would be included as a condition.

Security lighting would be fitted around pedestrian, circulation and car park areas and again so designed to avoid excessive light spillage and would be typical of lighting found in similar commercial developments.

Pollution Control have been consulted on the proposals and with conditions to control the hours of floodlighting to switch off at 9pm, luminaires directed downwards and fitted with louvers/baffles to reduce spillage there are no objections in principle.

As the sports pitch and floodlighting submissions are indicative only at this stage, details of the floodlighting specification, including design, light spillage controls and times of operation and times of availability of the pitch would be secured by condition at a Reserved Matters stage.

Conclusion - In terms of potential noise, activity and general disturbances which the scheme could generate, the site could be used at any time for an industrial use and historically, one which could function as a 24/7 operation. Comparatively, it is considered the proposed development with controls to condition elements of the development in the future would be acceptable with causing significant detriment to residential amenity.

The applicant has carried out their own community consultation with the local residents which involved a meeting and following feedback from neighbours, resulted in some adjustments to the scheme which involved creche height reduction and revised landscaping to the shared boundary. There is also the commitment to engage with the community throughout the construction phase.

This approach is welcomed to enable a good relationship with neighbours going forward.

Drainage - The application is accompanied by a Flood Risk Strategy. United Utilities have been consulted on the proposals and are satisfied with the details for the scheme to be implemented and which would be conditioned as part of an approval.

It is therefore considered the proposed development would be acceptable and comply with the principles of sustainable development in accordance with the NPPF.

Cadent - A main gas pipe runs across the north east section of the site. The site plan shows an easement of 9.2m either side of the gas pipe with the hub building set outside the easement.

Cadent have been notified of the proposals and have raised no objection. The Health and Safety Executive have been consulted and do not advise against the development.

The applicant is aware of the location of the gas pipeline and an advisory would be included to contact Cadent prior to the commencement of any works.

Coal Authority - The application site falls within the defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

The planning application is accompanied by a Coal Mining Risk Assessment report (January 2022, prepared by Groundtech Consulting). Based on a review of relevant sources of coal mining and geological information, the report concludes that possible unrecorded mine workings associated with a sub cropping coal seam pose a potential risk of subsidence at the site. Accordingly, it goes on to recommend that an intrusive investigation is undertaken to further assess the risk posed by any such workings.

In light of the above, the Coal Authority note that the applicant has also submitted a Geo-Environmental Appraisal (31 March 2022, again prepared by Groundtech Consulting) in support of their application.

The report concludes the risk to the stability of the surface of the site is very low and no further action would be required.

The Coal Authority's Planning & Development Team considers the content and professional opinions expressed within the Coal Mining Risk Assessment report and the subsequent Geo-Environmental Appraisal to be sufficient for the purposes of the planning system, in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore wish to raise no objection to the proposed development.

Ecology

Summary

The developer's ecological consultant identified no significant ecological issues. Other ecological issues relating to bats, nesting birds, amphibians, hedgehog, invasive species, proximity to Hollins Vale LNR and biodiversity enhancement measures can be resolved via condition and or informative.

Bats

The buildings and trees in the Phase 1 site were assessed for bat roosting potential. Both buildings were assessed as negligible risk and trees assessed as low risk. Trees to be retained can be protected by a condition.

Both buildings and a number of trees are located within zone 2 of the outline application are negligible risk. It is however possible that the ecological report may no longer be valid by the time a reserved matters application comes forward for zone 2.

GMEU therefore recommend a condition is applied to any outline permission for zone 2 that as part of reserved matters relating to zone 2 an updated ecological report shall be provided.

The ecologists have assessed the lines of trees as having low value for foraging and commuting bats. GMEU would tend to agree with this assessment, the corridors not linking significant habitats, with the Hollins Brook to the south a much high value habitat for bats, linking the SBI to the River Roch. The line of trees along the southern boundary and northern boundaries are to be primarily removed, with the western boundary primarily retained.

External lighting is also proposed including around the perimeter of the site along a running track. This is to be set at 10 lux and only in use when the centre is in use. GMEU are satisfied that the lighting levels would not have a significant impact on the retained trees. No further information or measures are required at this stage.

Other Protected Species

All other species have been reasonably discounted. GMEU require no further information or measures.

Nesting Birds

The development will result in the loss of trees and scrub, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition to restrict the timing of removal of vegetation.

Amphibians and Small Mammals

Habitats on site are suitable for providing shelter for species such as common toad and hedgehog, both UK Biodiversity Priority Species. The consultant has recommended reasonable avoidance measures during site clearance. This would apply primarily to the full permission, the outline area currently lacking much in the way of cover though this may change by the time any reserved matters application comes forward. GMEU are satisfied however that only the full application requires a condition at this time, that prior to any earthworks a reasonable avoidance measures method statement for amphibians, hedgehog and any other small mammals, will be provided to and agreed in writing by the LPA.

Invasive Species

Four species (including two different Cotoneaster) listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) were recorded across the site. All are relatively easy species to deal with. Only two are present on the outline site. GMEU recommend conditions are applied for the submission of method statements detailing eradication and/or control and/or avoidance measures for identified invasive species.

Proximity to Hollins Vale Local Nature Reserve

The full application is immediately adjacent to Hollins Vale Local Nature Reserve along its southern boundary. The outline permission will be buffered by the full application from the LNR. Whilst the area of the LNR adjacent to the site is not a core habitat area ie less sensitive, measures during construction are still justified as part of the Construction environment management plan. The details can be conditioned as a bullet within any proposed CEMP condition.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is primarily of negligible ecological value with habitat losses restricted to lines of trees and scrub along with associated bat and bird habitat.

A net gain assessment has been provided that states that there will be a significant gain. Whilst the metric has not been provided and therefore it not possible to analyse how this is being achieved, given the site is largely hardstanding and building, net gain would be relatively simple to achieve. The net gain report also seems fair in terms of condition assessments and net gain is also not as yet mandatory.

A revised landscaping scheme has been submitted and GMEU welcome the increased level of tree planting along the southern boundary as part of the full application. This will buffer the LNR and should consist of locally native species such as oak, silver birch, rowan,

hawthorn, holly etc. It likely also increased the level of ecological mitigation that falls within the full application, though without an amended net gain assessment this is difficult to assess. GMEU do not however feel that it is necessary at this stage unless the applicant wishes to amend the biodiversity net gain assessments in order to take account of these amendments.

Therefore based on the landscape proposals GMEU are satisfied that section 174 can be complied with.

The full and outline layouts should be conditioned with the requirement that 70% or more of the urban trees are native in order to ensure compliance with the net gain assessment as should all other planting schedules.

A condition should also be applied requiring provision of bird and bat boxes. This is more applicable to the full application where the bat and bird habitat occurs. It is also more straightforward to provide mitigation within this phase as some tree retention is proposed within this section where bird and bat boxes could be mounted adjacent to the LNR.

GMEU therefore recommend a condition be applied to the full application that prior to development a bird and bat box plan should be provided.

No condition is required for the outline application as adequate measures are provided within the zone 1, but if the developer prefers to put some bird and bat boxes on the new build GMEU would have no objection.

As such, it is considered the proposed development would be acceptable and comply with the principles of the NPPF and policy EN6/3.

Community consultation

The applicant carried out their own community consultation with local residents on 1st September 2022 where residents were able to view the proposals and raise any concerns with JD directly. A follow up meeting was held on 13 October 2022 to provide an update on the planning application progress and feedback on the issues raised during the first session. JD took on board residents comments and amendments were made to the scheme, comprising a reduction to the height of the creche, strengthening the landscaping along the shared boundary, amending the route of the running track to avoid roads and managing and communicating with residents during the construction phase. It was also explained that there would be provision for a right lane turn into the site to ease traffic congestions.

No further representations have been received following these meeting.

Response to objectors

- As reported above, amendments have been made to the scheme to address the concerns raised with regards to the height of the creche, running track, landscaping and impacts of noise and pollution during construction.
- A cycle store for 66 cycles would be provided as part of the zone 1 phase for the creche. As part of the zone 2 development for the Hub, this building would be designed to meet British Council for Offices (BCO) standards, so will provide a good level of secure cycle storage, together with shower and changing facilities in the building. This element would be determined within a reserved matters application.
- A Construction Traffic Management Plan would be required by condition.
- Any damage caused to nearby properties as a result of the development would be a private matter.

- All other issues have been covered in the above report.

Recommendation: Minded to Approve

Conditions/ Reasons

1. **CONDITIONS RELATING TO ALL PARTS OF THE PLANNING APPLICATION**

2. This decision relates to drawings-

All plans ref: 11302-AEW-

XX-SI-DR-A-0500-S2-P03 Location Plan

XX-SI-DR-A-0501-S2-P05 Proposed Zoning Plan

XX-SI-DR-A-0502-S2-P02 Existing Site Plan

XX-SI-DR-A-0503-S2-P02 Constraints Plan

XX-SI-DR-A-0504-S2-P08 Proposed Site Plan

XX-SI-DR-A-0505-S2-P04 Proposed Boundary Treatment Plan

XX-SI-DR-A-0506-S2-P01 Proposed Site Sections

XX-SI-DR-A-0510-S2-P04 Proposed Parameters Plan

02-00-DR-A-0520-S2-P05 Creche - Proposed Ground Floor Plan

02-00-DR-A-0521-S2-P05 Creche - Proposed First Floor Plan

02-00-DR-A-0522-S2-P04 Creche - Proposed Roof Plan

02-00-DR-A-0530-S2-P05 Creche - Proposed North West Elevation

02-00-DR-A-0531-S2-P05 Creche - Proposed North East Elevation

02-00-DR-A-0532-S2-P05 Creche - Proposed South East Elevation

02-00-DR-A-0533-S2-P05 Creche - Proposed South West Elevation

02-00-DR-A-0540-S2-P04 Creche - Proposed Section AA

02-00-DR-A-0541-S2-P04 Creche - Proposed Section BB

XX-SI-DR-A-0511-S2-P07 Proposed Masterplan Plan (Illustrative)

XX-SI-DR-A-0512-S2-P01 Proposed Site Sections

01-00-DR-A-0570-S2-P01 Hub - Proposed Ground Floor Plan

01-00-DR-A-0571-S2-P01 Hub - Proposed First Floor Plan

01-00-DR-A-0572-S2-P01 Hub - Proposed Second Floor Plan

01-00-DR-A-0573-S2-P01 Hub - Proposed Third Floor Plan

01-00-DR-A-0574-S2-P01 Hub - Proposed Roof Plan

XX-SI-SK-A-0027-S2-P01 Proposed Site Section DD

01-XX-VF-A-0501-S2-P01 Illustrative 3D Views (Zone 1)

02-XX-VF-A-0502-S2-P01 Illustrative 3D Views (Zone 2)

2206-CWS-XX-GF-DR-L-101-P04 Landscape Proposals - Indicative Site Plan

2206-CWS-XX-GF-DR-L-102-P02 Landscape Proposals - Future Development - Outline Plan

JDHQ-CDL-ZZ-XX-DR-E-39001 Light Pollution Assessment External Lighting

Arboricultural Impact Assessment - UG_1466_ARB_AIA_Final_REV_OO May 2022 Urban Green

Bat Survey Report UG_1466_ECO_BSR_01 September 2022 Urban Green

Biodiversity Net Gain Assessment UG_1466_ECO_BNG_01, May 2022 Urban Green

Biodiversity Enhancement Management Plan UG_1466_ECO-BMP_01, May 2022 Urban Green

Coal Mining Risk Assessment GRO-21438-3119, January 2022 Groundtech

Crime Impact Statement Ref.2012/0008/CIS/01, May 2022 Design for Security

Flood Risk Assessment & Drainage REP-JDS-FRDS-RK-001, May 2022 Kennedy Redford
Lighting Strategy (External) 1022986 P02, May 2022 Cundall
Mechanical, Electrical and Public Health Planning Statement 1022986/SY002 rev.A, April 2022 Cundall
Noise Assessment 1022986-CDL-ZZ-XX-RP-AS-45220 P02, May 2022 Cundall
Preliminary Ecological Appraisal UG1466, April 2022 Urban Green
Site Investigation Report Phase 1 Risk Assessment GRO-21438-33118, February 2022 Groundtech
Site Investigation Report Phase 2 Geo-Environmental Appraisal GRO-21438-3308, March 2022 Groundtech
Supplementary Geo-Environmental Appraisal, GRO-21438-3875, 20 September 2022 Groundtech
Sustainability Planning Statement 1022986/SY001, May 2022 Cundall
Transport Assessment 2561.02, May 2022 Eddisons

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.

3. No development shall commence unless and until:-
 - an updated and detailed remediation strategy and validation plan has been submitted to and approved 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 can be satisfied in phases

4. Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

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 can be satisfied in phases

5. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. REP-JDS-FRDS-RK-001-REV--, Dated 27.05.2022) which was prepared by Kennedy Redford. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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.

This condition can be satisfied in phases.

7. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are 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.

8. 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 agreed in writing 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. No development shall commence unless and until a detailed Construction Environment Management Plan, including measures to protect the Local Nature Reserve from dust, debris, run-off and pollution, have been submitted to and approved by the Local Planning Authority. The approved measures only shall be implemented prior to the commencement of development and retained throughout the construction period.

Reason. To ensure the safe and secure development of the site in relation to the nature conservation of particular ecological significance of the Local Nature Reserve pursuant to Bury Unitary Development Plan Policies EN6/2 - Sites of Nature Conservation Interest Local Nature Reserves and Grade B and C Sites of Biological Importance, EC6/3 - Features of ecological interest and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

This can be satisfied in phases

11. **CONDITIONS IN RELATION TO THE FULL APPLICATION**

12. 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.

13. The development hereby approved shall be carried out in accordance with the EV chargepoints in association with the creche building on approved proposed site plan 11302-AEW-XX-SI-DR-A-0504 P08.

Reason. In accordance with the principles 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.

14. The development hereby approved shall be carried out in accordance with the Landscape Proposals site plan ref 2206-CWS-XX-GF-DR-L-101 P04 and trees, vegetation, plants and hedges shall be of a native species.
The approved scheme shall thereafter be implemented not later than 12 months from the date of first use/first occupation of the development hereby approved or within the first available tree planting season. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

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 chapter 15 - Conserving and enhancing the natural environment of the NPPF.

15. Prior to any earthworks or site clearance a reasonable avoidance measures method statement during site clearance works or any construction works for amphibians, hedgehog and any other small mammals, shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures/reasonable avoidance measures identified as a result of the method statement shall be implemented in full prior to the commencement of the development and thereafter maintained for the duration of the site clearance/construction works.

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.

16. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for rhododendron, monbretia and Cotoneaster spp should be submitted to and approved by the Local Planning Authority. The agreed method statement shall be adhered to and implemented in full to an approved timetable. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

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

FULL

17. The creche hereby permitted shall be available for the use of employees of the applicant only and shall not be used as a childcare facility for general members of the public.

Reason. The proposed use and permission has only been granted given the particular circumstances of the applicant pursuant to policies of the Unitary Development Plan listed below.

18. Prior to the commencement of development a bird and bat box plan should be provided to and agreed in writing by the Local Planning Authority. The plan should include the provision of bird/bat boxes in trees to be retained.

The plan shall thereafter be implemented prior to the first use/occupation of the development hereby approved and be retained in situ thereafter.

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, EN6/3 - features of Ecological Value 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.

19. Notwithstanding the details indicated on the approved plans, no development 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;
- Widening of Pilsworth Road to a scope and specification to be agreed, incorporating the extension of the works to tie the scheme into the existing approach alignments on Pilsworth Road, agreed running lane and right turn widths, minimum 2.0m footway widths, provision of pedestrian refuges at positions to be agreed in conjunction with the proposed ghost island markings and right turn lanes, the demarcation of the limits of the adopted highway and all associated road marking, signage and highway and highway drainage remedial works;
- Formation of the new vehicular access to the site from Pilsworth Road to a specification to be agreed, incorporating plotted visibility splays at the junction with the adopted highway in accordance with the appropriate standards in Manual for Streets, the provision of tactile paved pedestrians crossing points within an appropriate extension of the limits of the adopted highway, demarcation of the new limits of the adopted highway, gates set back a minimum of 5.0m from the new limits of the adopted highway and/or method of gate operation amended, measures to prevent the discharge of water from the proposed private industrial estate road onto the adopted highway and all associated road markings, signage and highway and highway drainage remedial works;
- Formation of the widened (Hollins Brook Way) site access from Pilsworth Road to a specification to be agreed, incorporating plotted visibility splays at the junction with the adopted highway in accordance with the appropriate standards in Manual for Streets, the provision of tactile paved pedestrians crossing points within the limits of the future adopted highway, the demarcation of the limits of the adopted highway, measures to prevent the discharge of water from the existing private industrial estate road onto the adopted highway and all associated road markings, signage and highway and highway drainage remedial works;
- Provision of LED speed warning signage in a position(s) and of a type/specification to be agreed;
- Provision of a street lighting assessment and scheme of improvements for the junctions of the proposed vehicular access with Pilsworth Road, junction of Hollins brook Way with Pilsworth Road and the length of Pilsworth Road abutting the site;
- White lining scheme for Pilsworth Road and the proposed private industrial estate roads, tying into existing lining on the adopted highway;
- Retention/replacement of the existing site boundary fencing and/or all necessary measures required between the back of the new southerly footway

on Pilsworth Road in the event that embankment/batter gradients will exceed 1 in 3;

- Measures and appropriate signage to ensure that the existing access via Aviation Road/Bridleway No. 81, Bury, shall be used for emergency purposes only and shall not be used for daily use to enter/exit the site;
- Review of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate including, if required, all necessary road markings and signage, in addition to ensuring that existing parking restrictions remain in place and are refreshed accordingly.

The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority. The visibility splays shall be implemented to the satisfaction of the Local Planning Authority 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 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, HT2 - Highway Network and HT6/2 - Pedestrian/Vehicular Conflict.

20. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority for 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 Pilsworth Road/Junction 3 of the M66;
- Hours of operation and number of vehicle movements;
- Access point(s) for construction traffic from Pilsworth Road (to exclude the use of Aviation Road/Public Right of Way [Bridleway] No. 79, Bury) and all temporary works required to facilitate access for ground works/construction vehicles,
- If proposed, details of site hoarding/gate positions clear of required visibility splays onto Pilsworth Road/the private industrial estate roads;
- The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway and to maintain access for users of Public Right of Way [Footpath] No. 81, Bury, that crosses the site;
- A scheme of appropriate warning/construction traffic warning signage in the vicinity of the site and its access(es) onto Pilsworth Road;
- Confirmation of hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or 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, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

21. No development shall commence unless and until a 'Framework Travel Plan' for the provision of occupier travel measures has been submitted to and agreed in writing with the Local Planning Authority for each phase of the development and shall incorporate/confirm/provide the following:
- feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets;
 - a travel plan budget and resources for the implementation and day to day management of travel plan measures;
 - appropriate management structures;
 - detailed time frames for the delivery;
 - a marketing and communication strategy;
 - handover arrangements for the travel plan or its components when the developer's responsibility ceases;
 - and initial targets before first surveys are conducted.

The '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 of the NPPF - Promoting Sustainable Travel.

22. The vehicular and pedestrian access arrangements within the curtilage of the site 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, HT2 - Highway Network and HT6/2 - Pedestrian/Vehicular Conflict. .

23. The turning facilities within the curtilage of the site 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 and HT6/2 - Pedestrian/Vehicular Conflict.

24. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first use/occupation of the development hereby approved.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

25. Details/Samples 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. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policies EC6/1 - Assessing New Business, Industrial and Commercial Development and EN1/2 - Townscape and Built Design.

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

27. Applications for approval of reserved matters must be made not later than:

- the expiration of three 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

28. 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, appearance and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this application is in outline only.

29. 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

30. The height of the hub building hereby approved shall not exceed 21m in height.

Reason. To ensure the appropriate scale of development within the context of the site and surrounding area pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design.

31. As part of a reserved matters application, details of the EV chargepoints shall be provided.

Reason. In accordance with the principles 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.

32. As part of a reserved matters application, details of the proposed floodlighting to the Multi Purpose All Weather Pitch, including the specification, height, lux level and spillage controls shall be submitted to and approved by the Local Planning Authority. Only the approved details shall be implemented and thereafter maintained.
Reason. In the interests of residential amenity pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, EN7 - Pollution.
33. As part of a reserved matters application, a biodiversity net gain assessment and plan shall be submitted to and approved by the Local Planning Authority. The plan should consist of native trees species and a bird and bat box strategy. The approved scheme shall thereafter be implemented not later than 12 months from the date of first use/occupation of the development hereby approved or within the first available tree planting season. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
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 chapter 15 - Conserving and enhancing the natural environment of the NPPF.
34. As part of reserved matters relating to zone 2 an updated ecological report shall be provided to and agreed in writing by the LPA. All mitigation measures shall be fully implemented prior to the commencement of works and remain in situ on the site for an agreed period of time.
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 11 of the National Planning Policy Framework.
35. As part of reserved matters a method statement detailing eradication and/or control and/or avoidance measures for Cotoneaster spp should be submitted to and agreed in writing to the LPA.
The agreed method statement shall be adhered to and implemented in full to an approved timetable. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. To ensure the safe and satisfactory development of the site in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
36. 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;
 - Provision within the curtilage of each subsequent phase of the development for the loading and unloading of vehicles and the parking of cars in accordance with 'SPD 11 - Parking standards in Bury' 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.

The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of highway safety and ensure good highway design, all in the interests of road and pedestrian safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, HT2 - Highway Network, HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**