

Application No: 18/5301M

Location: Shoresclough Works, HULLEY ROAD, MACCLESFIELD, SK10 2LZ

Proposal: Extensions and Alterations, including Addition of a Mezzanine Storage Area and Continued Use for Storage and Distribution, with Ancillary Offices, Staff Facilities, Workshop and MOT Test Bay

Applicant: The Superbike Factory Ltd

Expiry Date: 24-Jan-2019

SUMMARY

The application site is allocated within the Cheshire East Local Plan Strategy and Macclesfield Borough Local Plan as an existing employment area, the Hurdsfield Industrial Estate, Macclesfield. The site is Shoreclough Works, which is an existing industrial B8 storage and distribution warehouse with associated ancillary buildings which is accessed from Hulley Road to the south and Charter Way to the north.

The application seeks Full Planning Permission for '*Extensions and Alterations, including Addition of a Mezzanine Storage Area and Continued Use for Storage and Distribution, with Ancillary Offices, Staff Facilities, Workshop and MOT Test Bay*'. The company that will occupy the site is 'The Superbike Factory Ltd', an established online motorbike re-sales company which currently principally operates out of a mill on Cottage Street, Macclesfield and has other sites used for storage. The company will relocate from their current location to this site should this application be approved.

The principle of the development, a combined B8/ Sui-generis, B1a and B2 use comprising extensions to an existing B8 storage and distribution warehouse with B1a offices and erection of new workshops by the Superbike Factory for storage, repairs, cleaning and office space is considered to be acceptable and appropriate for the existing employment area, the Hurdsfield Industrial Estate in which it is sited.

Subject to conditions it is considered that the development is also in compliance with design, residential amenity, trees, landscaping, pollution, highways, nature conservation and water management policies at both a local and national level.

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 with conditions

REASON FOR REPORT

The scale of the development requires a committee decision.

DESCRIPTION OF SITE AND CONTEXT

The site in question is Shoreclough Works set in the Hurdsfield Industrial Estate. The site comprises two main buildings on site with other smaller single storey, ancillary structures on site comprising garages and storage. The main building which is detached comprises a warehouse with attached offices with a lawful use of B8 storage and distribution set over 3237.74sqm total. There is also a rear annex attached to the main warehouse building which is included in the previously stated existing floorspace figure. The main warehouse building is constructed from steel portal frame with facing red brick offices with brown upvc/aluminium fenestration and sheet metal roof with rooflights and solar panels with several roller shutter doors. To the rear is a warehouse attached to another larger warehouse which is outside of the site edged red but within the same ownership set over 359sqm. The rear warehouse is constructed from metal portal frame, concrete block, facing redbrick and profile metal sheeting/cladding with green coloured upvc/aluminium fenestration with roller shutter doors. The total existing floorspace is 3678.5sqm. There is also a single storey detached double garage parallel to the front elevation when viewed from Hulley Road and a similar one to the rear near Charter Way.

The site has three existing highways access points, all finished in tarmac with concrete kerbs, two from Charter Way to the north east providing access onto Hurdsfield Industrial Estate and the other directly onto Hulley Road. There are 90 existing car parking spaces set across a car park fronting Hulley Road and one to the side and rear (south east and north east) between the existing buildings on site. To the frontage from Hulley Road there is some minimal landscaping comprising trees (south west and east boundaries) and areas of turf set behind a low height red brick, stone topped wall. There is a slightly declining topography from North East to South West.

To the west and north the surrounding area comprises a variety of industrial uses B1/B2 and B8 within the Hurdsfield Industrial Estate, while to the south and east are predominantly residential areas, set away from this site by landscaping and a watercourse approximately 50m away. Neighbouring industrial/ warehouse companies include AstraZeneca, M6 Paper Group, Screwfix, Toolstation, Bodycote International, CEF and Jewson. Directly opposite this site is a motor sales company and MOT station.

RELEVANT PLANNING HISTORY

14/3897M - Erection of a two, two-storey high warehouse blocks in front of an existing factory – Full Planning – approved with conditions – 9th October 2014

34454P - erection of canopy – Full Planning – approved – 11th August 1983

34446P - extension to form research and development workshop and drawing office – Full Planning – approved – 12th August 1983

33181P - extension to the existing highshore building to provide additional workshop facilities – Full Planning – approved – 20th April 1983

22915P - gas meter chamber – approved – 30th May 1980

17488P - light industrial building – approved with conditions – 7th February 1979

RELEVANT PRE PLANNING HISTORY

PRE/1703/18 – To convert, extend and refurbish the property at Hurdsfield Industrial Estate – written response returned - 21st August 2018

RELEVANT ENFORCEMENT HISTORY

None

DETAILS OF THE PROPOSALS

The application seeks Full Planning Permission for '*Extensions and Alterations, including Addition of a Mezzanine Storage Area and Continued Use for Storage and Distribution, with Ancillary Offices, Staff Facilities, Workshop and MOT Test Bay*'. The company that will occupy the site is 'The Superbike Factory Ltd' (TSF), an established online motorbike re-sales company which currently principally operates out of a mill on Cottage Street, Macclesfield but with other sites used for storage. TSF state they have outgrown their premises and urgently need to relocate to a more suitable and substantial premises and for their whole business to be in one location for operational efficiency and to allow for projected growth, relocating all parts of their business to this site.

A two storey extension is proposed to the existing main warehouse and the construction of two new connected rear workshops with mezzanine levels forming a MOT facility. External facing materials have not yet been confirmed though reference on the drawings is made to cladding, roller shutters and the roof types being goosewing Grey colour composite roof panels with the use of various privacy films to existing windows.

It is stated within the Planning Statement and on the accompanying application form that the proposed use of the site would combine B8 storage and distribution, B2 general industrial and B1a offices with some other ancillary floorspace including circulation/canteens and toilet areas. Industrial activities proposed to take place on the site are minor servicing and testing or motorbikes, preparation, storage and distribution with some jet washing and light machinery for servicing. The total floorspace would amount to 5434sqm.

Air conditioning is planned but exact specifications are yet unconfirmed. The company already employs 120 people on a full time basis and expects this to grow to 160 on the same basis if they occupy the site as applied for within this application. The opening hours applied for are 07:30-20:00 Monday to Friday inclusive, 07:30 to 18:00 Saturday and 10:00 to 17:00 Sunday. No opening hours have been provided for Bank Holidays.

The proposed development would include extension to existing hardstanding areas to provide parking spaces for 98no. cars, 61no. motorcycles, 16no. delivery vans and 2no. disabled spaces. A cycle store is also proposed to the rear of the main warehouse building though it is not stated how much cycle parking this will provide. The vehicles accessing and servicing the site are proposed to use the existing 3no. accesses from Hulley Road and Charter Way.

Works also include some landscaping works including works to existing tree crowns. Waste storage and recycling points have been indicated on the plans provided to the rear of the existing main warehouse structure.

APPLICANT'S SUPPORTING INFORMATION

The following information was submitted in support of the application:

- Application form (revised 12thDec 18)
- Marketing information from 2012 and 2017 including advertisements
- Location Plan
- Existing Site Plan
- Existing Ground Floor
- Existing First Floor
- Existing Elevations
- Proposed Location Plan
- Proposed Site Plan(revised 12thDec 18)
- Proposed Ground Floor Plan Zones (revised 12thDec 18)
- Proposed First Floor Zones (revised 12thDec 18)
- Proposed Elevations additional unit – MOT facility (revised 12thDec 18)
- Proposed Elevations(revised 12thDec 18)
- Planning Statement
- Tree Survey
- Tree Protection Plan
- Survey photos internal and external
- Flood Risk Assessment
- Transport Statement
- Phase 1 Environmental Report
- Noise Assessment

POLICIES

National Planning Policy Framework (NPPF) 2018

National Planning Policy Guidance

Cheshire East Local Plan Strategy 2017 (CELPS)

MP1 Presumption in Favour of Sustainable Development

PG1 Overall development strategy

PG2 Settlement Hierarchy – principal town Macclesfield

PG7 Spatial Distribution of Development

SD1 Sustainable development in Cheshire East

SD2 Sustainable development Principles

IN1Infrastructure

IN2 Developer Contributions

EG1 Economic Prosperity

EG3 Existing and Allocated Employment Sites

SE1 Design

SE2 Efficient Use of Land

SE3 Biodiversity and Geodiversity
SE4 The Landscape
SE5 Trees, hedgerows and woodland
SE8 Renewable and Low Carbon Energy
SE9 Energy Efficient Development
SE12 Pollution, Land Contamination and Land Instability
SE13 Flood Risk and Water Management
CO1 Sustainable Travel and Transport
CO3 Digital Connections
CO4 Travel Plans and Transport Assessments
Appendix C Parking Standards
Strategic Site

Saved Macclesfield Borough Local Plan Strategy 2004 (MBLP)

NE11 Nature Conservation
E2 Retail Development on Employment Land
E3 B1 Business Uses
E4 General Industrial Development
E14 Relocation of business
DC3 Protection of the amenities of nearby residential properties
DC6 Circulation and Access
DC8 Landscaping
DC9 Tree Protection
DC13 and DC14 Noise and Noise Mitigation
DC17, 18, 19 and 20 Design Water Resources

CONSULTATIONS RESPONSES (EXTERNAL TO PLANNING)

Macclesfield Civic Society – made an observation as follows – they welcome the proposed which would further develop the Industrial Estate and increase local employment. Issues relating to local conditions and amenities could be safeguarded by appropriate planning conditions (such as hours of working and boundary noise levels) – 12th November 2018

United Utilities – no objection subject to conditions covering drainage design and other water informatives – 3rd December 2018

OFFICER APPRAISAL

Presumption in favour of sustainable development

Policy MP1 of CELPS states '*when considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants to find joint solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area*'. This is in line with paragraph 11 of the NPPF 2018.

Principle of development

The proposed development encompasses the extension of existing B8 storage and distribution/warehousing unit within the Hurdsfield Industrial Estate which is designated

employment land and the creation of a new workshop/storage building to the rear with associated external alterations, parking and landscaping works. The Superbike Factory Ltd, the applicants are an existing, established business with their principal business site within a mill on Cottage Street, Macclesfield with other sites for storage etc. The business is an online motorbike sales business that employs 120 people. The business is described within the accompanying Planning Statement as being an *'online marketplace for predominantly second hand motorbikes'* and that the business purchases previously-owner motorbikes, carrying out testing. MOT testing, minor maintenance and preparation of the bikes for sale. Further to this it is stated *'the bikes are photographed and the details uploaded, then the vehicles placed into storage. When the bike is purchased, it is delivered to the customer using one of the business' small fleet of box vans; the operation does not involve HGV use'*. The business is said to have 1000 motorbikes at present. The site has been marketed for B1, B2 and B8 uses by CBRE since 2012, evidenced by a letter provided by the agent and from 2no. marketing leaflets from 2012 and 2017. The site is partly occupied by MacPlus – rear warehouse and the Hut Group occupy the main warehouse but not the offices attached.

Taking into account the above, the most applicable policies for consideration are EG1 and EG3 of the CELPS and E3, E4 and E14 of the MBLP.

Policies EG1 of the CELPS and E4 of the MBLP supports proposals for employment development use classes B1, B2 or B8 within principles towns as well as on employment land allocated within the Development Plan.

Policy EG3 of the CELPS seeks to protect existing employment sites for employment use. This is unless 1 *'i. Premises are causing significant nuisance or environmental problems that could not be mitigated; or*

ii. The site is no longer suitable or viable for employment use; and a. There is no potential for modernisation or alternate employment uses; and b. No other occupiers can be found(43).

2. Where it can be demonstrated that there is a case for alternative development on existing employment sites, these will be expected to meet sustainable development objectives as set out in Policies MP 1, SD 1 and SD 2 of the Local Plan Strategy. All opportunities must be explored to incorporate an element of employment development as part of a mixed use scheme'.

After reviewing the submission information it would appear that the majority use of the site would be B8 storage and distribution in that it would operate in a similar fashion to a Screwfix or Argos operation in that orders are made and collected by customers in a small front of house area with a storage area behind. However, upon visiting the website (www.superbikefactory.co.uk) it would appear the current arrangement would in part involve as described in the Planning Statement and previous sentence, but also invites prospective patrons to visit their showroom at Cottage Street, Macclesfield on various sections of the website. This would suggest that the proposed largest storage area at ground floor 2128sqm floorspace in the main largest building on site may also be used in this way. This could therefore result in 2128sqm of floorspace comprising a sui-generis motorbike showroom use with the remaining 3306sqm comprising a mixture of B1a, B2 and B8 uses with some circulation areas. This was something highlighted during the pre-planning process. Taking this into account the predominant use and floorspace either converted or created as part of the proposed development would still result in a majority B1a/B2/B8 use of the site in line with the aforementioned local planning policies which seek to protect these uses in employment

areas. In addition the sui-generis use combined with these other employment and industrial activities would be a suitable use for this site and considering its location away from residential form, in a principal town on an existing employment site with similar development seen within it. This would be in line with EG3 paragraph 2 as it would be a mixed use scheme with a majority employment use. It is also appropriate to consider policy E14 – relocation of business of the MBLP. The business The Superbike Factory is an existing Macclesfield based business and as such this policy would apply. The existing principal business location while itself within a Mixed Use area allocation, is surrounded by predominantly residential areas without scope of extension to accommodate a growing business without adversely impacting parking levels or residential amenity as a result. It is considered that the relocation of the business to the site proposed would be more appropriate and allow employment generation within an area designated for it, stated as 160 full time equivalent workers.

It is therefore considered that even if the largest floorspace for storage within the main building is sui-generis as opposed to B8 that the majority floorspace combined would still be within B1a, B2 and B8 floorspace and would represent an appropriate use for the site in an existing employment area protecting the overarching aims of the aforementioned local planning policies. The principle of development is therefore considered to be acceptable providing that the development meets sustainable development objectives as listed in MP1, SD1 and SD2 of the CELPS and other policies covering Design, Access and Parking, Pollution/Amenity/Energy Efficiency, Nature Conservation, Trees and Landscaping and Water Management.

Design

All new development is expected to respect existing area character and adopt a design style that reflects the form, proportions and architectural narrative corresponding to its location. The extension to the elevation fronting Hulley Road would have a more industrious look using vertical modernist style pilasters in a darker material to break up the horizontal emphasis the building has, preventing the extension from reading as bleak or overbearing. It is proposed that this is to be clad with a flat roof. No issue is raised at the design of the extension which is proportionate to the existing buildings form and would respect the building line along Hulley Road. The new workshops to the rear have a utilitarian style and would sit lower the adjoining warehouse outside the site edged red but within site edged blue. The design is comparable to other industrial sheds in the surrounding area and is well placed hidden from principal public viewpoints from Hulley Road. The alterations and extensions and new buildings are considered to represent area appropriate building design. As specific materials have not yet been supplied or confirmed, an appropriate condition is recommended. The design of the bicycle storage and site security cabin have not yet been indicated though their siting is shown on the site plan, therefore again appropriate conditions are recommended.

Access and Parking

All new development is expected to provide safe access onto the highway, protect pedestrian safety, and provide parking for vehicles and cycles in line with adopted standards with sufficient manoeuvring space. Where updates to infrastructure to serve the development are required, developer contributions may be sought to ensure where the development would be unacceptable in policy terms without it. Development sites should be in sustainable locations shifting the emphasis of travel by private vehicle onto public transport, cycling and walking. It is stated within the accompanying Planning and Transport Statements that box style vans as opposed to HGV's will service this site alongside cars, motorcycles and cycles for customers

and staff. The most applicable policies are SD1, SD2, CO1 and CO4 and Appendix C of the CELPS and policy DC6 of the MBLP.

Appendix C of CELPS seeks the following car parking provisions for B1, B2, B8 and sui-generis floorspace.

- B1 –Office/ Light Industry- 1 per 30sqm – **development provision required for total 621sqm B1 floorspace = 20**
- B2 – General Industry – first 235sqm 1per 30sqm, then 1 per 50sqm – **development provision required for total 720sqm B2 floorspace = 18**
- B8 – Storage and Distribution – warehouse storage – 1 per 80sqm and 1 lorry space per 200sqm, warehouse distribution - 1 per 60sqm and 1 lorry space per 200sqm- **development provision required for total 3264sqm B2 floorspace = 41 car spaces storage, 54 car spaces distribution and 16 lorry spaces**
- Sui – generis – individual assessment based on use – if largest storage space is counted as sui-generis.
- Disabled spaces for B1/B2/B8 uses minimum 1 space or 2% of overall requirement, whichever is greater - **development provision required for total floorspace 2 spaces.**

The parking spaces for cars and motorcycles provided meet the standard dimensional requirements as stated in Appendix C of CELPS. Based on a worst case scenario using warehouse distribution car parking figures which are more than that require for warehouse storage the total car parking spaces required for the development would be 92 spaces with 2 disabled parking spaces and up to 16 lorry spaces.

Appendix C of CELPS seeks the following cycle parking provisions for B1, B2, B8 and sui-generis floorspace.

- B1 –Office/ Light Industry- 1 per 250sqm up to 1000sqm, 1 space per 400sqm above 1000sqm - **development provision required for total 621 B1 floorspace 4 cycle spaces.**
- B2 – General Industry and B8 – Storage and Distribution – 1 space per 250sqm floorspace up to 1000sqm, 1 space per 400sqm for floorspace above 1000sqm - **development provision required for total 3984sqm B2/ B8 floorspace 11 cycle spaces**

The proposed development includes parking for: 98no. cars, 61no. motorcycles, 10no. delivery vans and 2no. disabled spaces. The car parking provided is a slight over provision by 6 spaces, though disabled parking requirements meet current local standards exactly. The motorbike parking provided is an over provision when considering appendix C of CELPS, however is considered to reflect the business at hand. A bicycle storage facility is proposed but it is not clear within the submission how many bikes could be stored within. While it is unclear how much cycle parking is to be provided within the bicycle storage shown on the submitted plans, it is considered that this can be effectively dealt with to ensure the developer provides sufficient cycle parking in line with policy (15 spaces required) by condition, in the event the application is approved. Whilst on the revised plans only 10 spaces are shown for the rigid delivery vehicles maximum length 7.17m, there is capacity for 6 more spaces if required within the jet washing and loading bay areas. CEC Highways have reviewed the submission package, including Transport Statement and raise no objection to the proposed development on highways safety, access or parking grounds. The Transport Statement provides tracking information for rigid delivery vehicles maximum length 7.17m which would

be used to service the development and conduct deliveries which show that manoeuvres can be made internally on site within the current arrangement. It is proposed delivery and service vehicles will use the Charter Way access. To ensure that surrounding developments are not impacted due to the intensification of this site with regards to vehicle parking a prior to occupation condition will be attached to ensure that the car, van and motorcycle parking shown on the proposed plans will be implemented in full, in the interests of sufficient parking provision and highways safety of the surrounding area.

With regards to the sustainable location of the development and the emphasis on non private vehicle use as promoted by overarching policies MP1, SD1, SD2 and CO1 of the CELPS there is existing pedestrian and cycle infrastructure servicing the site on Hulley Road. In addition as mentioned within the Transport Statement the site has bus services within a 3 minute walk at a bus stop on Hulley Road 135m away with a half hourly service the 21/21a Macclesfield to Hurdsfield Monday to Saturday running between 0741 and 1750 weekdays and 0848 and 1721 Saturdays. This bus service would largely provide links via public transport to connecting transport nodes such as Macclesfield Train Station 1.1 miles away during opening hours Monday to Saturday.

It is considered that the proposed development would provide sufficient parking, safe access and connectivity to passive and sustainable transport methods (subject to conditions) in line with the aforementioned relevant policies.

Pollution/ Amenity/ Energy Efficiency

The Council seek that all development is located and designed so as not to result in harmful or cumulative impacts on residential/ amenity of neighbouring form or on the surrounding environment regarding air quality, noise, smell, dust, vibration, soil contamination, light pollution or any other pollution which would unacceptable affect the natural and built environment or detrimentally affect amenity or cause harm. The most applicable policies to consider are SE1, SE8, SE9 and SE12 of the CELPS and policies DC3, DC13 and DC14 of the MBLP.

The closest residential properties are dwellings fronting Hulley Road to the south east of the site 54m away. It is considered that the proposed development including the front extensions and new rear warehouse buildings would be satisfactorily set away from these properties and would not compromise the acceptable levels of residential amenity for these properties with regards to space, light provision and privacy. The opening hours suggested are considered to be acceptable and outside of sensitive residential hours. While Bank Holiday opening times are not provided these will be conditioned to mirror Sunday opening times provided, which are reduced in comparison to weekdays.

As there are residential properties close to an expanding and more intensified use, it is important to consider the impacts of noise generated from the development on nearby occupants. CEC Environmental Health were consulted on the proposals and have reviewed the supporting Noise Assessment by SLR dated October 2018. The Noise Assessment states that the main noise sources from the site would be associated with the workshop/MOT testing and any air conditioning, ventilation and extraction equipment. The Noise Assessment which is in accordance with BS 4142:2014 provides an existing assessment of background noise at this location and levels for which the described activities and equipment used in connection

with the proposed development should not exceed. As such while specific equipment has not been provided at this stage CEC Environmental Health consider the stated noise levels and maximum parameters stated in the assessment for plant/ equipment for the development would be acceptable providing they are not exceeded. As such it is considered appropriate that a condition requiring a further assessment of noise at the site after 6 months of occupation be submitted for review to ensure noise levels for the site are acceptable given the need to protect the amenity of nearby form and uses. The waste and recycling storage arrangements shown on proposed plans are acceptable and located to the rear of the development away from sensitive form.

When considering Air Quality, whilst the scale of this development would not require the submission of an Air Quality Impact Assessment as stated in the aforementioned policies there is a requirement to consider the cumulative impact of a large number of development in a particular area, important for this development is the consideration of transport related emissions. The amount of parking is increased as a result of the extension and creation of new built form on site. CEC Environmental Health recommends a prior to occupation condition be attached to any planning approval of the development to include the provision of 2no. Fast Mode 2 minimum compliant Electric Vehicle Charging Points with cabling for 2no. further units to allow installation of further units to assisting in meeting and mitigating for air quality.

Policy SE9 of the CELPS expects non-residential development over 1,000 square metres to secure at least 10% of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable. An appropriate condition is therefore recommended to ensure compliance with policy SE9.

A Phase 1 Preliminary Risk Assessment has been submitted in support of the planning application in regards to contaminated land as the site is of a continuing and formerly industrial nature. This report recommends a Phase II ground investigation be undertaken as such it is recommended that the submission of this should form a prior to commencement condition attached to any approval of the development. In connection with this a prior to occupation condition for the submission of a Verification Report prepared in accordance with the approved Remediation Strategy is also required to ensure end users are not affected by contamination in the land or soils brought to site. As there will be landscaping including soft landscaping as a direct result of the development, of which specific details have not yet been provided a condition seeking the submission of soil testing will be attached to any approval also alongside that for any previously undetected contamination found during construction works in the interests of public health and protection of end users of the site.

Nature Conservation

All new development should be designed and sited to minimise the impacts on protected species as a result of development and where impacts are expected mitigation methods are advanced and where not possible to do this on site financial contributions for off-site mitigation may be expected. The most relevant policies for consideration are SE3 of the CELPS and NE11 of the MBLP. The site has areas of turf and has a boundary to the east comprising trees with a small watercourse, as such CEC Nature Conservation were consulted on the proposed development. Due to the location of trees it is considered appropriate to include a condition attached to any planning approval of the development for the provision of

breeding swifts on a prior to commencement basis and regarding demolition or conversion of buildings during March-August in any year. It is considered subject to these conditions that the development is in compliance with the most relevant Nature Conservation policies.

Trees and Landscaping

The Council seek to ensure that all development seek to protect and provide management for the retention of trees, woodland and hedgerows, including the provision of new planting where removal is cited given that the natural environment is a key characteristic of places within Cheshire East. The most applicable policies for consideration are SE5 of the CELPS and DC8 and DC9 of the MBLP. The submission includes an Arboricultural Constraints and Tree Protection Report prepared by Agathoclis Bechmann Landscape Architects with accompanying Tree Protection Plan. These reports and plan indicate that as part of the development that several existing trees to the south western and northern corners of the existing site are unsuitable for retention and the group of 3no. to the south eastern corner of the site will have their crowns lifted along the boundaries. CEC Forestry team were consulted on the proposed development concur with the designation of trees within the submission documentation and conclude none are worthy of formal protection though as a group provide some visual mitigation of the industrial setting. They consider that a Landscaping scheme should provide for replacement trees for those scheduled for removal and that the crown works to retained trees and tree protection scheme which have been provided are acceptable. With regards to landscaping the appropriate policies to consider are SD1, SD2 and SE4 of the CELPS and DC9 of the MBLP which expect new landscaping to mirror characteristics within the surrounding area. CEC Landscaping team have been consulted on the proposed development and while they consider the works to tree crowns would open up views into the site they provide no objection to the proposals subject to the submission of a landscaping plan covering soft and hard landscaping and any boundary treatments specifications on a prior to commencement basis. The Landscaping Plan should provide some green screening to distort the industrial views increased as a result of tree works into the site also given the extension of built form, particularly to the southern boundaries, perhaps through the provision of hedgerows. It is considered that subject to all works being undertaken as per the submitted documents, which will form a condition of any approval that the development is in compliance with the relevant tree and landscaping policies.

Water Management

All development is expected to integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the borough and provide opportunities to enhance biodiversity, health and recreation, in line with national guidance. The most applicable policies for consideration are SE13 of the CELPS and policies DC17, 18, 19 and 20 of the MBLP. A Flood Risk Assessment (FRA) prepared by Martin Andrews Consulting Ltd has been submitted in support of this application. It states within the assessment that 2/3 of the site is flat though there is a 4.3m transition to the south western boundary with the nearest watercourse located within the public open space to the south/east of the site. The site is located within flood zone 1 with a low probability of flooding and surface water flooding and should an event occur there is above ground resource for users to access. The Assessment concludes the site is positively drained and outfalls into United Utilities surface water sewer crossing the southern corner of the site and is considered to be viable for any discharge formed as a result of this development and increased impermeable areas. CEC Floods team were consulted on the proposed development and consider that the FRA provided is acceptable in terms of using existing sewers however a specific drainage design

is required which will form a prior to commencement condition attached to any approval of the development. Both United Utilities and CEC Environmental Health note there is an existing culverted watercourse flowing underneath the site and that the Phase I Preliminary Risk Assessment recommends the route and condition of the culvert requires confirmation and the implications of the development on the culvert identified. United Utilities have confirmed that the culvert is not theirs and the developer should contact the riparian owner responsible for it. This will form an informative attached to any planning approval for the development to make the developer aware that action may be required.

CONCLUSIONS

The principle of the development, a combined B8/ Sui-generis, B1a and B2 use comprising extensions to an existing B8 storage and distribution warehouse with B1a offices, erection of new workshops and other associated works by the Superbike Factory for storage, repairs, cleaning and office space is considered to be acceptable and appropriate for the existing employment area, Hurdsfield Industrial Estate in which it is sited. Subject to conditions it is considered that the development is also in compliance with design, residential amenity, trees, landscaping, pollution, highways, nature conservation and water management policies at both a local and national level. Therefore, it is recommended that the development is approved subject to the following conditions.

- 1. Time limit - 3 years**
- 2. Development in accordance with approved plans**
- 3. Materials for construction of main warehouse and new workshops to be submitted**
- 4. Details of bicycle storage for the provision of 15 cycle storage spaces to be submitted**
- 5. Details of Site Security Box to be submitted**
- 6. Parking to be provided in accordance with plans**
- 7. Landscape Plan to be submitted**
- 8. Landscaping Plan Implementation**
- 9. Breeding Swift Boxes to be provided**
- 10. Breeding Birds survey to be submitted**
- 11. Arboricultural Works and Tree Protection in accordance with submitted details**
- 12. Phase II Ground Assessment to be submitted**
- 13. Verification Report to be submitted**
- 14. Soil forming materials to be tested**
- 15. Previously unidentified contamination**
- 16. Hours of operation**
- 17. 6 month occupation Noise Assessment**
- 18. Electric Vehicle Infrastructure**
- 19. Development to be carried out with Flood Risk Mitigation / Assessment**
- 20. Sustainable Drainage Design to be submitted**
- 21. Details of how development will secure 10% of energy from decentralised or renewable sources to be submitted**

In the event of any changes being needed to the wording of the Committee's decision (such as to debate, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Northern Planning

Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

