

## Appendix One

Application No: 08/2718P  
Location: FIBRESTAR SITE, REDHOUSE LANE, DISLEY, CHESHIRE  
Proposal: OUTLINE PLANNING APPLICATION FOR THE DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF C3 RESIDENTIAL; C2/C3 SENIOR/ASSISTED LIVING AND B1/B8 EMPLOYMENT  
Applicant: BLUELYME DEVELOPMENTS LIMITED  
Expiry Date: 10-Apr-2009

### DATE REPORT PREPARED

12 March 2009

### POLICIES

The applications site is allocated an Existing Employment Area in the Local Plan. The land immediately adjacent to the Peak Forest Canal is a site of Biological Importance (Grade C) and a Site of Nature Conservation Importance.

### RELEVANT PREVIOUS APPLICATIONS

None.

### CONSULTATIONS

The following consultation responses have been received to date:

#### **British Waterways**

No objection is raised to the proposal, subject to conditions and informatives. It is also requested that the applicant enters into a section 106 legal agreement to make financial contributions towards upgrading and maintaining the towpath opposite the site for an appropriate time.

They also recommend that the applicant reconsiders the layout of the site, so that the dwellings face the Canal.

#### **Cheshire County Council Highways Authority**

No highway objections are raised to the principle of the development, subject to the applicant entering into a Section 278 Highway agreement for improvements to Lower Greenshall Lane (for use by emergency vehicles only) and for a Traffic Regulation Order / Resident Parking

scheme to prevent parking migration and to reinforce the principles of sustainable development.

The applicant will also need to enter into a Section 106 legal agreement to secure funding for the signalisation at the junction of Redhouse Lane and the A6 - Buxton Road, should it be required in the future.

The Highway Engineer advises that several amendments are required prior to the submission of the Reserved Matters application. In summary these relate to:

- The requirement for additional parking provision for the residential units and for the assisted living accommodation
- The requirement for cycle storage facilities for the apartments and commercial element of the development
- The need for alterations to the internal road network to comply with “Manual for Streets”, to bring the roads to an adoptable standard
- The need to improve the layout of the Commercial Area to allow HGVs (such as refuse vehicles) manoeuvre within the site

### **Cheshire County Council Public Rights of Way**

Cheshire County Council Public Rights of Way team advise that the application site is adjacent to public footpath No. 48, as recorded on the Definitive Map. It appears unlikely that the proposal would affect the public right of way; therefore no objection is raised subject to an informative to advise developers of their obligations.

### **Conservation Officer**

No objection is raised subject to the detailed design and materials being satisfactory at the Reserved Matters stage.

### **Disley Parish Council**

Disley Parish Council welcomes the proposed development, but expresses a number of concerns:

- There are too many Employment Units – this may cause problems with deliveries
- There are too many houses (160 plus 55 Assisted Living Apartments)
- The proposals will add traffic onto Redhouse Lane
- There does not appear to be sufficient parking
- There is a rat infestation problem, which needs to be eradicated prior to redeveloping the site

The following recommendations are made:

- Two separate means of access into the site – one from Redhouse Lane, one from Lower Greenshall Lane
- Traffic lights at the top of the A6
- One way priority under the railway bridge
- Weight restriction over the canal bridge
- Traffic measures to prevent adjoining roads becoming “rat runs”
- Change to mix of housing to provide more 3&4 bedroom dwellings

They also request the following be considered as part of a legal agreement:

- An additional access to the site from Lower Greenshall Lane
- Traffic lights at the egress from Redhouse Lane to A6
- One-way traffic signage under the railway bridge
- Development of the Arnold Rhodes site which could include a new sports hall for scouts and youth leisure, improvements to the playground, drainage to the junior football pitch, changing rooms for the football pitch and a BMX track.
- Provision of a Community Centre

### **Environment Agency**

No objection is raised to the proposal, subject to the following conditions:

1. A Land Contamination Study including Site Investigations shall be submitted prior to the commencement of development
1. A 5-metre buffer zone to be provided between the Canal edge and the boundary of the proposed development (to conserve the Water Vole habitat along the Peak Forest Canal)
2. Erection of temporary metal fencing 5 metres from the canal during the construction period
3. Submission of a landscaping scheme

In addition, a number of informatives are recommended.

### **Environmental Health (Contaminated Land)**

The Environmental Health Department advise that a ground condition report was submitted in support of the application, which indicates that although contamination is present at the site, it is not insurmountable. Consequently no objection is raised, subject to a condition requiring a Phase II investigation, and a remediation scheme if necessary.

### **Environmental Health (Noise and Amenity)**

Concerns are raised about the impact a B2 - General Industrial use would have in close proximity to residential uses, as it is likely that this use would result in a substantial loss of amenity to the future occupiers of the residential accommodation.

No objection is raised if the business area uses were restricted to class B1 and B8, subject to the following conditions.

The applicant is agreeable to the employment uses being restricted to B1 (Offices –closed to members of the public) and B8 (Storage and distribution).

### **Forestry Officer**

The Forestry Officer raises no objection from an arboricultural perspective; however, he supports the need to establish a greater buffer zone adjacent to the Canal from an environmental perspective.

### **Highways Agency**

No objection is raised to the proposal. They consider the proposed development would have a negligible impact on the trunk road network.

### **Housing Strategy and Needs Manager**

Fully supports the application, subject to the provision of 25% Affordable Housing being provided, with an equal split between shared ownership and rented tenures all built to the latest Housing Corporation standards.

### **Landscape Officer**

The Landscape Officer objects to the scheme due to the loss of part of the area of semi-natural broadleaved woodland alongside the canal

### **Leisure**

The Leisure Officer raises no objection in principle to the application, but advises that the provision of Public Open Space and Recreation / Outdoor space needs to be in line with the Supplementary Planning Guidance.

The Public Open Space is generally met through the provision of a substantial area of open space within the development if the assisted living units / care home are excluded. Detailed design, landscaping and management arrangements should be provided within the Reserved Matters scheme.

In the absence of any on site Recreation / Outdoor Sports, a commuted sum would be required for off site provision.

### **Local Plans**

The Local Plans team advise that the site is allocated for employment use in the Local Plan, and therefore they raise concerns about the loss of employment land, however, they consider that a mixed use scheme could be acceptable on this site, but recommend that a greater proportion of the site be designated for employment uses.

### **Nature Conservation Officer**

An objection is raised by the Nature Conservation Officer in respect of the loss of a small area of semi-natural woodland adjacent to the Canal. The woodland is of sufficient ecological value to be worthy of retention. The loss of this woodland is contrary to policy NE7 of the Local Plan.

### **Natural England**

Natural England advises that further surveys for bats and water voles be undertaken prior to the determination of the application.

They advise that the Local Planning Authority should request a mitigation package for any impact that will affect either bats or water voles directly or the areas they might use for shelter. They also recommend conditions in respect of preventing any disturbance to breeding birds.

They also recommend that a buffer zone to the Canal be imposed to ensure the integrity of the Peak Forest Canal Site of Biological Importance (SBI).

They welcome and endorse the proposal to protect priority habitats and the proposal to create a Public Open Space.

### **United Utilities**

No objection is raised in principle to the development. Detailed advice notes are provided for applicant in respect of the drainage of the site.

### **PUBLICITY**

This application has been advertised by means of Press Advertisement, Site Notice and neighbour notification letters, with the last date for comments on 11 February 2009.

### **REPRESENTATIONS**

41 letters of objection have been received to date. The following objections/concerns have been raised:

- The proposed development will increase traffic flow along Hollinwood Road to an unacceptable level. The road is narrow with no pavement available and there is concern for the safety of children.
- Traffic lights at the junction of Buxton Road and Redhouse Lane would result in Hollinwood Road being used as a "rat run".
- The proposed development will increase the volume of traffic on the A6 and the volume and speed of traffic on Redhouse Lane to an unacceptable level. This will have a negatively impact on the quality of life of local residents.
- The only proposed vehicular access to the site is directly onto Redhouse Lane. This will cause "absolute chaos" in the local area.

- There is an existing access off Redhouse Lane to the Arnold Rhodes Playground. Any additional traffic generated by the proposals poses danger to pedestrian access to this facility.
- Due consideration has not been given to the issues of layout and design in the application.
- The number of residential units proposed is too dense for the site/ local area.
- The number of parking spaces is insufficient for the residential and workshop/ enterprise units proposed. This will lead to road parking and congestion on the access roads within the site itself.
- Is there a demonstrated need for the senior / assisted living accommodation and workshop / enterprise units proposed?
- The proposals will result in properties on the north side of the site overlooking No. 1 Cloughside, reducing privacy levels.
- Concerns that no bat or newt survey has been conducted on site.
- The Employment Units are too close to the residential properties on Redhouse Lane – and will cause a nuisance to residents.
- The 70 parking spaces within the employment area is unacceptable due to noise and fumes from cars.
- Strong opposition is made about the installation of traffic lights at the junction of Redhouse Lane and the A6.

## **APPLICANTS SUBMISSION**

The following documents have been submitted in support of the application:

- Supporting Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Ecological Assessment
- Flood Risk Assessment
- Transport Assessment
- Noise Impact Assessment
- Phase 1 Land Quality Assessment
- Employment Land and Market Overview
- Utility capacity letter
- Letter addressing Consultation responses

All of these documents are available in full on the planning file, and on the Council's website.

## KEY ISSUES

The site is that of Fibrestar, an employment site, located off Redhouse Lane, Disley. The businesses on site (Fibrestar and Harcostar) manufacture drums for packaging of products by others. Fibrestar produce fibre drums, whilst Harcostar manufacture plastic drums and related garden products. The companies are entirely separate operating businesses although they form part of the Bulk Packaging Group.

The businesses are still in operation, however, due to the sites restrictive layout, poor access, old and inefficient buildings, lack of storage space and close proximity to neighbouring properties the site no longer meets the functional demands of the businesses, and therefore the businesses are to relocate to more appropriate sites locally. A number of sites have been identified which meet the needs of the businesses, however, these sites are outside the Borough of Macclesfield. Should the businesses relocate, the site would be left vacant, and available for redevelopment.

The site comprises 5.27 hectares or 13.02 acres of brownfield land, within a predominantly residential area. There is a significant difference in levels on site, with the site sloping steeply down from the main entrance on Redhouse Lane down towards the Peak Forest Canal at the north of the site. The site is considered to be in a sustainable location, with good access to public transport and local amenities.

This application seeks **Outline** planning permission to establish the principle of redeveloping the site for a mix of uses comprising up to 160 residential units (including a provision of Affordable Housing), 14 commercial units, 55 units of Senior/Assisted living accommodation or a Care Home, and an area of Public Open Space.

The plans submitted with the application are indicative only. Matters such as the appearance, landscaping, layout and scale of the site have all been reserved for subsequent approval. In addition to the principle of the development, the access arrangements should be considered as part of this application.

The site is allocated for employment uses within the Local Plan. The most relevant policies to this application are contained within the Development Control, Employment, Environment, & Housing Chapters of the Macclesfield Borough Local Plan.

The key considerations for this application will be:

- the loss of employment land
- impact on the local highway network
- impact on landscape, trees and ecology
- scale and nature of the developments and their inter-relationship
- density of development
- provision of affordable housing
- provision of public open space
- residential amenity
- redevelopment benefits
- sustainability of the site

## **RELEVANT PLANNING POLICIES**

### ***Regional Spatial Strategy for the North West to 2021***

- DP1- Spatial Principles, promoting sustainable development
- DP2- Promote Sustainable Communities
- DP5- Manage Travel Demand
- EM2- Remediating Contaminated Land
- EM18 – Decentralised Energy Supply
- W3- Supply of Employment land
- W4- Release of Allocated Employment Land

### ***Macclesfield Borough Local Plan (2004)***

#### **Development Control**

- DC1 – New Build
- DC3 –Amenity
- DC5- Natural Surveillance
- DC36- Road Layouts and Circulation
- DC37- Landscaping
- DC38- Space Light and Privacy
- DC40 – Children’s Play Provision and Amenity Space
- DC41 – Infill Housing Development
- DC57 –Residential Institutions

#### **Employment**

- E1- Retention of Employment Land
- E4- General Industrial Development
- E14- Relocation of unneighbourly businesses

#### **Environment**

- NE7- Woodland Management
- NE13- Sites of Biological Importance
- NE14- Nature Conservation Sites
- NE17- Nature Conservation in Major Developments

#### **Housing**

- H1- Phasing policy
- H2- Environmental Quality in Housing Developments
- H5- Windfall Housing
- H8 – Provision of Affordable Housing
- H9- Occupation of Affordable Housing
- H13- Protecting Residential Areas

## **Recreation and Tourism**

RT5- Open Space

## **CONSIDERATION OF THE KEY ISSUES**

### **Loss of Employment land**

An Employment Land and Market Overview has been submitted in support of the application, which indicates that Macclesfield has a 25-year supply of employment land available, based on take-up rates over several years. In Disley, the take-up rates are very low, with small scale businesses setting up above existing shops. It should be noted that this situation could be due to the lack of available employment land within Disley.

Disley is located close to the administrative boundaries of Stockport Metropolitan Borough Council, and High Peak Borough Council. The Employment Land and Market Overview indicates that Stockport has a 10-year supply of employment land available, whilst High Peak has a 28-year supply, indicating that there is an abundance of available employment land locally.

On 1 April 2009, Macclesfield will become part of Cheshire East, and therefore it is also important to consider the availability of employment land within Crewe and Nantwich and Congleton. On 1 April 2008, Crewe and Nantwich had 130 hectares of Employment Land, whilst Congleton had 106 hectares remaining.

The application site is designated for employment uses within the Local Plan. Policy E1 seeks to retain employment land for employment purposes, however, the site is not considered to be well located for employment uses. The site lies opposite a Predominantly Residential Area. Access to the site is taken off Redhouse Lane, a narrow rural road, with a height restriction due to a railway bridge. Due to the close proximity of site from residential properties, there are regular conflicts between Heavy Goods Vehicles accessing the site, and local residents trying to access their properties. Damage to properties has occurred due to the difficulty of manoeuvring 44- foot articulated lorries on Redhouse Lane.

Policy E14 of the Local Plan advises that the Borough Council will encourage the relocation of businesses which create an unacceptable level of nuisance to neighbouring dwellings arising from noise, smell, safety or traffic generation. Infill housing will be encouraged on such sites. It is considered that the businesses at the application site cause nuisance to neighbouring dwellings due to the volume and type of traffic generated, and therefore the relocation of the B2 – general industrial businesses is encouraged.

The applicant recognises that this is the last remaining employment site in Disley, and therefore proposes a mixed use development, retaining part of the site for employment purposes. Fourteen two-storey Employment Units are proposed for either B1 – office use or B8 - storage and distribution uses. These uses are considered to be more neighbourly than the existing B2 – general industrial use, as the businesses will be of a smaller scale, and will be accessed by car or small vans rather than HGVs.

55 units of Senior/Assisted Living accommodation or a Care Home is to be provided, which will generate a number of jobs locally. The applicant considers that the proposed employment uses could generate up to 150 jobs, which is a similar level to that of the existing businesses.

The applicant considers that 25,000sq ft of small scale enterprise units will meet the needs of local businesses, and will be of a more compatible use within this residential area.

### **Need for Additional Housing Land**

Policy L4 of the Regional Spatial Strategy for the North West indicates that within the Borough of Macclesfield there is a need for 7200 houses between 2003-2021. On average, this equates to 400 dwellings per year.

In Macclesfield Borough between September 2004 and May 2008, there was a restrictive housing policy in place to limit the amount of new housing within the Borough.

The Annual Monitoring Report for 2006-2007 advised that there was a net increase in the number of dwellings by 259, whilst the same report for 2007-2008 indicated that there was a net increase of 365 dwellings. This falls substantially short of the 400 dwellings required each year to meet the RSS targets.

In 2008 the Borough Council published a Strategic Housing Land Availability Assessment (SHLAA). The application site (Bowater drums) was identified within this assessment as a potential housing site, likely to come forward in the next 5 years. Due to the proximity of the site to public transport and local amenities, the site was rated 'B' for sustainability, which is very good. The assessment indicated that the site could accommodate up to 168 dwellings.

The identification of this site within the Strategic Housing Land Availability Assessment indicates that the Council consider that it is a suitable site for housing. On the indicative layout plan 160 dwellings are proposed, which is similar to the level anticipated in the SHLAA.

This site is one of the last few remaining sites that could come forward to provide housing in Disley in the long term. Due to its position within a residential area, and proximity to local services, it is considered to be the most appropriate site to meet our housing needs.

### **Loss of Woodland**

A small area of semi-natural woodland is present on the embankment along the north of the site, adjacent to the Peak Forest Canal. The woodland has a number of species characteristic of long established habitats, and is of sufficient ecological value to be worthy of retention.

Policy NE7 of the Local Plan advises that the Borough Council will seek to retain and enhance existing Woodland Management. Development which would adversely affect woodlands will not normally be permitted.

A revised illustrative plan has been submitted during the life of the application, which indicates a 5-metre protected ecology buffer zone along the edge of the canal, which will assist in retaining part, but not all of the woodland.

As this application is for Outline approval, matters such as layout and landscaping can not be considered in detail. It is recommended that a condition be attached to any approval requiring an enhanced area of woodland to be incorporated into the layout of the Reserved Matters scheme, to resolve this issue.

### **Access to the site, and impact on the local highway network**

The two existing access points onto Redhouse Lane would continue to provide access into the site. The northern entrance would be used exclusively for the Employment Units, whilst the southern entrance would provide access to the remainder of the site.

An emergency entrance will also be provided at Lower Greenshall Lane.

A signalised junction is proposed at the junction of Redhouse Lane and the A6 (if it is deemed necessary) which would require the relocation of the bus stop on the A6.

Cheshire County Council Highways and the Highways Agency have been consulted on the application. No objections have been raised, however, Cheshire County Council Highways consider that the signalisation of the junction of Redhouse Lane and the A6 may not be required, and recommend that the development be fully completed and occupied for a period to establish whether the signalisation of the junction is required.

### **Density of development & mix of house types**

The site is to be developed at a density of 46 dwellings per hectare, which complies with the guidance of 30-50 dwellings per hectare outlined in PPS3 – Housing.

A good mix of house types is proposed comprising:

- 84 No. Terraced houses
- 30 No. 2 bed apartments
- 24 No. Semi-detached dwellings
- 11 No. Detached 3-4 bed houses
- 7 No. Detached 4 bed houses

In addition 55 Assisted Living Apartments or a Care Home is proposed.

The mix and density of housing proposed is considered to be acceptable on this site.

### **Scale and nature of the developments and their inter-relationship**

At present there is a significant difference in levels on site of approximately 17 metres. It is proposed that some leveling of the site would be required, particularly adjacent to the canal, to site the dwellings. The applicant considers that the maximum amount of excavation

required would be in the region of 21,200 cubic metres. It is anticipated that a large proportion of this would be re-used on site for the profiling of the area of Public Open Space.

The indicative masterplan indicates that the apartment buildings would be 3-4 storeys in height, the assisted living accommodation and the detached / semi detached dwellings would be 2-3 storeys in height, whilst the terraced houses and the commercial units would be 2 storeys in height.

The apartments would be located to the south of the site (which is at a higher ground level), whilst the Employment Units and Assisted Living Units or Care Home would be located to the north of the site (which sits at a lower ground level). The terraced dwellings would be located centrally, whilst the 2-3 storey semi-detached and detached would be predominantly located to the north of the site.

In principle, the layout of the proposed scheme is considered to work well. The residential element of the scheme will be accessed independently of the employment uses, and all of the houses would benefit from their own private garden. An area of Public Open Space is proposed to the east of the site, which provides access to the towpath adjacent to the canal.

The Environmental Health department initially raised concerns about B2 (General Industrial) Employment Units backing onto the Assisted Living Accommodation, however, the applicant has agreed that the Employment Units would either be for B1 – Office use or B8 General industrial use. The Environmental Health Department are satisfied with this.

As the application is only seeking Outline approval, matters such as the layout, scale and external appearance of the buildings can not be considered at this stage.

### **Provision of Affordable Housing**

In accordance with PPS3 (Housing), the applicant is prepared to enter into a s.106 legal agreement to provide 25% Affordable Housing, however, due to the current poor economic conditions, a 10-year Outline consent has been requested.

Concern is raised about granting a 10-year consent, as it is unlikely that the site would come forward within 5 years, and therefore the approval of the development would not add to the housing stock in Disley, and would not provide any affordable housing in the short term. It is recommended that a 5 year consent be granted, and if required, the application could be renewed at a later stage.

### **Provision of Public Open Space**

0.71 hectares of Public Open Space is proposed to the east of the site. The Public Open Space is considered to be well located, with access from within the site, and Lower Greenshall Lane.

The Leisure Officer raises no objection to this, subject to detailed designs and a maintenance programme coming forward at Reserved Matters stage.

### **Residential amenity**

The current heavy employment use of the site is considered to be unneighbourly, causing noise and disturbance to local residents within the vicinity of the site. The proposed development would change the nature of the site to a predominantly residential use. Only a small proportion of the site would be retained for employment purposes, and the use would be limited to B1 - Offices and B8 – Storage and Distribution, which are considered to be more neighbourly than the current General Industrial use.

The types of vehicles accessing the site would change from HGVs to private cars and small box vans. The proposal is therefore considered to improve the residential amenities of the residents living within the vicinity of the site.

### **Redevelopment benefits**

The scheme would provide a number of benefits to Disley. A new stock of houses would come forward, including the provision of 40 Affordable Homes, available for Key Workers. Assisted Living accommodation or a Care Home would be provided which would provide care for an aging population, and would provide a number of jobs in the local community.

The scheme would replace an unneighbourly heavy employment use, with a more appropriate mixed use scheme, including the provision of Employment Units, which is considered to be sufficient to meet the long-term employment needs of Disley.

The redevelopment will result in the removal of a number of large industrial buildings, which will improve the visual amenity of the site, and the proposal will bring a number of environmental benefits through the decontamination of the land, the provision of Public Open Space and the landscaping of the site.

### **Sustainability of the site**

The application site is considered to be in a sustainable location, with good access to a variety of public transport links. Disley Town centre is located approximately 2 miles to the south west of the site, and provides a range of services such as shops, pubs, restaurants, a school, offices and a garage.

Disley train station is located close to the town centre, providing regular access to Buxton and Manchester.

### **CONCLUSION**

The development proposed is for the regeneration of the site, replacing an unneighbourly general industrial use, with a mixed use scheme comprising a variety of houses, Assisted Living Accommodation, Employment Units and Public Open Space. The redevelopment would allow for the retention and relocation of the businesses on site to high quality modern premises in the locality.

The site has been identified in our Strategic Housing Land Availability Assessment as a potential housing site, likely to come forward in the next 5 years, and would assist in replenishing the housing stock in Disley, in addition to providing some employment land.

The site comprises previously developed land in sustainable location, with access to a range of local services and facilities nearby, including shops, a post office, a school and good public transport links.

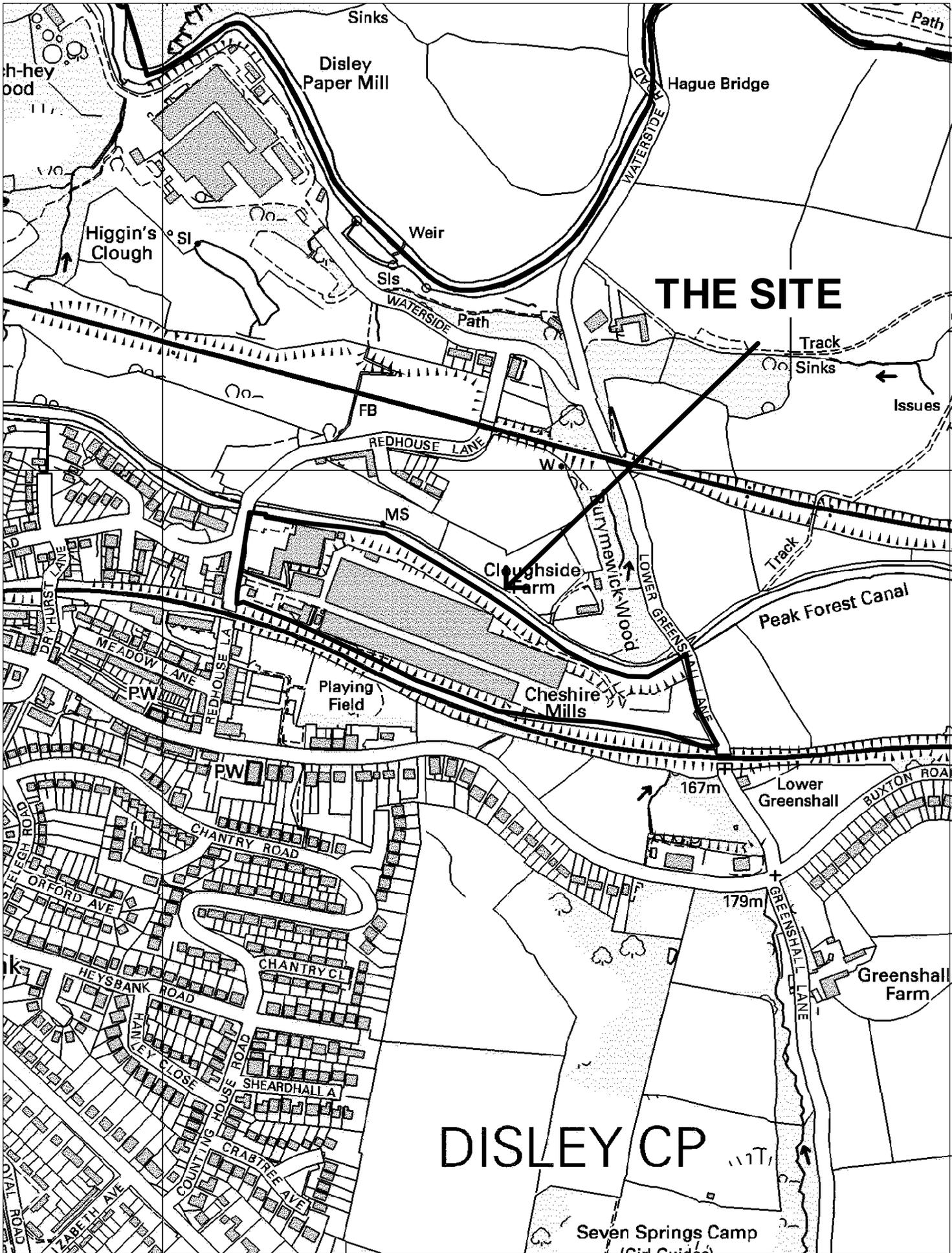
The proposal would bring environmental improvements, and would be of a more appropriate use within this predominantly residential area.

Significant improvements to Highway Safety are proposed, through the formalised right of way system under the railway bridge, the creation of a signalised junction onto the A6 from Redhouse Lane (if deemed necessary by Cheshire County Council Highways) and a residents parking permit scheme to prevent on-street parking.

The proposed development is considered to comply with national, regional and local planning policy, and therefore a recommendation of approval is made.

## **HEADS OF TERMS**

- Provision of 25% Affordable Housing
- Maintenance provision for the Public Open Space
- Commuted sum for the off-site provision of Recreation/Outdoor sports
- Provision of a Travel Plan and associated monitoring charges
- Financial contribution for:
  - i) The introduction of a signalisation at the junction of the A6 with Redhouse Lane
  - i) The relocation of the two existing bus stops and removal of the pedestrian crossing on the A6
  - ii) The introduction of a parking scheme within the vicinity of the site
- The requirement to submit details relating to the design, construction, adoption and maintenance of the sites access and access road/s, & to pay the Highway Authority costs associated with approving such details
- Financial contribution toward the up-keep and maintenance of the canal towpath
- Provision of a Community Facility within the Arnold Rhodes site



# THE SITE

# DISLEY CP

**FIBRESTAR SITE REDHOUSE LANE DISLEY**  
**398.370 - 384.800**

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 Scale: 1:5000

## Application for Outline Planning

RECOMMENDATION: Approve subject to following conditions

1. A06OP - Commencement of development
2. A03OP - Time limit for submission of reserved matters (within 5 years)
3. A01OP - Submission of reserved matters
4. A02OP - Implementation of reserved matters
5. A09OP - Compliance with parameter plans
6. A10OP - Details to be submitted - layout
7. A12OP - Full details approved as part of outline consent – Access
8. A08OP - Ground levels to be submitted
9. A15HA - Construction of highways - submission of details
10. A21HA - Submission of details of turning facility - Refuse storage facilities to be approved
11. A05HP - Provision of shower, changing, locker and drying facilities
12. A01LS - Landscaping - submission of details
13. A04LS - Landscaping (implementation)
14. A01GR - Removal of permitted development rights
15. A32HA - Submission of construction method statement
16. Phasing
17. Phase II land contamination investigation to be submitted & any remediation work carried out as necessary
18. Provision of bat and bird boxes
19. Updated water vole and bat survey to be carried out, and details of any mitigation required submitted 10 year management plan to be submitted for the nature conservation area and canal side habitats
20. Submission of a detailed specification for the meadow/wetland/pond area
21. Submission of a method statement for the protection of SBI including details of protective fencing and buffer zone
22. A scheme for the provision of Public Art shall be submitted
23. All parking to be provided prior to occupation of any part of the development
24. Details of cycle parking facilities to be submitted and approved
25. Information on walking, cycling and public transport to be provided in each building
26. The employment units are restricted to classes B1 - Business and B8 - Storage and Distribution uses only

27. Hours of operations for employment units
28. Submission of an Acoustic Impact Assessment
29. A scheme for noise control measures to be submitted
30. Details of Highways, footways and cycleways to be submitted, in accordance with Manual for Streets
31. Traffic Calming scheme to be submitted and approved
32. Details of the junction of the access road with the Public Highway to be submitted and approved
33. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources
34. Full Arboricultural Implications study to be submitted
35. An enhanced area of woodland shall be provided adjacent to the canal, details of which shall be submitted as part of the Reserved Matters scheme
36. Details of lighting to be approved
37. Survey to check for any nesting birds
38. Hours of construction
39. Details of sound proofing measures to be submitted
40. Submission of an Air Quality Impact Assessment to be submitted
41. Submission of a method statement outlining measures to protect the canal from any pollution during construction works
42. A scheme is to be submitted to prevent contaminants from entering the watercourse
43. A scheme for the drainage of the site, which safeguards the canal
44. The landscaping scheme shall incorporate details of boundary treatment
45. A scheme shall be submitted which eradicates the Japanese Knotweed on site