

Application No: 17/1891M

Location: 127, WELLINGTON ROAD, BOLLINGTON, MACCLESFIELD,  
CHESHIRE, SK10 5HT

Proposal: Proposed demolition of existing building and erection of a new building for  
A1 and A3 use (resubmission 16/4388M)

Applicant: S Price, Cheshire Taverns Retirement Benefit Scheme

Expiry Date: 18-Sep-2017

### **SUMMARY**

The application site is allocated within the saved Macclesfield Borough Local Plan as a Local Shopping Centre and in the Cheshire East Local Plan Strategy as a Local Service Centre, therefore as previously established in application 15/3674M retail use on this site is considered to be acceptable in principle.

This application seeks to address the reasons for refusal, as dictated by committee on highways grounds relating to insufficient parking to cater for the proposed development including the design and layout and also potential to encourage on street parking leading to visibility problems at the sites access to the detriment of road safety and free flow of traffic. The Head of Strategic Infrastructure has been consulted on this application and raises no objections, subject to conditions. As with the previous application for the site (15/3674M), the proposed off street car parking provision (18no. spaces currently proposed, 14no. spaces previously proposed in application 15/3674M), access, visibility and service requirements are considered acceptable taking into account the existing servicing and parking arrangements and noting that the existing building could be converted into a retail use (A1) under Permitted Development Rights.

The existing building is a non-designated heritage asset and holds limited significance. Taking this into account the demolition of the existing building is considered acceptable. The design of the replacement building is of a character and appearance that will not have an adverse impact on the character and appearance of the existing street scene and is therefore considered to be acceptable.

Subject to conditions, the impact of the proposals upon existing residential amenity and environmental matters are considered to be acceptable.

The NPPF places a presumption in favour of sustainable development. The proposed development will provide environmental, economic and social benefits and is therefore considered to comply with the three dimensions of sustainable development.

**RECOMMENDATION:** Approve subject to conditions

## **REASON FOR REPORT:**

This application has been called in to Committee by Councillor Stott for the following reasons: *'DC6 - reasons for refusal on previous applications have not been addressed in this current proposal'*.

## **DESCRIPTION OF SITE AND CONTEXT**

The site is located on a highly prominent location in Bollington centre, adjacent to the B5090 more commonly known as Wellington Road and Grimshaw Lane, centred to the T-junction. The site is located within an existing shopping area in the Macclesfield Borough Local Plan.

The application site forms an almost triangular plot of land measuring 0.11ha and is presently occupied by a large, two storey, building and rear car park serving the existing Indian restaurant 'Bay Leaf Lounge'. The existing premises' floorspace at basement level is 53sqm, ground level is 227qm and first floor level 129sqm. The application site has been amended from the previous application ref:15/3674M to incorporate the rear car park and service area of the neighbouring butcher's shop. The development site has also been amended to include a wider rear car park access with pedestrian pavements and the layout changed in comparison to both ref:15/3674M and withdrawn application ref:16/4388M. The overall footprint and floorspace of the proposed development at the heart of this planning application is also smaller than in previous submissions as a result of the site layout changes.

Surrounding uses include a pizza take-away (125 Wellington Road), hairdressers (123 Wellington Road), a car garage, Heathcotes' butchers, bakers, estate agents, veterinary clinic and an accountants. In addition beyond this local shopping centre is a large residential area.

## **RELEVANT PLANNING HISTORY**

**16/4388M** – *'Proposed demolition of existing building and erection of a new building (for A1 and A3 use)'* – withdrawn – 28<sup>th</sup> November 2016

**15/3674M** – *'Proposed demolition of existing building and erection of a new building (for A1 and A3 use)'* – Full Planning - Refused at committee – 20<sup>th</sup> January 2016. Reasons for refusal were as follows:

1. *'The proposal does not include sufficient car parking within the site to cater for the proposed development. This, combined with the design and layout of the proposed car park, will lead to inappropriate parking in locations near to the site, the potential blocking of the access and vehicles reversing onto Wellington Road, which would be detrimental to Highway safety. The proposal will therefore be contrary to policy DC6 of the Macclesfield Borough Local Plan, policy SD1 (7) and Appendix C of the Cheshire East Local Plan Strategy, Submission Version and Chapter 4 of the National Planning Policy Framework.'*
2. *The proposed development will encourage on-street parking on Wellington Road and cause visibility problems at the site access to the detriment of road safety and interfering with the safe free flow of traffic. The proposal therefore fails to comply with policy DC6 of the Local Plan and policy SD1 (7) of the Cheshire East Local Plan*

**06/2874P** – *'Various externally illuminated and non illuminated signage (retrospective advertisement consent'* – Advertisement Consent – Approved with conditions – 12<sup>th</sup> March 2007

**99/0370P** – *'Porch and minor external alterations'* - Approved with conditions – 27<sup>th</sup> April 1999

## **DETAILS OF THE PROPOSALS**

This application seeks Full Planning Permission for the *'Proposed demolition of existing building and erection of a new building for A1 and A3 use (resubmission 16/4388M)'*. The new building will have retail to the ground floor, specified as a convenience store unit and a restaurant to the first floor. To the rear (west) of the new building 18no. vehicular parking spaces will be provided for the new A1 and A3 use and 4no. vehicular parking spaces provided for the sole use of Barrows Butchers customer parking and for the residential flats above the butchers.

## **APPLICANT'S SUPPORTING INFORMATION**

The following information was submitted in support of the application:

- Planning Statement – Emery Planning – August 2017
- Design and Access Statement – Alison Pike – August 2017
- Condition Survey – Piscator Consult Ltd - 2014
- Bat survey – Martin Prescott Environmental Services – April 2017
- Flood Risk Assessment – RSK – March 2017
- Transport Statement including a Delivery Management Plan – RSK – August 2017

All the above documents can be viewed in full on the application file alongside the existing and proposed drawing suite.

## **POLICIES**

### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs:

- 14 - Presumption in favour of sustainable development.
- 23 - Ensuring the vitality of town centres
- 56-68 - Requiring good design
- 126, 131, 132 and 135 - Conserving and enhancing the historic environment

### **Cheshire East Local Plan Strategy 2017 (CELPS)**

MP1 Presumption in Favour of Sustainable Development

PG2 Settlement Hierarchy

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

EG5 Promoting a Town Centre First Approach to Retail and Commerce  
SE1 Design  
SE2 Efficient Use of Land  
SE3 Biodiversity and Geodiversity  
SE4 The Landscape  
SE7 The Historic Environment  
SE9 Energy Efficient Development  
SE13 Flood Risk and Water Management  
CO1 Sustainable Travel and Transport  
CO2 Enabling Business Growth Through Transport Infrastructure  
Appendix C – Parking standards

**It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27<sup>th</sup> July 2017. There are however policies within the legacy local plans that still apply and have not yet been replaced. These policies are set out below.**

#### **Macclesfield Borough Local Plan Saved Policies 2004 (MBLP)**

NE1 – Nature Conservation  
S4 (3) – Shopping  
BE2 – Historic Environment  
DC3 – Amenity  
DC6 – Circulation and Access  
DC8 - Landscaping  
DC13 and DC14 – Noise  
DC17, DC19 and DC20 – Water Resources  
DC36 – Road Layouts and Circulation  
DC38 – Space, light and privacy  
DC54 – Restaurant, cafes and hot food takeaways

#### **Other Material Considerations**

**Town and Country (General Permitted Development) (England) Order 2015**

#### **SPD for Bollington (January 2006)**

**Bollington Neighbourhood Plan 2010-2030 (BNP)** – regulation 14 stage reached August 2017– Pre-submission consultation – policies relevant to this application:

V1 – Maintenance of Community Attributes

R.P1 – Retain and develop retail offerings – Henshall/ Wellington/ Grimshaw Junction retail cluster (Figure R1)

BE.P1 – Historic Town

MA.P1 – Improve Safety and Efficiency of Moving Around

MA.P2 – Parking Provision

IN.P1 – To improve safety for pedestrians and cycles –Ashbrode Place study area (Figure IN1)

Due to the draft nature of the plan, the policies at present carry limited weight in the planning balance.

#### **SUMMARY OF CONSULTATIONS**

**Flood Risk** – No objection subject to conditions relating to development in accordance with Flood Risk Response document, surface water drainage scheme and drainage strategy.

**Nature Conservation** – No objections

**Head of Strategic Infrastructure (Highways)**– No objection subject to informatives and conditions relating to section 278 agreements, TRO, construction management plan, restaurant opening time not to be earlier than 6pm Monday to Sunday and restricted HGV lengths. A s106 will be required in relation to the TRO for consultation/ advertising costs.

### **Environmental Protection**

No objections are raised subject to conditions and informatives relating to: pile foundations, dust control, floor floating, construction hours, hours of use, delivery hours, noise mitigation scheme, odour control, waster provision and electric vehicle infrastructure.

### **Untied Utilities**

United Utilities have no objection to the proposed development provided that conditions relating to foul water drainage, surface water drainage and the management and maintenance of sustainable drainage systems alongside general informatives.

### **VIEWS OF BOLLINGTON TOWN COUNCIL**

The Town Council (June 2017) considered the application and have the following comments regarding the proposals – **Strongly Object to proposals:**

- Highway safety in terms of visibility issues when exiting and entering the car park to the rear of the site and when delivery vehicles use the loading bay proposed.
- Highway safety in terms of children and vulnerable people using courtesy crossings expecting vehicles to stop leading to accidents.
- Inadequate provision of parking spaces taking into account both proposed uses and peak operating hours.
- Large delivery vehicles 11.6m would overrun pavements when turning from junction.
- Overloading of the existing highway network.
- Width of proposed access road and pavements not wide enough noting the proposed parking along wall of access road.
- Most recent version of TRICS not used and subsequently figures for trips differs.
- Noise and odour from the plant equipment and general uses of the proposed units and the resultant effect on nearby residential uses.
- Servicing bay won't operate properly as its not shared surface.
- All surrounding uses will be tempted to use the car park for the development.
- Refuse collection access will need to be maintained to the adjacent Pizza Takeaway.

### **OTHER REPRESENTATIONS**

**Cheshire East Constabulary Crime Reduction Officer/ Architectural Liaison Officer** – Cheshire East Constabulary were previously consulted as part of 15/3674M with comments carried through to this current application – No objections subject to conditions

## **Consultation responses from members of the Public -**

163 letters of objection and 7 letters of support have been received from members of the Public

### **Neighbour/Local Residents/Public comments – objections**

#### ***Highways, access and parking related - objections***

- Located on busy main road and key junction that will get busier as result of development.
- Turning onto Grimshaw Lane and Wellington Road is extremely difficult, additional vehicles exiting and entering the site, would lead the increased likelihood of vehicular and pedestrian accidents.
- Dangerous for pedestrians including school children crossing the road, residents cite that a few local school buses drop off at bus stop opposite.
- Pedestrian crossings proposed would be outside resident's homes.
- Insufficient parking provision, lower than standards inclusive of disabled spaces, which will lead to dangerous on street parking in the immediate area and blocking of sight lines.
- Layout of car park will cause bottleneck effect, noting the 4no parking spaces against the left side wall of entrance which could cause a backlog onto the highway.
- No controls on how people will park or for how long.
- Developers have underestimated the amount of customers for the proposed users, especially in cars.
- Sight lines and visibility fail standards, should be 60-90m visibility.
- Sight lines will be blocked when the bus drops off at stop across road.
- Loading bay to frontage will block traffic when in use and disrupt visibility splays for vehicles exiting site.
- Limiting delivery times fails, as demonstrated by The Co-op.
- Traffic surveys carried out at time of last application provided irrefutable evidence that this site is inappropriate and traffic would increase.
- Entrance to site and car park layout not big enough to accommodate emergency vehicles.
- HGV drivers use this as main route and this coupled with delivery vans and vehicular users would cause traffic congestion in locality.
- Issues for HGV's and long articulated vehicles pulling out from Grimshaw Lane onto Wellington Road if the building and access if building is re-sited as proposed.
- Proposals would block neighbouring properties driveways.

#### ***Amenity - objections***

- Noise and pollution levels would increase to the detriment of immediate local residential and other properties, from visiting vehicles and refrigeration/ extract equipment.
- Light pollution from the car park, lights and car lights.
- Groups will gather outside shops and residents homes and will disturb neighbours/ anti-social behaviour.

#### ***Character - objections***

- Loss of historically beautiful building and local landmark.

- It should be constructed from original stone not natural stone to preserve feel of village.

### ***Economic - objections***

- Bollington and surrounding area has ample convenience stores and supermarkets, further additional unit would put financial strain on small independent, local businesses.
- Unnecessary development as Co-op just up the road.

### ***Other - objections***

- The proposals would be better placed elsewhere.
- Dust and aggravation caused by construction vehicles and staff impacting local environment and residential amenity.
- Contractors parking and access to the site will impede local traffic flow and cause dangerous parking conditions.
- Would create a late opening store that the Town Council have worked hard to avoid.
- Stream has been covered and water cannot drain into it.
- Hall Hill site in Broken Cross would be a better location for such a development.
- Local residential properties would be devalued.

### **Neighbour/ local resident/ public comments – support**

#### ***Highways, access and parking related - support***

- New access arrangements and traffic calming proposed would assist the existing highways situation making it easier and safer to cross, as vehicles would be encouraged to slow down.
- Would encourage walking and use to local shops.

#### ***Character - support***

- Help to regenerate this end of town.
- Very good addition to the village, improving on existing tired aesthetics.
- The store will provide a central neighbourhood in the linear town.
- Design is sympathetic to surroundings and reflects the building that will be demolished.
- New building preferable to seeing the existing continue to decay.

#### ***Economic - support***

- Beneficial economic benefits from job creation and revenue.
- Addition of this shop alongside the other local retailers immediately surrounding the site would allow residents to conduct their local shop within the town without having to travel afar.
- Alternative sites are not viable.
- More retail provision will support the new houses being built.

#### ***Other - support***

- Valuable asset particularly for those who are elderly or young, including school children.

### **OFFICER APPRAISAL**

The key issues with this application, as with the previous application ref: 15/3674M are as follows:

- The principle of retail development within this particular location;
- Impact on the character of the area
- Residential Amenity
- Highway Safety

## **ENVIRONMENTAL SUSTAINABILITY**

### **IMPACT UPON CHARACTER OF THE AREA**

#### **Principle of demolishing the existing building**

The existing building was originally known as the Waggon and Horses Public House erected in 1907. The building was converted into an Indian restaurant in 2006. The existing building is located on Grimshaw Lane and Wellington Road T-junction and has a noticeable frontage occupying a prominent location acting as a landmark building within Bollington Town. The existing two storey building is constructed in stone and has been the subject of a number of single-storey side and rear extensions constructed in stone and brick. The main feature of this building is predominantly the front façade with its two peaked gable features, mullion windows, castellated bay window and bow windows which offer some aesthetic appeal. With this said the building, is however considered to have limited architectural merits of historical significance, despite the objections received from local residents. Whilst the building may have had some association as a traditional public house, this has however, been eroded when the building was converted into an Indian restaurant. The property is not a Listed Building or registered on the Council's Local List of Important Buildings and the site is not located within a Conservation Area or under Article 4 direction. The front façade and historical context of this building is what sets this building apart from surrounding properties and for this reason the existing building is considered to be a non -designated heritage asset.

Paragraph 135 of the NPPF advises that;

*"The effect of an application on the significance of a non designated heritage asset should be taken into account on determining the application. In weighing application that affect directly or indirectly non designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and significance of the heritage asset."*

A Condition Survey forms part of the supporting documents for this planning application. The reports details that the existing building has suffered due to the lack of maintenance. Several aspects of the property are outlined as requiring replacement such as windows, doors, collapsing outbuildings electrical and mechanical installations and damp proof course. It is also advised that it is likely that the stone works on the Northern elevation will require extensive re construction. Potentially loose coping stones are identified on the front elevation and the first floor is not considered to comply with fire safety concerns. It is concluded that the existing building may have potentially reached its end of life and a new building would be considered to be a viable alternative. The Conservation Officer stated during the consideration of the previous application (15/3674M) that *'although there is loss of existing fabric this has been justified within the Condition Survey, I believe the overall balance of the building as proposed has been maintained with this proposal'* and the *'overall contribution that this new building will make to the street scene is maintained'*. Having regard to the above and the poor state of repair of the existing building the demolition of the existing building is considered to be acceptable. This was also accepted by members at the time of the previous



application (15/3674M). The demolition of the building would be in line with policy SD1 and SE7 of CELPS and the reuse of brownfield land in this location would be in line with policy SD1 and SE2 of CELPS.

### **Design /character of the proposed replacement building**

The most relevant policies for consideration are SD1, SD2 and SE1 of CELPS and saved policies.

Policy SD1 of CELPS seeks to ensure sustainable development is achieved by ensuring that development provides a locally distinct, high quality, sustainable, well designed and durable environment as well as contributing to protecting and enhancement the natural, built, historic and cultural environment.

Policy SD2 of CELPS seeks to ensure that the overall design, siting and scale of new developments contributes positively to an area's character and identity, creating and reinforcing distinctiveness through well thought out design.

Policy SE1 of CELPS seeks to ensure that new developments make a positive contribution to their surroundings to create a sense of place and managing design quality.

The proposed building is similar to that considered in the previous application and has been designed in a wedge/ L shape and will cover a footprint of approx. 341sqm, which is a reduction on the previous scheme to allow for a wider vehicular and pedestrian access. The building is to be set further into the site from Wellington Road than the existing but retaining a car parking area to the rear. Cycle storage and a delivery bay is to be sited along the front elevation.

The proposed building is larger in terms of its scale and massing than the existing building. The building however has been designed to incorporate a more traditional frontage and will include a pitched roof, linking two gable features, as well as mullioned windows at first floor, which are of a similar character and style to the existing building. The proposed building has been designed so to incorporate features of the existing building and on overall balance, it is considered that the traditional character of this area will be maintained with the construction of the new building.

The primary retail frontage is to be located on the front (west) elevation fronting Wellington Road. The proposed building is to be constructed in natural stone along the side and front elevations with slate roofing. Plans detail that fair faced blockwork is proposed to some sections of the north and west elevations. Fenestration and rain water goods are either to be painted timber or aluminium. Local residents raised concern at the use of natural random reclaimed stone as opposed to original stone. The use of stone in the construction and facing materials alongside the overall shopfront design, taking into account area characteristics is considered to comply with not only CELPS policies but policies R.P1 and BE.P1 of the BNP, particularly BE.P1 which conditions developments within 250m of a Conservation Area such as this, to reflect the dominance of natural stone. Should planning permission be granted, a condition is recommended to ensure a more appropriate facing material than fair faced blockwork is secured for these elevations.

The proposed building has been designed to incorporate a similar eaves height to that of the existing building. The maximum ridge height of the existing building is currently 8.4m. The ridge height of the proposed link section is to measure approx. 7.7m, which rises to approx. 9.5m at the peak of the large gable feature on the front elevation. Although larger than the existing building the scale, bulk and massing of the proposed building is considered to be in keeping and subservient with the neighboring properties and is therefore not considered to have a harmful impact upon the overall character of the existing street scene. The proposed development is therefore considered to satisfy CELPS policies in terms of design as previously established during the previous application and emerging BNP policies. The replacement building would also be more energy efficient than the one it replaces.

## **HIGHWAYS AND TRAFFIC GENERATION**

As existing there are two separate, cobbled, vehicular and undefined pedestrian accesses to the rear restaurant car park, situated to the northern and southern elevations. The adjacent butcher's shop has right of access to their land ownership from the southern access. Both of these accesses allow entrance and egress from the site in single file form. Visibility onto Wellington Road is poor from both accesses, particularly when vehicles are exiting the site from the rear car park due to boundary walls and the immediate neighbouring properties gable walls. In front of the property along Wellington Road double yellow lines are in place and directly opposite the existing building is a bus stop.

During the lifetime of this application due to the concerns raised by local residents and the Town Council in terms of width of the proposed single southern access into car park, width and lack of pavement provision from rear car park to shop entrance and overall car park layout, the proposals were amended in line with further Highways advice. The original proposals for this application had 3no. spaces to the north wall of Barrow's Butchers and a two way access road which had its widest point of 4.8m closest to the entrance point at Wellington Road, narrowing into the car park to 4.5m. The original proposals also did not include a pedestrian pavement from the rear car park to the store entrance.

The proposals now accommodate 18no. car parking spaces for the A1 and A3 uses in total, including 1no. disabled parking space. The amount of parking for the A1 and A3 uses as proposed in this application is 4no. more spaces than the refused scheme. The additional spaces are the result of an agreement made with the neighbouring butcher's shop and will result in the 4no. additional spaces being provided on land within the ownership of the butcher's. Access and egress to the proposed rear car park has been widened in comparison to the previous application and the original supporting documents of this application to provide a single, 4.8m wide, two way vehicular access from Wellington Road from the south eastern corner of the site. At the mouth of the access road a cobbled rumble strip is proposed. In addition to the vehicular access, pedestrian access by means of 2no. pavements leading from the rear car park to the store entrance are also proposed. The northern car park pavement is 1.9m wide, while the southern pavement is 1.2m wide.

4no. spaces for the sole use of the butchers/ first floor flat residents are also provided, due to the shared access arrangement (legal agreement) between the Butchers and the applicants, alongside the planning conditions of 51473P requiring the retention of 3no. parking spaces relating to the residential flats above the Butchers.

To the building's frontage 4no. cycle stores are proposed alongside a wider pavement and cobbled delivery bay. As a result of public consultation, uncontrolled, raised pedestrian crossing points are proposed to the north and south of the site across Wellington Road and the other across Grimshaw Lane.

Highways have been consulted on this application and as with the previous application have raised no objections. Highways also did not object to either of the previous planning applications for this scheme.

### **Context of the Local Highways network**

The site sits in a curve within an 'S' bend opposite the junction where Grimshaw Lane meets Wellington Road (B5090). Wellington Road is one of the main routes through Bollington Town.

Within the vicinity of the site there is a bus stop on the opposite side of the carriageway to the north of the application site and the speed limit is 30mph. There are 3 services operating daily from this bus stop serving Macclesfield, Kerridge, Poynton, Hazel Grove and Stockport. This bus stop is also used as a local school bus drop off point. There is a no waiting Traffic Regulation Order on both sides of the Wellington Road carriageway.

It is noted that there has only been 1 accident outside of the site in the last 5 years therefore the site is reported as having generally good record of road safety despite the shortcomings of the existing two accesses onto Wellington Road.

### **Traffic generation**

The Transport Statement submitted in support of the application provides an assessment of the morning and evening vehicular commuter period peak traffic generating potential for both the restaurant and the retail unit.

	Arrivals	Departures	Total
08:00-09:00 AM Peak time	21	21	42
18:00- 19:00 PM Peak time	38	37	75

The Transport Statement provided highlights that pedestrians would represent a higher proportion of customer transportation modes to site than cyclists, vehicular users or those arriving by public transport. This is in line with policies SD1, SD2, SE1, CO1 and CO2 of CELPS and DC6 of MBLP in regards to sustainable transport for new developments.

Having regard to the figure provided within the above table and as with the previous application the Head of Strategic Infrastructure is still satisfied that the anticipated traffic generation caused by the proposed development, would not generate a level of traffic which would have a material impact upon the operation of the adjacent highway. No concerns are therefore raised with regard to the intensification of use arising from the proposed development

### **Access**

As aforementioned the proposed vehicular access into the site has a continuous width of 4.8m to allow two vehicles to pass safely including cars and light vehicles associated with deliveries to the butchers. This is an improvement on the two existing single lane accesses. The proposed access is to incorporate a visibility spays of 2.4m x 35m to the South (right) and 2.4 X 34m to the north (left), the latter of which is considered to be a significant improvement on the existing 2.4m x 21m visibility splay (left/north) from the southern access of the site.

Concerns raised by third parties with regard to visibility splays are acknowledged. However, as previously noted by the Highways:

*'The Information submitted by the applicant in the Speed Indicator Device (SID) indicates that the 85<sup>th</sup> percentile of speed of vehicles approaching this from the south is around 28mph and on site observations have confirmed that speeds in both directions are generally around 30pmh.*

*Using 28mph as a proxy for vehicle speeds in both directions on Wellington Road, equates to a normal visibility splay requirement of 2.4m x 40m. Having regard for the current and previous use of the site and its existing access arrangements, the shortfall in visibility of just 5.0m and 6.0m to the south and north of the site access would not be expected to have a material impact on road safety.'*

It is therefore considered that taking into account the existing road junction, layout and visibility, the proposed access arrangements onto Wellington Road are, as with the previous application are considered to be acceptable. In order to ensure the above

### **Vehicular and Cycle Parking / layout**

The Council parking standards as set out within the Cheshire East Local Plan Strategy Submission Version recommends;

- 1 space per 14 sqm for Retail Food; and
- 1 space per 5sqm per public floor area for restaurants

A footnote advises that the latter is capable of adjustment appropriately depending on the location and accessibility of the development.

Using the above standards, approximately 51 parking spaces would be required for the development. However, the existing restaurant has a parking requirement of 33 spaces, which is more than are currently provided within the existing site.

Appendix C – Parking Standards of CELPS it states *'parking standards for all other uses should be regarded as recommended levels. The parking provision will also take account of:*

- *Availability and cost of parking spaces on site and close by;*
- *How regular and frequent public transport is;*
- *How easy it is to access a site by safe walking and cycling routes;*
- *Operational needs of proposed developments; and*
- *Relationship between different land uses, such as how close housing is to employment, shops and leisure uses.'*

Para 39 of the NPPF however advises that when setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

In addition to the above emerging BNP policy MA.P2 – Parking Provision the policy seeks that visitor car parking will be required on private new developments.

The proposed development site is within the settlement area of Bollington Town and in a Local Service Centre accessible by both public forms of transport, cycle and in walking distance for a number of residents within the immediate area. The application site represents in a sustainable and accessible location.

Within the supporting Travel Statement the results of a car parking utilisation analysis have been presented, which have indicated that under normal working operational conditions the proposed car park would have sufficient capacity to serve the proposed retail and restaurant uses. Concerns have been raised by the Town Council regarding parking levels and car park layout alongside the use of correct data in formulating the amount of parking required to adequately serve the development. As with the previous application the Head of Strategic Infrastructure is satisfied that the car park would be expected to meet demand during the daytime, the busiest time of the day being between 5pm and 7pm when approximately 15no. vehicles would be expected to be parked for the combined proposed retail (convenience) and restaurant uses.

The increased amount of parking compared with the previously refused application from 14 to 18 spaces, results in a surplus of car parking available during this time, unlike the previous application which would likely have resulted in the car park being fully occupied.

Due to the potential conflict of the opening hours of the two proposed uses on site along with parking ratios it is recommended that the restaurant is conditioned to opening no earlier than 18:00 to 24:00 Monday to Sunday.

Whilst it is acknowledged that there may be cases where there may be an over demand in parking, patrons of the site would find other off site locations to park. Whilst it is acknowledged that parking concerns are a particular issue within Bollington it is considered that the site's accessibility should be used as encouragement for customers to walk and cycle rather than park, noting 4no. cycle parking spaces would be provided.

There is a "No Waiting at Anytime" Traffic Regulation Order (double yellow lines) on Wellington Road outside of the site which would discourage patrons from parking at the front of the proposed store on Wellington Road. Misuse of this TRO will be a matter for Highway Enforcement.

Following concerns raised during the previous application with regard to the position of the proposed ATM machine on the front elevation, amendments were received relocating the machine within the store therefore discouraging patrons to park at the front of the property. This has been carried through within this application.

The applicant has submitted a swept path to illustrate a car turning within the proposed car park and also how two vehicles can pass each other within the access route which measures 4.8m in width.

The Head of Strategic Infrastructure confirms that the amount of proposed vehicular and cycle parking and the overall layout is acceptable, mirroring local and national planning policy.

### **Servicing**

The applicant proposes a service bay to be located directly between the front elevation and Wellington Road. The bay will be constructed in cobbled stone and has been designed to appear as part of the footpath. Local Residents and the Town Council have raised concern that customers of the development will abuse the delivery bay creating issues on the highway including illegal parking. The bay has been designed in such a manner to prevent patrons from parking in the bay as the Highways Engineer considers that the loading bay Traffic Regulation Order would highlight its presence to potential patrons.

Swept paths of service lorries accessing and exiting the proposed service bay have been provided to the Authority and a Delivery Service Plan has been produced which includes the following measures:

- cones to be placed within the loading bay 30 minutes before the delivery and removed immediately prior to the arrival of the delivery vehicle;
- The largest vehicle to visit the site is 11.6m in length;
- Staff of the store will encourage pedestrians and vehicles to clear the application site access to prevent conflict;
- The service lorries will approach the site from the south and leave in a northerly direction.

The Head of Strategic Infrastructure acknowledges that due to the positioning of the service bay there may be times when the proposed service vehicles restrict the visibility to the north for vehicles leaving the application site. The servicing proposal is considered however, to create an improvement on the existing access arrangements, which currently take place on either the road side or vehicles reversing into the site from Wellington Road. It must also be noted that any impairment to visibility from delivery vehicles would be infrequent, temporary and short time frames.

The Head of Strategic Infrastructure therefore raises no objections with the proposed servicing arrangements, with the Delivery Management Plan and a restriction on the length of delivery goods vehicles to be conditioned as part of any planning approval to ensure ongoing highways safety.

### **Mitigation**

As part of the development the applicant proposes to incorporate four courtesy pedestrian crossings; two on Wellington Road, one before the junction on Grimshaw Lane and one across the site access. The crossings are to be constructed in Stone setts and both the north

and south crossing are to be raised in order to encourage vehicles to lower vehicle speeds on approach to the site.

During the course of the previous application, concerns were raised by officers with regard to the pedestrians crossing Wellington Road from the bus stop to the proposed store and negotiating the vehicular junction. Consequently, it was requested that the applicants explore the potential for introducing a pedestrian crossing facilities within this area. It must be noted the nearest crossing is some distance from the development site.

Following consultation with Highways the following crossing types were examined and provided the following feedback;

- Signalised crossing - likely to cause queues and operational difficulties and unlikely to affect vehicle speeds when the crossing is not in use
- Zebra crossing - A zebra crossing is already located further north of the site. An additional zebra crossing in this area likely to sterilise the frontage and conflict within the existing bus stop. It could potentially result in the relocation of the bus stop which is the perceived need for the crossing.
- Courtesy crossing - these types of crossing are uncontrolled and rely on vehicles giving priority to pedestrians on an informal basis. They therefore require vehicle speeds to be low, which was encouraged through the use of rumble strips, these having a dual use in delineating the crossing. A further iteration of those crossings on Wellington Road led to a raised table such that pedestrians are crossing at footway level rather than carriageway, forcing drivers to slow down.

It is agreed by the Head of Strategic Infrastructure that the courtesy crossings in and around the site are the most appropriate form of crossing. The crossings on Wellington Road are to be raised to allow pedestrians are crossing at footway level rather than carriageway, forcing drivers to slow down.

The Town Council and local residents have raised concern that despite the provision of the crossings that due to the provision of courtesy crossings, drivers may not slow down and therefore this could create highways safety issues for pedestrians expecting cars to stop, endangering vulnerable groups. Emerging BNP policies MA.P1 and in particular IN.P1 seek to ensure that pedestrian enhancements are brought forward that improve safety and slow traffic. This junction is highlighted in figure IN1 as Ashbroke Place junction which correlates to the areas designated for pedestrian infrastructure improvement in policy IN.P1. The Head of Strategic Infrastructure considers that the type and location of proposed crossings is appropriate for this particular highways environment and the proposed development and would be an improvement on the existing pedestrian infrastructure in the area in line with aforementioned policies. To achieve this and ensure safe speeds and specific details of the crossings appropriate conditions are recommended and a s106 agreement to cover the costs of advertisement and consultation should the proposals be approved will be required.

### **Section 106 agreement**

The Heads of Terms for the required Section 106 agreement will be:

- Traffic Regulation Order - Contribution of £7k for consultation and advertising costs associated with the above.

## **CIL Regulations**

Community Infrastructure Levy (CIL) Regulations LEVY (CIL) REGULATIONS In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010, it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following: a) Necessary to make the development acceptable in planning terms; a) Directly related to the development; and b) Fair and reasonably related in scale and kind to the development. It is considered that the contributions required as part of the application are justified and only go part of the way to meeting the Council's requirement for policy compliance. All elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of development. The non-financial requirements ensure that the development will be delivered in full. On this basis the S106 for the scheme is compliant with the CIL Regulations 2010.

Having regard to the above the Council's Head of Strategic Infrastructure is satisfied that the proposed development will not have a significantly harmful impact upon highway safety.

## **AIR QUALITY**

The Environmental Protection Officer has advised that in order to ensure the cumulative impact of the development upon air quality in particular, the impact of transport related emissions on Local Air Quality. Modern Ultra Low Emission Vehicle technology (such as all electric vehicles) are expected to increase in use over the coming years (the Government expects most new vehicles in the UK will be ultra low emission). As such, it is considered appropriate to create infrastructure to allow charging of electric vehicles, in new modern, sustainable developments. An appropriate condition is therefore recommended.

It is not anticipated that the proposed development will have an impact in terms of contaminated land.

## **LANDSCAPE**

Boundary treatments of 1.8m post and rail fencing and 2.1m steel palisade fencing are proposed to the rear car park. The external hard landscaping has been indicated on plans as being a mixture of tarmac and stone cobbles comparable to the surrounding environment. Conditions are recommended requiring a full landscaping scheme to be submitted to ensure any proposed planting and hardstanding are in keeping with the character of the local area in line with relevant local and national planning policy.

## **FLOOD RISK**

It is considered that due to the location of this property and its proximity to Tinkers Clough this site is likely to be susceptible to flooding or flood risk. It was therefore considered essential that local flood risk issues be reflected in any new development.



The applicant has submitted a Flood Risk Assessment, and the Flood Risk Manager was consulted on this and previous application and has said in principle the application is acceptable. No objection is given in regards to the proposed new building not incorporating a basement and due to additional flood resilience measure which are to be incorporated into the scheme subject to pre-commencement conditions. It is noted that retrospective culverting works have occurred in close proximity to the site this is outside of the application area and is being dealt with separately.

Commencement conditions covering drainage strategy, drainage methods and relating to mitigation methods will be added to any planning approval. This is to ensure that there is adequate, appropriate on site drainage so that there is no flood risk on or off site as a result of the development, in addition to appropriate flood prevention measures.

The proposed development is therefore considered to satisfy SE13 of CELPS and saved policies DC17, DC19 and DC20 of the MBLP and Chapter 10 'Meeting the challenge of climate change, flooding and coastal change' of the NPPF.

## **ECOLOGY**

The Nature Conservation Officer raises no significant ecological issues in relation to the proposed development after reviewing the most recently updated Bat Survey which concluded no evidence of bats was found using the existing structure. Provided that work commences within 12 months of the survey no further survey effort is required. A condition to ensure the protection of breeding birds is recommended. The proposals are therefore in compliance with CELPS policy SE3 and saved MBLP policy NE1.

## **SOCIAL SUSTAINABILITY**

### **DESIGN/CRIME PREVENTION**

During the course of the previous application the Cheshire East Constabulary Crime Reduction Officer raised a number of concerns. After meeting with the Crime Advisor the applicant addressed their concerns by making the following adjustment's to the previous application which have in turn been carried through to this present planning application;

- Measures to reduce seating opportunities on window sills and low level ledges have been introduced (Kent Spikes)
- Bin stores are more secure.
- Changes to the alcove (corner canopy) have been introduced in the design.
- Vehicle restriction measures are included in the plan if necessary.
- Barrier secured by combination lock (only used in event of antisocial behaviour) across car park entrance
- Exterior drainage and external infrastructure (CCTV/Vents etc.) are being considered (Brett Martin Cascade Cast Iron style rain water goods)
- Secured gate to service area to front and rear. Front has 1600mm high stone wall and gates.

The Crime Reduction Advisor was satisfied that the amendments addressed concerns and no further objections were raised. It is considered that the proposals are in line with designing out crime measures and safety by design sought in policies SD1, SD2 and SE1 of CELPS.

## **IMPACT UPON RESIDENTIAL AMENITY**

### **Noise /Disturbance**

Local residents have raised concern at the level of noise, vibration and odour from the proposed dual use on the existing amenity levels enjoyed. The nearest residential neighbours to the scheme are to the first floor of Barrows Butchers to the south and the takeaway to the north. To the east and west are predominantly residential areas beyond this immediate shopping centre.

This particular area of Bollington is surrounded by a mix of commercial and residential properties. The site is located within a Local Service Centre where the existing A3 use and proposed A1 uses are considered to be typical to the character of a shopping area.

The proposed opening times are as follows, Monday to Sunday including Bank Holidays:

- Retail (A1) – 07:00 to 23:00
- Restaurant (A3) - 18:00 to 24:00

It is proposed that daily deliveries will be made to the retail unit during opening hours at the store frontage using the delivery bay. Each day it is anticipated deliveries to the retail unit would include 2no. 12m operator vehicles, 3no. bread deliveries by light van, 1no. milk delivery by light van and 1no. newspaper delivery by light van. A Delivery Management Plan has also been included within the supporting Transport Statement.

Environmental Protection agree on the whole with the proposed opening hours and advised that in order or to preserve existing levels of residential amenity deliveries to and from the site should be restricted to between 08:00 and 19.00 hours on Monday to Saturday with no deliveries on Sundays & Bank Holidays. Daily deliveries for food and drink and collection of refuse would also occur at the delivery bay to the buildings frontage. This should elevate concerns raised by residents in relation to disruption from delivery vehicles entering and exiting the site during unsocial hours.

The applicant has proposed that any air conditioning, plant equipment, extractor fans and ducting associated with be located on the roof screened behind the parapet wall. In order to ensure the proposed ventilation system, extraction fans and air conditioning units propose will not have a harmful impact upon residential amenity Environmental Protection Officer has recommended conditions requiring the submission of a noise impact assessment and a scheme for odour and noise control. In addition it will be conditioned that dust management schemes and other conditions relating to pile foundations, floor floating and construction hours would be attached to any planning approval to ensure that during the construction phase of development, the effect on amenity is mitigated against. The above points are in compliance with saved MBLP policies DC3 and DC54.

### **Loss of Light/ External lighting effects**

As with the previous application, the proposed new building is to be sited closer to the southern side elevation of 125 Wellington Road, which currently operates as a hot food takeaway at ground floor with ancillary residential accommodation above. The southern elevation of the takeaway currently has two window openings which face into the application site and are the only openings to two separate bedrooms. The larger window is currently obscurely glazed.

The distance from these windows and the existing northern elevation of the 127 Wellington Road measures approx. 5.4m. The proposed building is to be sited within closer proximity of these two windows (around 1m spacing), however a light well has been designed into the proposed northern side elevation of the proposed building in order to mitigate against the harm to the existing neighbouring windows, in term of loss of light.

The relationship of the proposed building and no. 125 Wellington Road will fall below the standards set out within saved policy DC38 of MBLP which advises a guideline distance of 14m habitable room to non habitable room or blank wall. Although it is acknowledged that the proposed development will have some impact upon these windows in terms of loss of light, having regard to the existing sub-standard relationship, the fact that the larger of the windows is obscurely glazed restricting outlook and that the first floor accommodation would appear to be ancillary function to the takeaway, the impact of the proposed development is not considered to be so significantly adverse to justify a refusal of planning permission.

It is noted that there is currently a window at first floor window on the northern side elevation of 1 Henshall Lane (butchers) to the south, which looks out over the application site. This window is believed to be a lounge window for a residential flat. This window is currently located approximately 3.8m from the side elevation of the existing building. Although, the depth of the proposed new building is to be extended further into the site, the side elevation of the new building will be set back a further 3m away from this window. The impact of the proposal is therefore unlikely to be any more harmful then the current relationship.

At first floor, on the rear elevation of 1 Henshall Lane there are two kitchen windows. The proposed development will not fall within the 45 degree angle when taken from the centre of these windows; therefore the proposed development will have an acceptable impact upon current levels of residential amenity, as was established during the previous application.

## **WASTE**

In the Planning Statement it is stated that for the restaurant a bin store and screened recycling store will be provided. Waste associated with the retail unit is proposed to be stored internally and removed daily by delivery vehicles. If approved it will be conditioned that adequate safe and secure refuse, recycling and disposal facilities will be provided for both proposed uses to safeguard visual amenity and public health.

## **ECONOMIC SUSTAINABILITY**

### **RETAIL IMPACT**

Paragraph 24 of the NPPF seeks to ensure that applications for main town uses, such as retail, are located in town centres then in edge of centre locations.

The site is allocated as an Existing Shopping Centre (saved MBLP plan) and Local Service Centre (CELPS). The most relevant policies for consideration are PG2 and EG5 of CELPS, saved policies S4 and DC54 of the MBLP and policy R.P1 of the BNP.

Policy PG2 of CELPS advises that in Local Service Centres *'small scale development to meet localised objectively assessed needs and priorities will be supported where they contribute to the creation and maintenance of sustainable communities'*.

Policy EG5 of CELPS states that:

*'1. in the Local Service Centres, there will be a focus on convenience and comparison retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community'*.

It goes on to say *'3. The use of upper floors in town and other centres for non-retail uses will be supported, where appropriate.'*

Policy S4 of the MBLP seeks to maintain a level of shopping provision which is commensurate with the role the Service Centre serves. In addition policy DC54 of the MBLP seeks to ensure restaurant facilities are located in appropriate areas to safeguard existing residential amenities, overall viability and vitality of shopping areas and in the interests of highway safety.

There are two shopping areas allocated in Bollington within the saved MBLP allocations map. The largest being the Palmerston Street/High Street which is sited to the East of Bollington settlement and the Grimshaw Lane/Wellington Road shopping centre which serves the residents to the West.

The existing building currently operates as an Indian restaurant. The existing restaurant building will be replaced by a new building accommodating a convenience store (A1 retail use) on the ground floor and the Indian restaurant (A3 use) to the first floor. The existing basement will be infilled. The scheme includes:

- 351sqm of retail (A1 use) encompassing ground floor customer facing area of 268sqm and first floor storage area of 83sqm (excluding staircases).
- 161sqm of restaurant space (A3 use) at first floor level with a public floor area of 103sqm (excluding staircases).

At present, and unlike the previous application, a tenant has not been confirmed to occupy the A1 retail unit.

Comments have been received from local residents regarding there being no need for the unit and stating that it would be better placed elsewhere, noting also that financial strain would be put on nearby local businesses. In contrast to this letters in support of a new retail scheme helping to regenerate this portion of Bollington and encourage people to shop locally and walk to retail units were received.

Having regard to the existing Local Plan policies and the site's position within a Local Service centre, it is considered that the proposed development would bring an acceptable retail use, which may assist in renewing the vitality and viability of the Grimshaw Lane shopping centre, bolstering the local economy. The development is comparable in scale to the building it will replace and would consolidate the existing built form on site helping to create a central component to this established linear shopping area in west Bollington. The principle of a dual use of the site of A1 and A3 use classes was established as being acceptable within the report and proceedings of the previous application for the site (15/3674M) as they conform to the relevant aforementioned shopping and restaurant use policies within CELPS and MBLP.

Noting the aforementioned points the Bollington Neighbourhood Plan (BNP) has now reached regulation 14 with a draft plan having undergone consultation (consultation finished on 25 August 2017). While the BNP (at this stage) carries limited weight in the planning balance, nevertheless the proposed development site is allocated within the plan in Figure R1 as a retail cluster location '*Henshall/ Wellington/ Grimshaw Junction*'. The relevant BNP policy R.P1 – Retain and develop retail offerings states;

*'1. Within the five locations identified on Map R1 as retail clusters, new retail proposals will be supported, including change of use from housing to retail.'*

While the retail unit proposed would be outside those suggested for the siting of another convenience store in the BNP part 3 of the aforementioned policy, it meets all other relevant criteria in this policy and would ensure an ongoing retail presence on this allocated site, maintaining an important allocated retail cluster. Taking into consideration the above points the principle of development, a two storey building of retail and restaurant use is considered acceptable.

## **PLANNING BALANCE AND CONCLUSIONS**

In summary, for the reasons outlined, it is considered on balance that the principle of demolition of the existing building and replacement with Retail (Convenience unit) and Restaurant units on this site within one building is acceptable.

### **Benefits of the scheme:**

- The application site is located within the an existing Local Service Centre in Bollington in an accessible location;
- The proposed development would provide an appropriate retail use to the existing shopping area which would provide economic benefit to the local community and create customer choice with an appropriate first floor use;
- The proposed building has been designed to incorporate architectural features which will replicate the existing building. The proposal would provide a more energy efficient building which would not have a harmful impact upon the character of the existing street scene;
- Additional vehicular parking in comparison to existing provision.
- Cycle parking provision.
- Improved singular access to site rear car park in comparison to existing with enhanced visibility and widened overall access capable of two-way vehicular traffic.
- Provision of 2no. pavements to rear car park and entrance to proposed new building where in comparison to the existing there is none.
- Provision of courtesy pedestrian crossings associated with the development improving pedestrian infrastructure in the immediate location.

- Wider pedestrian access with delivery bay to frontage with Wellington Road.

### **Disbenefits of the scheme**

- Demolition of non-designated heritage asset.

### **Neutral impacts**

- It is considered that the proposal would not have a significantly harmful impact on neighbouring residential amenity;

Whilst the development involves the loss of a non designated heritage asset building of local interest, it will provide an aesthetically pleasing, energy efficient building of appropriate uses noting its allocation in a Local Service Centre with enhanced parking and access alongside bettered flood risk measures. The appearance of the application site is also improved. The application site is in walking and cycle distance of nearby homes noting immediately beyond this Local Service Centre is a predominantly residential area. A limited effect on existing residential amenity will be felt as a result of the slight intensification of the site. In economic terms the proposed development will assist in contributing to the local community inter of jobs and creating competitive business, and socially, the proposed development will provide a beneficial and accessible service to the local Community.

Paragraph 14 of the NPPF emphasis that there is a presumption in favour of sustainable development and when making decisions Local Planning Authorities should approve development that accords with the development plan without delay.

The proposed development is considered to represent a sustainable form of development for which there is a presumption in favour. The proposed development is considered to comply with policies within the Development Plan and NPPF in the planning balance there are no material planning considerations or impact which are considered to be so significantly adverse to suggest otherwise.

## **RECOMMENDATION**

A recommendation for approval is therefore made subject to the prior completion of a s106 agreement and conditions.

### **SPECIFIC CONDITIONS:**

1. Time 3 years
2. Plans as approved
3. Prior to commencement - Materials to be confirmed in writing
4. Prior to commencement – Landscaping Plan to be submitted for approval.
5. Prior to occupation – agreed Landscaping Plan to be implemented, maintained and retained at all times after in accordance with standards
6. Prior to occupation – 18no. car parking spaces for the proposed development and 4no. car parking spaces for the butchers to be provided and retained at all times – to ensure sufficient and safe car parking.
7. Prior to occupation – Details of placement and specification of car park access barrier to be submitted and agreed – to prevent anti-social behaviour and misuse of car park
8. Deliveries to adhere to the Development Management Plan in the Appendix of the Transport Statement 2017 – to protect residential amenity.

9. Prior to commencement - S278 agreement required for speed tables and TRO to support them in regard to the provision of courtesy crossing. S106 required in relation to this for consultation/ advertising costs – to ensure ongoing highways safety.
10. Prior to occupation – courtesy crossings subject to the s278 and s106 agreements to be implemented, maintained and retained at all times after.
11. Prior to commencement - Construction Management Plan – to ensure ongoing highways safety and mitigate the effect on residential amenity during construction period.
12. Restricted length HGV's – to ensure service vehicles do not interfere with the free passage of vehicular and pedestrian traffic on Wellington Road.
13. Restaurant opening time not to be earlier than 6pm – to minimise overutilization of car park, particularly during peak times.
14. Prior to commencement – Pile foundations – to ensure ongoing residential amenity levels not compromised
15. Prior to commencement – Dust Control method statement – to ensure residential amenity levels not compromised and protect local environment.
16. Prior to commencement – Floor floating method statement - – to ensure residential amenity levels not compromised
17. Prior to commencement – Noise Impact Assessment – to avoid noise giving rise to significant adverse impacts on health and quality of life.
18. Prior to commencement – Odour/ Noise Control scheme to be submitted for retail and restaurant – to preserve residential amenity and quality of the local environment.
19. Prior to commencement – Waste provision scheme and plan to be agreed in writing and implement and made available prior to use of development and permanently retained – to ensure ongoing visual amenity and to safeguard public health
20. Prior to occupation – an electric vehicle charging point – to encourage uptake of ultra-low emission vehicles and to ensure the development is sustainable and to safeguard public health.
21. Hours of use – as application – to safeguard residential amenity.
22. Prior to commencement – drainage strategy – to manage flood risk impacts
23. Prior to commencement – drainage design, implementation and maintenance management – to ensure adequate drainage and prevent flood risk.
24. Development in accordance with 'Flood Risk Response produced by RSK ref 880861\_L04\_CW dated 4th April 2016 and the mitigation measures detailed within the document
25. Foul and surface water drained on separate systems – to manage and maintain drainage and flood risk
26. No removal of vegetation or demolition or conversion of buildings between March and April – to safeguard protected species.
27. Prior to occupation - External lighting specification and placement to be agreed – to ensure ongoing residential amenity.
28. Prior to occupation – crime prevention methods of spike studs and car park barrier etc shall be installed and maintained for lifespan of development – in the interest of crime prevention and public safety.

*In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Planning and Enforcement Manager, in consultation with the Chair (or in his absence the Vice Chair) of Northern Planning*

*Committee, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.*



