

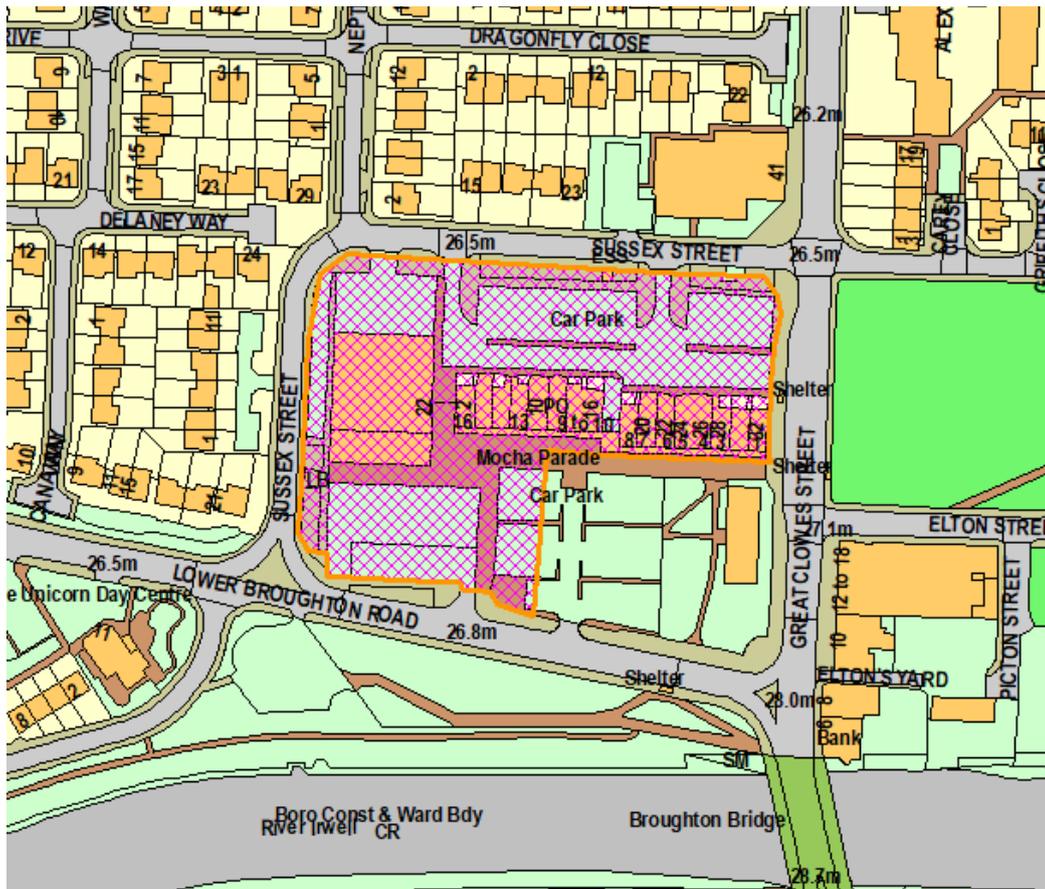
APPLICATION No: 21/76964/FUL

APPLICANT: Lidl Great Britain Limited

LOCATION: Mocha Parade, Salford, M7 1QE,

PROPOSAL: Demolition of existing buildings and the erection of a new Lidl foodstore (Class E) with associated car parking and landscaping.

WARD: Broughton



Description of Site and Surrounding Area

This application relates to an L shaped site that forms part of the wider 'Mocha Parade' neighbourhood centre. The site extends to approximately 1.14 hectares and is currently occupied by a detached single storey building to the western side of the site adjacent to Sussex Street as well as two blocks of terraced properties that run almost centrally with the neighbourhood centre.

The detached building was previously occupied by Heron foods but now appears to be vacant. Similarly, the two terraced blocks were previously occupied by commercial units at ground floor and residential units above but are now vacant.

The site is bounded to the east by Great Clowes Street with the former Victoria theatre, which is grade II listed, beyond. To the south, the site is bounded by Lower Broughton Road with a grassed area and the River Irwell beyond. To the north and west is Sussex Street with residential properties beyond.

The remainder of the neighbourhood centre has recently been granted planning permission for the demolition of existing single storey food bank and erection of a new build community health centre, with retail units to ground floor and associated car park and landscaping under application 20/76070/FUL.

Description of Proposal

Planning permission is sought for the demolition of existing buildings on site together with the erection of a new Lidl food store (Class E) with associated car parking and landscaping.

The proposed food store building would be rectangular shaped with the exception of a small projecting element to the western elevation that would form part of the warehouse and plant area. The building would be set back from, but would run parallel with, Sussex Street to the north of the application site. It would be set well back from Great Clowes Street behind an area of proposed car parking and would also be set well away from Lower Broughton Road behind a proposed flood defence basin and area of car parking.

Internally the store would accommodate a sales area; warehouse delivery area; freezer room; bakery; manager's office; staff welfare facilities; and customer toilets. The single storey building would extend to approximately 1903m² internal area with a net sales area of 1256m².

Servicing and loading would take place to the west of the building with access taken from the north west corner off Sussex Street and egress via an exit only point further along Sussex Street. A new vehicular access road is proposed off Lower Broughton Road which would see the current vehicular access (also from Lower Broughton Road) closed off. The new internal road would then provide access to both the Lidl car park and that of the recently approved health centre to the south east corner of the neighbourhood centre.

The entrance to the building would be to the south east corner fronting the southern car park with pedestrian links from surrounding roads through the car park.

It is envisaged that the store would employ 40 full time staff and the following hours of operation are proposed:

- Monday to Friday – 07:00-23:00
- Saturday – 07:00-23:00
- Sundays and Bank Holidays – 10:00 – 17:00

The following parking provision is proposed:

- 102 spaces;
- 7 disabled bays;
- 9 parent and child spaces;
- 2 taxi spaces;
- 10 short stay cycle parking spaces for customers near the store entrance and 10 long stay spaces for staff within the warehouse.



Publicity

Site Notice: Non HH Article 15 Date Displayed: 7 April 2021

Reason: Article 13

Site Notice: Non HH setting of listed building Date Displayed: 7 April 2021

Reason: Affecting setting of Listed Building

Press Advert: Manchester Weekly News Salford Edition Date Published: 25 March 2021

Reason: Article 15 Standard Press Notice

Affecting setting of Listed Building

Neighbour Notification

94 neighbouring occupiers have been notified of the application.

Representations

Four letters of representation have been received in response to the application publicity. Of those, one is an objection which raises the following concerns:

- The proposed development fails to respond to, and sit sympathetically within, its physical context and respect the positive character of the local area and urban form around Mocha Parade.
- The proposed development weakens the positive and high-quality urban design attributes of the emerging from the Mocha Parade/Lower Broughton & New Broughton Village neighbourhood.
- The proposed development puts other neighbourhoods along the flood Plain at higher risk of flooding.

One representation is neither in support of, nor objecting to the application but raises the following points:

- Lack of cycle parking. More should be provided;
- Location of cycle parking should be in front of the shop windows near to the main doors;

- Too many car parking spaces, many locals will walk or cycle;
- The size of the store looks too big for the local area compared to the unit it is replacing and the maximum *shop floor space should be around 6-8000 sq ft*;
- Local residents in Blackfriars and Trinity didn't get any information that Lidl said they did unless they went to the pharmacy, health centre or saw the planning notices online and on lampposts;
- We do need a good range of local shops and independent businesses"

One representation is in support of the application and states: *"looking forward to the site being cleared and the new Lidl being built."*

The final representation is from Councillor Brabiner who is in support of the application.

Relevant Site History

12/62582/EIAHYB – Full planning permission for the demolition of 41 Great Clowes Street and Mocha Parade and the erection of 189 dwellings with associated works. Outline application with all matters reserved except for access for the redevelopment of Mocha Parade Neighbourhood Centre (use class A1 to A5 and D1) for up to 4500sqm of gross retail floorspace and 225 car parking spaces together with associated works. Permitted 7/3/2013

Health centre:

20/76070/FUL - Demolition of existing single storey food bank. New build community health centre, with commercial units to ground floor and associated car park and landscaping. Permitted 1/4/21

Consultations

Design For Security – Support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned. Please refer to Design and Crime section of report for further discussion.

Air Quality, Noise, Contaminated Land - No objections subject to conditions. Please refer to relevant sections of the report for further discussion.

Highways - No objections subject to conditions

Transport For Greater Manchester (TFGM) – Incorporated into Local Highway Authority response. No objections subject to conditions.

Senior Drainage Engineer - No objections subject to conditions requiring flood resilient construction, surface water drainage scheme, compensatory flood storage and restriction on use to those within the less vulnerable flood risk classification. Please refer to drainage and flood risk sections of the report for further discussion.

Environment Agency – Note the acknowledgement that the flood storage basin within the site would provide compensation for the loss of volume resulting from the proposed store construction and the confirmation that a non-return valve will be included to the sewer outlet to prevent premature backfilling.

Advise that the compensatory storage must be provided to ensure risk is not increased elsewhere. The EA have withdrawn their previous objection on the understanding that the compensatory flood storage basin will be required and provided as part of the development. A condition is recommended in this regard

Recommend that the LPA liaise with emergency planners in relation to flood hazards and safe access egress and that this be addressed before determination of the application.

Also recommend conditions in relation to any contamination not previously identified and to ensure no drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority.

The recommended conditions are attached at the end of this report.

United Utilities – No objections. Confirm that a number of clean water and wastewater assets run through the site which could be affected. UU have confirmed that they are in discussions with the applicant to divert some of the assets within the site and confirm that the proposed surface water discharge rate has been agreed in principle at a reduced rate of 50%.

They recommend that conditions in relation to protection of UU assets, surface water drainage and foul water are attached to any approval to agree an approach prior to the commencement of the development. The protection of UU assets sits outside of the control of the LPA and therefore an informative is recommended in this regard. Conditions are recommended in relation to surface water drainage and to ensure foul and surface water are drained on separate systems.

Greater Manchester Ecological Unit - No objections

SCC Landscape Design – No objections subject to a landscape condition to enable final details to be agreed.

Greater Manchester Archaeological Advisory Service – Any redevelopment of the area will encounter the buried foundations and cellars of the nineteenth century buildings that once occupied the site — mainly terraces of houses. However, subsequent redevelopment and street layout alterations during the late twentieth century will have severely truncated and damaged any such remains. It is likely that only fragmentary survival of nineteenth century fabric will survive.

Are certain that none of the remains would be assessed as having a significance beyond that of 'local' while the mapping suggests that the majority of the housing stock remained largely unaltered with only minor (indoor sanitation) changes. This would suggest that the area could only offer a marginal contribution towards our understanding of the period.

On this basis GMAAS advise that there is no reason to seek to impose any archaeological requirements upon the applicant.

Planning Policy

Development Plan Policy

Unitary Development Plan ST1 - Sustainable Urban Neighbourhoods
Unitary Development Plan - Policy ST9 Retail, Leisure, Social and Community Provision
Unitary Development Plan DES1 - Respecting Context
Unitary Development Plan DES2 - Circulation and Movement
Unitary Development Plan DES7 - Amenity of Users and Neighbours
Unitary Development Plan DES9 - Landscaping
Unitary Development Plan DES10 - Design and Crime
Unitary Development Plan - Policy S1 Retail and Leisure Development within Town and Neighbourhood Centres
Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled
Unitary Development Plan A8 - Impact of Development on Highway Network
Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Parking in New Development
Unitary Development Plan EN12 - Important Landscape Features
Unitary Development Plan EN17 - Pollution Control
Unitary Development Plan EN18 Protection of Water Resources
Unitary Development Plan EN19 - Flood Risk and Surface Water
Unitary Development Plan DEV5 - Planning Conditions and Obligations

Unitary Development Plan CH2 – Development Affecting the Setting of a Listed Building

Other Material Planning Considerations

National Planning Policy

National Planning Policy Framework
National Planning Policy Guidance

Local Planning Policy

Design Supplementary Planning Document
Design and Crime Supplementary Planning Document
Flood Risk and Development Planning Guidance
Contaminated Land Planning Guidance
Planning Obligations Supplementary Planning Document
Supplementary Planning Document Sustainable Design and Construction
Supplementary Planning Document Trees and Development

It is not considered that there are any local finance considerations that are material to the application.

Applicants Statement and Community Involvement

The documents submitted in support of the planning application provide background information on Lidl who are the applicants and end user for the proposed development.

They set out that Lidl is able to offer high quality products at low process due to extensive pan European bulk purchasing. This enables the company to achieve significant economies of scale which can then be passed on to the customer in the form of highly competitive prices. Other factors that enable Lidl to offer consistently low prices include the format of its stores and the approach taken to the display and sales of products.

The information goes on to say that Lidl has an established store format that is integral to the success of its business model. The minimum store size that is normally required by Lidl for its operational requirements is circa 2,200 sq.m gross external area (GEA). This equates to a net sales area of approximately 1,300 sq.m Gross Internal Area. There are a number of reasons why this size of store is required:

- A single level store of c.2,200 sq.m Gross External Area allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby impacting on its ability to deliver the benefits of discount retailing;
- The standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children, space to move through the store easily. Also by placing bulky products on the sales floor, Lidl ensure easy access to these items for all customers.

A statement of community consultation has been submitted in support of the application. It sets out that Lidl have undertaken pre-application consultation with Salford Council as well as local councillors and local residents.

This comprised of:

- Submission of a pre application with Salford City Council;
- Notification to ward councillors providing a copy of the consultation leaflet and an offer to meet to discuss the proposals. Comments were received from Councillor King and a meeting with councillor Merry and Lidl took place on 17th November 2020;
- Consultation with the local community comprising;
 - The delivery of 6,783 leaflets to surrounding addresses inviting people to view the proposals online and inviting feedback and a dedicated phone number for residents to register their comments;
 - Four-page A5 leaflets were printed in full colour and gave details of the proposed development, including a computer generated visualisation of the finished store and the proposed site plan;
 - The leaflets invited local residents to register their comments online;
 - The consultation leaflet, website consultation page and phone number were the preferred methods of consultation by the applicant to maximise the effectiveness of the consultation exercise prior to submitting the planning application when it was not possible to hold a public exhibition due to social distancing measures in place in respect of the Covid-19 pandemic.

The statement of community consultation sets out that a total of 407 responses to the online survey were received with comments received on the following themes:

- The vast majority of the local residents are happy to see the proposed development;
- Many of the additional comments confirmed that they would like the Lidl store to be open as soon as possible;

- Many respondents noted the location of the proposed store and the option of being able to walk to the store, which was seen as a positive;
- Many individuals commented that the scheme would be good for the area as a whole through the redevelopment of the site;
- A few individuals expressed their concerns over the loss of existing facilities at Mocha Parade and some comments requested provision for cyclists;
- Overall, the proposal was positively received by the local community with the overwhelming majority of the respondents strongly supporting the scheme.

With regards to the concerns raised by residents, the statement of community consultation sets out:

- In relation to the loss of retail units and the opportunity to re-provide them within the scheme, it is noted that the planning application for the proposed Riverside Health Centre (Ref:20/76070/FUL) proposes to include three retail units at the ground floor level. Mocha Parade as a whole will therefore provide a range of facilities to be the benefit of the local community;
- In relation to comments received requested cycling facilities, the proposal will include cycling parking close to the store entrance for secure customer cycle parking.

Appraisal

The Revised Draft Greater Manchester Spatial Framework, now “Places for Everyone” was subject to public consultation at the start of 2019. In accordance with paragraph 48 of the National Planning Policy Framework it is considered that very limited weight can be given to the policies in the document.

The Publication Salford Local Plan: Development Management Policies and Designations (‘Local Plan’) was published on 27 January 2020 and the Addendum (Proposed Modifications) was published on 5 February 2021. This is the version of the document that the City Council would like to adopt and has been subject to a significant amount of public consultation in previous stages of its production. However, in accordance with paragraph 48 of the National Planning Policy Framework the weight that can be given to the Local Plan overall is currently limited. The City Council is in the process of considering the comments made to determine the extent to which there are unresolved objections to the policies in the Plan. Those policies with less significant (or no) objections will be capable of carrying more weight than those with significant unresolved objections.

In addition, following the publication of the National Planning Policy Framework (NPPF) it is necessary to consider the weight which can be afforded to the policies of the Council's adopted Unitary Development Plan (paragraph 213 NPPF February 2019).

In terms of this application it is considered that the relevant policies of the UDP can be afforded due weight for the purposes of decision making as the relevant criteria within the UDP policies applicable to the proposed development are consistent with the policies contained in the NPPF.

The main planning issues to be considered in this pre application request are as follows: -

- Principle of development
- Design
- Impact on Heritage Assets
- Design and Crime
- Amenity
- Air Quality
- Noise
- Contaminated land
- Trees and landscaping
- Ecology
- Highways and parking
- Flood risk
- Drainage
- Sustainability
- Planning Obligations

Principle of development

UDP policy S1 sets out that planning permission will be granted for retail and leisure development within town centres and neighbourhood centres, provided that the development would:

- i. be of a scale appropriate to the centre;
- ii. be, or would be made to be, accessible by a choice of means of transport, including public transport, walking and cycling;
- iii. not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing;
- iv. wherever practicable, make car parking facilities provided as part of the development available to all short-stay visitors to the town centre;
- v. be of a high standard of design and support an attractive external environment; and vi. not have an unacceptable impact on environmental quality or residential amenity.

UDP Policy ST9 of the Salford UDP encourages a comprehensive range of retail, leisure, social and community facilities throughout the borough. This includes enhanced health facilities that meet local needs.

The application site is currently occupied by a number of buildings and surface car parking with some small landscaped strips to the perimeter. As such the site is largely previously developed land with the exception of the landscaped areas.

The existing buildings on site are in a poor state of repair, are of no significant architectural merit and provide no amenity facilities for residents. As such their demolition is considered acceptable.

Mocha Parade is designated as a neighbourhood centre in Salford's adopted UDP (policy S1/9). The council is now at an advanced stage in its production of its Local Plan. The Publication Local Plan identifies Mocha Parade as a local centre, with its boundary extended to include a parcel of land on the opposite side of Great Clowes Street.

Prior to demolition works, Mocha Parade was a purpose built centre comprising three separate parades of shops totaling an estimated 3000sqm of net internal floorspace. In 2004 Countryside Properties and Salford City Council entered into a partnership to transform the wider Lower Broughton area. A development agreement between the parties established a framework under which the redevelopment of a 74 hectare area of Lower Broughton would be planned and implemented. A key element of the vision was to reverse the declining population, and to increase it from its 2004 level of around 3,200 residents to somewhere in the region of between 7,500 and 10,000 residents over the following ten to twelve years.

Mocha Parade falls within the identified regeneration area and its redevelopment / improvement has been a long term aspiration of the council for well over a decade given the poor quality of the retail centre and the high vacancy levels within it. Commitment to redevelopment is confirmed in the Lower Broughton design code supplementary planning document noting that "Mocha Parade does not provide a modern or high quality shopping environment for the existing local community".

Outline permission was granted in March 2013 for a new neighbourhood centre on the site currently occupied by the parade. This was for a maximum of 4,500 square metres gross retail floorspace (use class A1 to A5 and D1) together with 225 car parking spaces. All matters were reserved for future determination. The broad principles were granted consent as part of the wider regeneration of the Lower Broughton area (planning application reference: 12/62582/EIAHYB) and consisted of the demolition of the existing centre in its entirety and the construction of a new purpose built complex. Reserved matters applications were not submitted within the specified time period and outline permission for the redevelopment of the neighbourhood centre has now expired.

The redevelopment of the site to include a Lidl supermarket (1,903m² gross / 1,256m² net floorspace) would provide replacement convenience goods provision in the neighbourhood centre. The principle of development is fully in accordance with the NPPF and adopted UDP. Recently, permission has also been granted (20/76070/FUL) for a new health centre and retail units (318m² gross floorspace). The health centre, new small scale retail units and Lidl together will provide local shopping and services to meet the needs of the local population, which is very much supported. The site's location within the neighbourhood centre will allow for linked trips to other public amenities within the centre once developed.

The site is within a sustainable location and is accessible by a range of means. Highways and parking are discussed in later sections of this report as is design, environmental quality and residential amenity.

As such the principle of the proposed development is considered to be acceptable subject to compliance with other relevant planning policies which are discussed throughout the remainder of this report.

Design

The site occupies a prominent plot, bounded to all sides by roads and overlooked from the north and west by residential dwellings. The existing buildings on Mocha parade have fallen into a state of disrepair and presently provide no facilities for the residential community that surrounds it. As such no objections are raised to the demolition of the existing building on site.

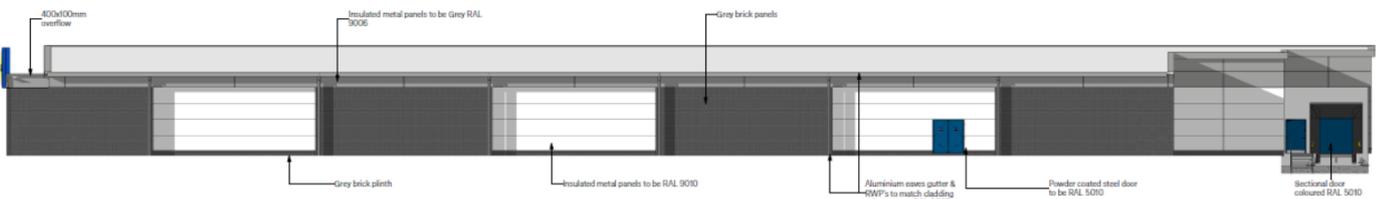
The proposed development would provide a food store which it is envisaged would predominantly serve the local community in which it would be sited. The applicants have been through pre application discussions with the Local Planning Authority as well as further discussions more recently which have informed design changes throughout the course of this application.

The proposed building would be set well back from Lower Broughton Road behind an area of car parking that would serve the development. The building is sited in this position due to a number site constraints, including the alignment of an easement that runs through the site and to enable the reuse of existing access points.

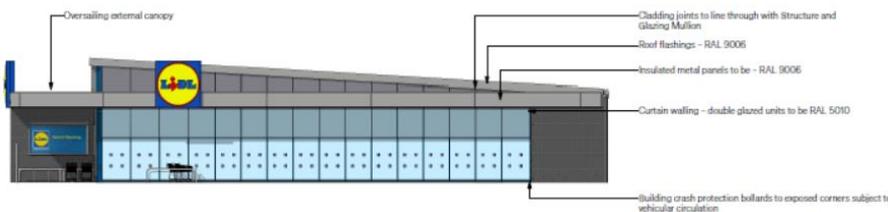
In addition, the applicants have confirmed that their business model requires the car park to be visible to customers to ensure they can see if there are available spaces prior to entering the site. A number of pedestrian access points are proposed from surrounding roads and through the car park to encourage trips on foot and increase pedestrian activity around the site.

The building itself would be single storey with a sloping roof. Its scale has been informed by the operational requirements of the company and is considered acceptable in this location. It would be of standard Lidl design and appearance with a full height glazed elevation fronting over the car park to the east with a small projecting canopy to the east and south elevations over the proposed trolley bays and customer cycle storage area. The building entrance would be via a small lobby area to the right-hand corner of the southern elevation.

Two personnel doors would be provided within the southern elevation to provide staff access to the warehouse and utility areas as well as two high level windows. One set of double doors is proposed within the northern elevation and one from within the loading bay into the building. Other than these small number of openings, the elevations are largely blank. This was raised with the applicants at pre application stage and during the course of the application and a more bespoke building design and appearance was requested, having regard to the nature of the site and its siting with roads to all sides. In response to this the plans have been updated to add; a grey brick plinth to the building; grey brick panels to all elevations to break up the white mass and high-level glazing above the store entrance and the glazed gable elevation.



North elevation to Sussex Street



East elevation to car park with Great Clowes Street beyond

The loading bay/delivery area would be located to the rear of the store and would be screened from within the car park areas by the proposed building. The loading bay area would be visible from the north and western sides of the site from Sussex Street. One small run of acoustic fencing is proposed to the western edge of the loading bay. This fencing would be 2m in height and would be set back from the edge of pavement behind a landscaped area and a number of retained trees which would assist in softening the appearance of the fencing. A 450mm timber knee rail is also proposed to the edges of the car park to the northern and eastern boundaries.

An external plant area is indicated on the submitted plans however no further details are indicated on the elevation plans. This area would be within the loading bay area and set in from the site boundaries. That said it would still be visible from a number of vantage points and a condition is therefore recommended requiring full details to be submitted for written approval prior to its installation.

The eastern boundary of the site follows an irregular line and a small grassed strip and trees are proposed here. The applicants have been asked to consider further works in this area to open up and improve the public realm area and to link to that which is to be provided by the approved health centre on the adjacent site. The applicants have advised that the boundary is as such to preserve the area required for a cycle way bypass to be provided behind a relocated bus stop as part of the council's proposals for a cycle improvement scheme and that any works in this location would be abortive as would have to be removed to allow for the cycle scheme.

The Council's infrastructure team have advised that the cycle improvement scheme is currently being worked up and as such there is no intended start date at this stage. It has been requested that the development includes public realm enhancements along Great Clowes Street, to the front of the site, to continue the treatment which is to be provided by the adjacent health centre development. No amended plans have been received in this regard and as such a condition is recommended requiring the submission of a public realm scheme which shall include the Great Clowes Street frontage as well as the area to the north east corner of the site adjacent to Sussex Street. The extent of these works will be dependent on the progression of the cycleway but are intended to ensure the appropriate treatment of these areas, in a holistic manner, until such time as the cycleway is brought forward.

Further landscaping and tree planting is proposed across the site and within/around the area of the flood basin which would also include two benches for public use. Links are provided to the adjacent roads as well as to the adjacent site to improve pedestrian usability and integration with future re-development. Proposed landscaping and tree planting across the site is discussed in more detail further on in this report but is acceptable in principle with the final details to be submitted and agreed through the recommended conditions.

Cycle parking is proposed internally for staff within the warehouse area of the building. An external cycle parking area is proposed for visitors to the front of the eastern elevation which is fully glazed and will allow for natural surveillance. The elevation details of the cycle store have not been provided to date and the Local Highways Authority however this can be dealt with by an appropriately worded condition.

The submitted plans indicate areas for advertisements on the south and east elevations fronting areas of car parking however the advertisements shown will require advertisement consent and an informative is added to advise the applicants of this.

Impact on heritage assets

The former Victoria Theatre which is grade II listed is located to the south east of Mocha Parade on the opposite side of Great Clowes Street. Owing to the orientation and siting of the proposed Lidl store, together with the separation distances between the proposed store and the former theatre building, it is not considered that the proposed development would have a detrimental impact upon the setting and therefore the significance of the former theatre in accordance with the NPPF and policy CH8 of the UDP. Furthermore, planning permission has recently been granted on the adjoining site, to the south east of Mocha Parade, for a new health centre with some retail units below (20/76070/FUL). If this were to be implemented this would effectively screen the majority of the Lidl development site from the theatre.

Design and Crime

The applicant has sought to reduce opportunities for crime through the layout and design of the proposed development. The resulting scheme has been reviewed as part of a Crime Impact Statement (CIS), which has been submitted with the application.

Design for Security (Greater Manchester Police) have been consulted on the application and advised that the issues set down in section 3.3 of the report should be addressed, namely:

- Secure enclosure of the service area/ramp and external plant area to the north west of the building in order to protect the loading bay doors and prevent loitering/gathering, nuisance and anti social behaviour in the area/on the ramp;
- Definition/enclosure to the frontages of the site (and the proposed flood defense basin area) including prevention of unauthorised vehicular access out of hours;
- Care taken to ensure any existing trees do not form climbing aids over secure boundaries or onto roof areas and, given the problems experienced at the existing site consideration of anti graffiti coatings to vulnerable areas.

They also recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned should the application be approved.

Technical details relating to measures such as anti-graffiti coatings; access controls; specifications of alarms, windows, doors etc. is beyond the scope of planning control and as such an informative is recommended to draw the applicant's attention to the recommendations made by Design for Security.

In response to the other points referred to in section 3.3 the agents have advised that Lidl adopt a standardised store model across the U.K. and as such, there are certain recommendations within the Crime Impact Statement which cannot be accommodated but that Lidl are fully committed to delivering a store which is safe and secure.

It is noted that the site is currently open with no perimeter boundary treatment and, as is seen on the submitted plans, there are no proposals for any boundary treatments around the site with the exception of one small run of acoustic fencing to the service yard and an expanse of 450mm knee rail to the north east corner. It is also not proposed to restrict access to the car park area which would serve the store and would also provide access to the car park area serving the adjacent health centre recently approved under application 20/7607/FUL.

The applicants have advised that they do not consider that a barrier or bollards are required at the site, however bollards are proposed around the building itself to prevent ram raids. They also advise that it isn't their usual policy for the service yard to be enclosed and that if implemented, these measures would require additional maintenance and management and would change the operation of deliveries and how these are undertaken, particularly at night.

The response received by the applicants is accepted and it is also noted that should things change in the future and it becomes apparent that further measures are required then depending on the extent of the works, a further planning application may be required for consideration of the Local Planning Authority.

Amenity

The proposed building would be single storey with a mono pitch roof that would slope upwards from north to south.

To the south the site is bounded by Lower Broughton Road with public realm and the river beyond. To the east is Great Clowes Street with the proposed building set well back behind the proposed car park and no residential dwellings directly opposite the site on this part of Great Clowes Street.

To the north and west the site is bounded by Sussex Street with residential dwellings on the opposite side of the road. The building would be positioned towards the north-west corner of the site. It would be set in from the site boundaries with soft landscaped areas along Sussex Street to the west and along parts of Sussex Street to the north.

The proposed food store would have a maximum height of approximately 7m and would retain a distance of approximately 22m and 33m to the side elevations of 24 Delaney Way and 2 Neptune Close. Approximately 31m and 34m would remain to the facing dwellings on the opposite sides of Sussex Street to the north and west of the application site. These separation distances are considered to be acceptable.

The site boundaries would remain largely open with the exception of a small run of 2m high acoustic fencing to the west of the service yard area. The acoustic fencing would be set back behind a landscaped area and existing retained trees. The separation between fencing and residential dwellings is considered acceptable and a condition is recommended to ensure the acoustic fencing is put in place prior to first use of the food-store and retained thereafter in order to protect the amenity of existing and future occupiers of the adjacent dwellings.

The proposed flood defence basin would provide a significant area of landscaping. The sides of the flood basin would be a 1:3 slope and whilst the lower area is not necessarily intended to form a usable area of space, it would be accessible by able bodied members of the public, having regard to the relatively low steepness of the sides. Two benches would also be provided around its perimeter for public use.

The area fronting Great Clowes Street would adjoin the pavement area/area of public realm to be improved as part of the health centre development and would look to continue the enhanced pedestrian environment along the site's frontage to Great Clowes, with the inclusion of a grassed strip and tree planting. Final landscape details are to be agreed and secured through the recommended landscape condition. A condition is also recommended that requires details of all proposed lighting to be submitted for the written approval of the local planning authority prior to its installation.

The proposed development would provide regeneration benefits for the site and wider area which would in turn positively impact on nearby residents by providing much needed facilities within the area.

Air Quality

The application site lies partially within the Greater Manchester Air Quality Management Area (AQMA) and has the potential to increase road traffic emissions locally, which could cause a deterioration in local air quality within the AQMA.

The application is supported by an air quality impact assessment which uses detailed dispersion modelling, verified against local monitoring, to assess whether there will be a significant impact of the development against IAQM and EPUK guidance "Land-Use Planning and Development Control: Planning for Air Quality", 2017.

The assessment includes the results of an atmospheric dispersion model, verified against local monitoring data, to predict the impact of increased emissions on local air quality. The model compares three scenarios; Baseline, future without the development ("do minimum") and the future with the development ("do something"). The difference between the do minimum and do something scenarios is the predicted impact of the development. The model uses inputs including traffic volumes and speeds, meteorological data and emissions data to calculate concentrations of pollutants at sensitive receptors. The model input parameters have been reviewed and they are considered to be realistic.

The significance of the impact of pollution is determined using guidance from the Institute for Air Quality Management / Environmental Protection UK "Land-Use Planning & Development Control: Planning for Air Quality". Based on the model output the biggest change in concentrations as a result of the development is $<0.1 \mu\text{g}/\text{m}^3$ and is therefore considered negligible.

The construction phase has also been assessed and, with appropriate mitigation (in the form of best practice dust control measures) the impact on neighbours will be minimised.

The conclusions of the report are accepted, however in line with the Greater Manchester Air Quality Action Plan, and with consideration of the cumulative impact of development within the City region, the councils environmental consultant recommends baseline mitigation measures in line with the Principles of Good Practice from the EPUK / IAQM Guidance (Land-Use Planning and Development Control: Planning for Air Quality) in the form of electric vehicle charging points and a condition is recommended in this regard. A condition is also recommended in relation to the submission of a Construction Environmental Management Plan for written approval of the local planning authority prior to the commencement of the development.

Noise

The application site is located in close proximity to existing residential properties to the north and west on Sussex Street. There is a potential for noise from HGV delivery vehicles, together with fixed plant/equipment, to have an adverse impact on the occupiers of these properties.

A noise impact assessment has been submitted. Noise monitoring has not been undertaken due to the COVID-19 situation creating an artificially low background, however noise levels from a recent nearby application has been utilised to determine the potential impact of the development.

The report considers that HGV deliveries during the daytime will have a low impact (given the context of the site), however night-time deliveries are likely to have a significant adverse impact. The initial acoustic report recommended a 2m acoustic barrier to part of the northern boundary together with a 1.8m acoustic barrier to part of the western boundary. The northern run of acoustic fencing has since been removed and an updated noise assessment has been submitted based on just the single run of acoustic fencing to the west. The revised report has been reviewed and accepted by the City Council's Environmental Officer, subject to a condition limiting the hours for deliveries at the store to the following:

- Monday to Saturday: 08:00 - 21:00
- Sunday and Public Holidays: 10:00 - 17:00

Plant noise has been assessed and, based on calculated noise levels, is predicted to have a low impact during both daytime and night-time periods.

The conclusions of the report are accepted, and the Council's environmental consultant has no objections subject to conditions in relation to opening hours; hours for deliveries; installation and retention of the acoustic fencing and noise rating levels for plant and equipment. The recommended conditions are attached.

Contaminated Land

The site has a number of historic uses including industrial and housing on various parts of the site. Such uses have the potential to leave legacy pollutants within soils or underlying groundwater. Where a pathway exists between a pollutant and a receptor (human health or the wider environment), a pollutant linkage may be created.

The desk study report submitted in support of the application has assessed the potential for a pollution linkage between any identified source, and a receptor. The assessment considers there is a moderate risk from potential contamination, and a phase 2 site investigation is recommended.

The conclusions of the report are accepted by the council's environmental consultant and no objections are raised subject to conditions in relation to the submission and written approval of a phase 2 site investigation report; remediation strategy and verification report. The recommended conditions are attached.

Trees and landscaping

The application site accommodates a number of mature trees and as such the application is supported by a tree survey, an impact assessment and a method statement (including tree protection plan.) The trees are not protected by a tree preservation order and the site is not located within a conservation area.

The submitted tree survey indicates 55 individual trees: 28 x category B and 27 x category C. The survey proposes the removal of 3 category B trees and 6 category C trees, with all remaining trees to be retained and protected during the construction of the development.

Category C trees should not be allowed to constrain a development and their removal is considered to be acceptable. The moderate quality retention category 'B' trees, T41, T45 and T50, are described in paragraph 3.2.11 of the Arboricultural Impact Assessment (AIA) report as having been previously topped at a height of 5m, causing several cavities with decay. The loss of these trees would have a short-term impact upon the local amenity of the area. However retention is not possible given the change of context proposed for the site; the benefits this would bring to the regeneration of the area; the provision of facilities for the community, together with the contribution to the overall amenity value of the area, the footprint of the proposal; the available space and the earthworks proposed.

The loss of these trees can however be mitigated against by securing replacement planting of sufficient size and condition on a two for one basis and this is indicated on the submitted plans with the provision of over 18 replacement trees across the site. This will be secured by condition. The condition will require full details of tree

species; tree sizes (including the minimum height and circumference of stem at 1m from the ground level); a plan indicating the location of the replacement trees; a timetable for tree planting and details of aftercare.

A Tree Protection Plan (TPP) and an Arboricultural Method Statement (AMS) have also been submitted in support of the application. The tree protection plan identifies protective fencing to the retained trees to ensure they are protected during the construction of the development. A condition is recommended in this regard.

In terms of landscaping at the site, the applicants have confirmed that they have been liaising with the developers of the adjacent part of the Mocha Parade site (health centre application – 20/76070/FUL) and that all external hard landscaping materials will match to ensure the two schemes appear as a coherent whole.

Links would be provided from this site to the wider parts of the neighbourhood centre to further encourage linked trips and ensure connectivity between the two sites. Improved pedestrian areas will also be provided as well as cycle storage for staff and visitors that will look to encourage the use of more sustainable modes of transport and support the council's aspirations for the Broughton Cycleway Enhancements Scheme which has undergone public consultation and is currently in its preliminary design stage.

The building would be set in from the site boundaries to allow for areas of landscaping and tree planting. A small number of additional trees have been added within the car park area and the site also includes a flood basin which is to be landscaped and will include a wildflower meadow. The indicative landscaping plans that have been submitted are broadly acceptable and the final details will be secured through the suggested landscape condition.

It is noted that this application, if approved and implemented, together with the recently approved health centre on the remaining part of the Mocha Parade Neighbourhood centre (ref: 20/76070/FUL), will effectively form one site and landscaping across the two sites will directly adjoin along aspects of their red line boundaries. Having reviewed the plans submitted with this application, alongside those of the approved medical centre, it is clear that linkages do join up and that the materials indicated appear to be the same.

There will be a need for joined up maintenance as some landscaped strips will be part owned by the health centre and partly by Lidl. Both applicants are aware of the need for this and to ensure this can be appropriately delivered conditions are recommended requiring the final landscape details to be submitted and approved in writing by the Local Planning Authority. A condition is also recommended requiring a landscape management plan to be submitted for written approval, to ensure the site is appropriately maintained having regard to the points raised above.

Ecology

The NPPF sets out that planning decisions should contribute to, and enhance, the natural and local environment by minimising impacts on, and providing net gains for, biodiversity. The site does currently accommodate some mature trees and landscaping, some of which would need to be removed in order to accommodate the proposed development, as well as existing buildings which are to be demolished.

The application is supported by an ecological impact assessment which has been reviewed by the Greater Manchester Ecology Unit (GMEU).

Currently the site has very limited ecological value. It supports a small number of buildings and the surrounding habitats comprise bare ground hardstanding, with localised areas of amenity grassland and a number of poor-quality broadleaf young to semi-mature boundary trees. The site is subject to high levels of public disturbance. Bats have been shown to be reasonably absent.

The absence of semi-natural habitats means that it is not possible to calculate the Biodiversity metric to empirically determine biodiversity net gain. However, GMEU are satisfied that the proposed landscape plans do demonstrate a net gain through the proposed increase in tree cover at the site; introduction of a range of new shrub planting and introduction of an area of species-rich grassland.

Given the existing condition and context of the site, this is regarded as a meaningful net gain in biodiversity value and as such no objections are raised to the development on ecological grounds. Conditions are

recommended in relation to replacement trees and ecological enhancements, together with informatives in relation to bats and nesting birds.

Highways and Parking

The proposed development includes the creation of a new vehicular access road off Lower Broughton Road. This would see the existing access closed up and made good as continuous footway. The proposed new access would then serve the Lidl store as well as the recently approved health centre to the south east corner of the neighbourhood centre. The development would also utilise an existing vehicular access point to the north of the site off Sussex Street.

Pedestrian accesses would be provided from surrounding streets through the car park areas.

Servicing of the building would be via a dedicated service yard to the western side of the site with dedicated 'in' and 'out' access points off Sussex Street. It is also proposed to extend the two-way section of Lower Broughton Road between Sussex Street and the site access. This includes removing an existing triangular island and narrowing down the Sussex Street exit approach.

Required highway works such as access points, crossings, drop kerbs, tactile paving, and making good of redundant access points etc. will be secured by condition with the final details to be agreed via a s278 agreement which sits outside of the planning application process.

Site Accessibility

The application site is located within an established area with both residential and commercial uses in the vicinity. The proposed development will likely serve the local population and the Transport Assessment submitted in support of the application sets out that a significant proportion of potential customers will be within short walking distance of the store.

There are bus stops located close to the site on Sussex Street, Lower Broughton Road and Great Clowes Street, providing regular connections of 2 to 4 services per hour between Pendleton, Eccles, Peel Green, Prestwich, Bury, Whitefield, Radcliffe and Manchester City Centre and 1 service per hour to Lower Broughton, Salford Royal Hospital, and Swinton.

The application site is located within 1km of the National Cycle Network (NCN). Route 6 can be accessed 450m (crow flies) to the west of the site and provides a north - south cycle friendly route between Manchester City Centre and Blackburn. Also, there are on road cycle lanes on Great Clowes Street providing north - south cycle routes between the Blackfriars area and Albert Park area.

The development is well connected to the local highway network providing convenient access from the surrounding residential areas and local amenities. The majority of the local highway network, particularly Sussex Street, Lower Broughton Road and Great Clowes Street is lit and is subject to 30mph speed limit.

In addition, as part of the proposal, the developer intends to introduce several uncontrolled pedestrian crossings on Sussex Street and on Lower Broughton Road to establish safe walking routes between the food-store / wider neighbourhood centre and the surrounding residential communities.

The site is considered to be in a sustainable location.

A framework Travel Plan has been submitted in support of the application which has been written to encourage staff to travel more sustainably but lacks details to encourage customers to travel more sustainably by walking, cycling or by using public transport. A condition is recommended requiring the submission of a travel pack for the written approval of the LPA to include details all modes of sustainable transport available to the site including cycleways, footways, public transport and any other local options as well as full incentives available to staff/residents.

A travel plan condition is also recommended requiring the submission of an updated travel plan for the development, to include results of travel surveys, targets for modal shift, an action plan, TP budget details and real incentives and measures to encourage use of non-car modes of travel.

Traffic generation

The submitted Transport Assessment (TA) has been reviewed by the Local Highway Authority and TFGM.

Table 1 – Total Vehicle Trip Generation extracted from SCP's TA January 2021

Similar Lidl Store	Weekday PM Peak (17:00-18:00)		Saturday Peak (13:00-14:00)	
	Arrival	Departure	Arrival	Departure
Vehicle Trip Rate	6.955	6.917	9.100	8.973
Vehicle Trip Generation	83	87	114	113

The TA states that the general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4,000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.

In light of this research and given the scale of the study area, the following trip type assumptions have been made:

1. New (primary) trips - It has been assumed that during the weekday PM peak, 50% of trips will be entirely new to the local highway network in this location and during the Saturday peak, 70% of trips will be new;
2. Pass-by/diverted/linked trips - These are trips that are already on the network as part of another, primary trip. Given that the site is on a main route in and out of Manchester City Centre, the store may act as a convenience store for commuters on their way to/from work. During the weekday PM peak, a proportion of 50% (20% passing on Lower Broughton Road and 30% diverting from Great Clowes Street) has been assumed for this purpose and during the Saturday peak, given the lower levels of general traffic in the area, a proportion of 30% (10% passing on Lower Broughton Road and 20% diverting from Great Clowes Street) has been assumed for this purpose. This is in line with the retail aspect of the site's 2012 planning application.

	Weekday PM Peak (17:00-18:00)			Saturday Peak (13:00-14:00)		
	Arrival	Departure	2-Way	Arrival	Departure	2-Way
New Vehicle Trips	41	44	85	80	79	159
Pass-by Trips	17	17	34	11	11	22
Diverted Trips	25	26	51	23	23	46
Total Vehicle Trips	83	87	170	114	113	227

Table 2 – Development Trips by Trip Type

This equates to 85 new two-way vehicular movements on the highway network during the Weekday PM peak, approx. 1.4 new two-way vehicular movements per minute. While on the Saturday peak, there would be 159 new two-way vehicular movements on the highway network, approx. 2.7 new two-way vehicular movements per minute.

In light of the above, being mindful of the former land use which comprised of a discount food store and other retail units and a commuter / public car park, the Local Highway Authority envisage that the new food store may generate similar amount of traffic movements as previous development at the site. Therefore, the development would not result in a 'severe' impact on the local highway network, in accordance with the NPPF.

Parking Accumulation

As part of the assessment, a car parking accumulation exercise has been undertaken based upon the forecasted trip generation associated with the new development. Assessments have been carried out for both a Weekday and a Saturday and results are shown in Figure 1 and Figure 2.

Figure 1: Weekday parking accumulation

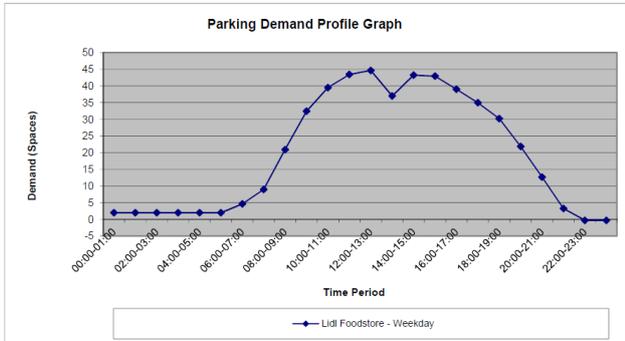
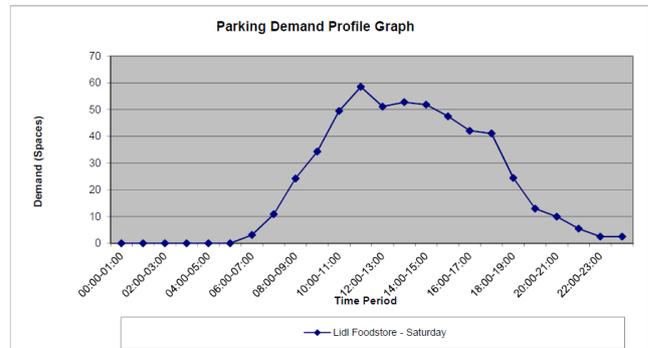


Figure 2: Weekend parking accumulation



During the week, the peak forecast parking demand is 45 spaces between 12:00 and 13:00. At weekends, the estimated parking demand peaks at 59 spaces between 11:00 and 12:00. It is shown that both peaks in terms of car parking demand are below the provision of 120 spaces and therefore the car parking requirements of the site can be met with an appropriate buffer for any exceptional peaks in demand.

Car and cycle parking provision

The proposed development would be served by two car parking areas, one which would sit to the south of the store and on which would sit to the east between the store and Great Clowes Street. Across the site a total of 120 parking spaces would be provided including 7 disabled bays: 9 parent and child bays and 2 taxi bays. The Local Highway Authority have confirmed that the quantity of car parking provision is considered to be acceptable. As set out earlier, no EV charging points are currently indicated on the submitted plans and a condition is attached in this regard to ensure provision is made at the site.

The proposal also includes a total of 20 cycle parking spaces. Five Sheffield stands with capacity for ten cycles would be provided externally to the front of the glazed elevation with a further five Sheffield stands with capacity for ten cycles 10 for staff use proposed internally within the warehouse area. The Local Highway Authority have advised that additional cycle parking provision should be provided to further enhance the sustainability of the site, plus to provide opportunity for customers to reduce the use of private vehicles. There is space within the site to accommodate this and full details of cycle storage including capacity will be secured through the recommended condition.

A condition is also recommended to ensure the cycle and parking provision is provided prior to first use of the development. Required highway works such as drop kerbs, tactile paving, and making good of redundant access points, will also be secured by condition.

Servicing

The submitted plans indicate the provision of a service yard area to the western side of the site. The service yard would have a dedicated access and egress to enable vehicles to maneuver in and out of the service yard to Sussex Street. A plan has been submitted in support of the application which demonstrates a maximum legal length articulated vehicle entering in forward gear via the ingress located on the western side of the service yard from Sussex Street, parking up in the designated loading area, and leaving the development in forward gear via the egress located on the northern side of the service yard.

The local highway authority recommend a condition requiring full details of the servicing and waste collection arrangements for the site to be submitted for the written approval of the Local Planning Authority to ensure the site can be serviced appropriately and safely.

In conclusion the Local Highway Authority raises no objections to the proposed development subject to conditions in relation to cycle parking, construction management plan, waste/servicing management plan, travel plan and on and off site highway works.

Drainage

The application site is located within flood zone 3 and a critical drainage area (CDA) and as such is supported by a Flood Risk Assessment (FRA) and drainage strategy which has been reviewed by the Environment Agency and United Utilities, as well as the Council's Drainage Engineer. In terms of the flood risk vulnerability classification, the proposed retail use is classed as less vulnerable.

The development proposes the re-development of a brownfield site. The submitted FRA and drainage strategy sets out that infiltration is not possible at this site owing to unsuitable ground conditions. The river Irwell is within close proximity of the site but discharge straight into the watercourse via a new outfall has been discounted, due to third party land ownerships.

The proposed discharge method is therefore to utilise the existing drainage infrastructure. The existing site discharges into a UU surface water network and this network is 1200mm under Sussex Street, which then discharges into River Irwell via a headwall.

A compensatory flood basin is also proposed on the site, which the FRA and drainage strategy advise can accommodate a volume of approximately 1100m³ and states that the basin will work in two ways:

- The basin will act as a relief basin for the surface water sewer network which would temporarily hold and release back into the river when river levels subside;
- The basin will act as an emergency basin for overland flow in the event that the river over spilled and it reaches the development site.

The SFRA user guide requires a reduction in surface water runoff to 50% of the existing. The submitted FRA and Drainage Strategy sets out that the existing run off rate is approximately 152l/s with the proposed site surface water restricted flow rate of 76 litres per second. In order to achieve this, it will be necessary to attenuate the surface water discharge runoff rate from the proposed development. The information submitted states that flow control and attenuation storage prior to the discharge of surface water is proposed to ensure the required 50% reduction can be achieved.

However, the 50% betterment rate required by UU and as per the user guide to the Salford City Council SFRA will need to take account of the discharge from the flood basin as well as from the surface water drainage scheme and therefore further details are required. A condition is therefore recommended, requiring the submission of a scheme for surface water drainage for the site using sustainable drainage methods. The scheme should also include details of how water quality will be improved, and how existing surface water discharge rates will be reduced and include details of treatment of surface water run-off from the car park to prevent pollution of the watercourse.

Flood risk

The proposed retail use of the site is classed as 'less vulnerable'. Given this and the location of the site within flood zone 3, a sequential test must be passed in order for the development to be acceptable in flood risk terms.

Paragraph 158 of the NPPF sets out that the aim of the sequential test is to steer development to areas with the lowest risk of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

Paragraph 033 of the Flood Risk and Coastal Change National Planning Practice Guidance notes that "where there are large areas in Flood Zones 2 and 3 (medium to high probability of flooding) and development is needed in those areas to sustain the existing community, sites outside them are unlikely to provide reasonable alternatives". That is the situation which applies here.

The site is within a designated neighbourhood centre under UDP policy S1. Although the adoption of the UDP predated the requirement for a flood risk sequential test, a full review of town and neighbourhood centres was undertaken in 2016 in order to inform the emerging Local Plan and Mocha Parade continues to be proposed as a local centre in the Local Plan.

Moreover, the site sits within the area covered by the Lower Broughton Design Code Supplementary Planning Document (2006), which clearly sets out the need for regeneration within Lower Broughton. The centre has fallen into disrepair and currently provides little to no amenities for the residential area around it, which has otherwise seen significant regeneration over recent years. The re-development of the parade is key in continuing with the ongoing regeneration benefits of the area and the proposed development would provide much needed amenities for the surrounding residents regardless of the specific occupiers.

Within this context, it is considered that there are no reasonable alternative sites at lower flood risk, as any alternative sites at lower flood risk would be too far from the local centre to provide the necessary regeneration benefits and important local services. Therefore, the requirements of the flood risk sequential test are met.

Whilst it is appreciated that there is a significant flood risk associated with this site, the benefits of the scheme are clear. Furthermore, the provision of the proposed flood basin will provide compensatory storage (1100m³) to make up for the loss of the flood plain due to the volume of the building.

The Council's Drainage Engineer is satisfied that the scheme will not increase flooding elsewhere, subject to the basin being provided and ensuring no net loss of flood storage volume. A condition is recommended in this regard and also requires details of the future management and maintenance of the flood basin to be submitted for the written approval of the Local Planning Authority and for the compensatory flood basin to be implemented and fully operational prior to first use of the development.

The applicant is proposing to set the finished floor level of the supermarket at 27.000m AOD, which is below the design flood event of 27.970m and will result in significantly deep flooding in any event greater than the 1%AEP fluvial flooding event (1 in 100 years). While this aspect of the proposal is not in line with Salford Council's Flood Risk policies, it is allowed under the Environment Agency's Standing Advice but would require extra flood resistance and resilience measures. Flood resilient construction measures up to a level of 1 in 1000 year event in accordance with FRD7 would be secured by condition to ensure the building is safe and can be readily bought back into use if a flood event was to occur.

Given the finished floor levels are below the design flood level and as required by Policy FRD9, the application has also been supported by an Emergency Planning Statement outlining steps that will be taken in the event of a flood to ensure those within the building are kept safe.

Discussions are ongoing with the applicants to ensure the document is as robust as it can possibly be, having regard to the known flood risk at the site. The Local Planning Authority are satisfied that a solution can be reached, but further works are required before the document can be agreed. An update on this matter will be reported to committee via an amendment sheet.

The site specific evacuation plan, once updated and agreed, will help to keep staff and visitors safe in the event of flooding. Flood resilient materials will also be incorporated into the fabric of the building with details to be secured by condition.

It is noted that the new use Class E incorporates a range of uses some of which fall within the more vulnerable flood risk classification and would not be acceptable in this location given the flood risks associated with the site. As such a condition is recommended ensuring the building can only be occupied by end users whose operations fall within the 'less vulnerable' flood risk vulnerability classifications as set out in the National Planning Policy Guidance and any subsequent amendments.

Sustainability

The applicants have confirmed that once appointed, the main contractor for the development will be required to have the site appraised under the Code of Considerate Practice Scheme and achieve an 8 (excellent). To achieve this the developer must satisfactorily address all relevant items on the checklist demonstrating performance to an excellent standard, beyond the minimum requirements of the Scheme's Code of Considerate Practice. The areas on the checklist include details relating to appearance and management of the site; consideration of the impacts of the development on neighbours and members of the public; protection and enhancement of the environment; health and safety for staff and members of the public and a positive working environment.

The applicants have confirmed that solar panels have been considered and reviewed by a specialist consultant, but the scheme was not found to be suitable at this time due to the low generation and payback period. However, this is something which Lidl as a company continue to reevaluate across all of their stores.

They also advise that the inclusion of a green roof on the store has been considered but discounted as not being feasible as it adds additional load onto the roof and requires additional management in terms of ongoing maintenance and expense. The preference is for the roof to be open to the possibility of introducing solar panels in the future.

The submitted Energy Usage and Sustainability Statement includes the table below which details the anticipated efficiency standards to be incorporated into the development. They have been set and compared against the minimum standards of Part L2A Building regulations to demonstrate Lidl's intent to exceed minimum standards.

Exposed element	Part L2A Minimum Standards	Lidl Store Proposed U-values	Improvement over Part L2A
Roofs	0.25 W/m ² K	0.19 W/m ² K	26.92%
Walls	0.35 W/m ² K	0.25 W/m ² K	28.57%
Ground Floors	0.25 W/m ² K	0.25 W/m ² K	0.00%
Windows	2.20 W/m ² K	1.70 W/m ² K (g-value = 0.4)	22.72%
Vehicle access and similar large doors	1.50 W/m ² K	1.50 W/m ² K	0.00%
Pedestrian doors	2.2 W/m ² K	2.2 W/m ² K	0.00%
High usage entrance door	3.5 W/m ² K	1.7 W/m ² K	51.43%
Air Tightness Testing	10 m ³ /(h.m ²)@50Pa	4 m ³ /(h.m ²)@50Pa	60.00%

The building will incorporate a 'Building Management System' including movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within the store are maintained at the correct levels. Energy efficient LED lighting is proposed and lighting within the sales area is cutback to one third before and after trading hours. Water consumption is carefully monitored and flow control devices and water meters are proposed. Materials for the proposed building are to be locally sourced.

In terms of the day to day operation of the store, a charge is in place for carrier bags which encourages reuse. A manual dock leveler is used for deliveries, reducing noise emissions and energy use. Deliveries are limited to a maximum of two per day with delivery vehicles also used to remove waste from the store on their return journey to assist in reducing vehicle trips and emissions.

Lidl recycle all paper/cardboard and plastic waste produced by the store which means that over 80% of all waste produced in store is recycled.

Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings specified to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted. Lidl also produce and implement Travel Plans to promote sustainable transport choices. Cycle provision and pedestrian routes are proposed which will assist in encouraging trips by other means.

The site includes a flood basin, wildflower planting and landscaped areas across the site which will support and enhance biodiversity.

Planning obligations

The development proposes non-residential floor space of over 1000m². As per the Planning Obligations Supplementary Planning Document for a development of this size obligations in relation to public realm and highways will be considered on a site by site basis.

Landscaping and tree planting is proposed across the site and will adjoin that proposed by the recently approved health centre to ensure the neighbourhood centre is development as a coherent whole. The flood basin would also provide a significant landscaped area which would positively contribute to the area. Final landscape details will be agreed and secured through the recommended condition.

A condition is also recommended requiring the submission of a public realm scheme with particular emphasis on how the site integrates with Great Clowes Street and Sussex Street to ensure these areas are appropriately treated until such time as the cycle way scheme is implemented.

The development also includes a number of on and off site highway works as detailed within the highways section of this report. These works will be finalized and agreed through the recommended highway works condition and subsequent S38/S278 agreements which will sit outside of the planning application process.

The landscape, public realm and highway works will all be of benefit to the Mocha Parade Neighbourhood centre and continue the ongoing regeneration of the area which has seen significant changes over recent years. They will also improve pedestrian and vehicular connections and the general accessibility of the site as well as encouraging travel by other means with the provision of cycle storage and EV charging points.

Having regard to the proposed scheme and the above, no planning obligations are sought from the scheme.

Recommendation **Approve**

Conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - ZZ-XX-DR-A-900001 Revision P4 – Site Location Plan
 - ZZ-XX-DR-A-030001 Revision P1 – General Arrangement Sections
 - ZZ-RF-DR-A-010001 Revision P1 – General Arrangement Plan – Roof
 - ZZ-OO-DR-A-010001 Revision P1 – General Arrangement Plan – Ground floor
 - ZZ-XX-DR-A-910003 Revision P8 – Boundary Treatment Plan
 - ZZ-XX-DR-A-910001 Revision P24 – Proposed Site Plan
 - ZZ-XX-DR-A-020001 Revision P8 – General Arrangement Elevations

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

4. No development shall take place, including any works of excavation or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include:
 - (i) the times of construction activities on site which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers;
 - (ii) the spaces for and management of the parking of site operatives and visitors vehicles;

(iii) the storage and management of plant and materials (including loading and unloading activities);
(iv) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
(v) measures to prevent the deposition of dirt on the public highway;
(vi) measures to control the emission of dust and dirt during demolition/construction;
(vii) a scheme for recycling/disposing of waste resulting from demolition/construction works;
(viii) measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including from any piling activity;
(ix) measures to prevent the pollution of watercourses;
(x) a community engagement strategy which explains how local neighbours will be kept updated on the construction process, key milestones, and how they can report to the site manager or other appropriate representative of the developer, instances of unneighbourly behaviour from construction operatives. The statement shall also detail the steps that will be taken when unneighbourly behaviour has been reported. A log of all reported instances shall be kept on record and made available for inspection by the local a planning authority upon request; and
(xi) an intended date for the commencement of development and, following commencement, evidence of the material start on site.

Reason: In the interests of the amenity of neighbours in accordance with policies DES7 and EN17 of the Salford Unitary Development Plan and the NPPF.

Reason for pre-commencement condition: Any works on site could harm the amenity of neighbouring occupiers if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

5. The vehicle parking and access arrangements shown on the approved plans to serve the development hereby permitted shall be made available for use prior to the development being brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with policies A2, A8 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

6. The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement, document Ref: AWA3747. Any works carried out within the RPA of retained trees (including but not limited to the removal of hard surfaces) must be carried out under the supervision of the project arboriculturist. A signed record of all supervised activities must be submitted immediately after their completion to the LPA. No development shall be started until the temporary protective fencing has been installed. Such temporary protective fencing shall be installed in accordance with the specification described at section 4.1 of AMS Report Ref: AWA3747 in the specific locations as shown on the Tree Protection Plan at Appendix 5 of AMS Report Ref: AWA3747 of the Arboricultural Method Statement and shall remain until all development is completed and no work, including any form of drainage or storage of materials, earth or topsoil shall take place within the perimeter of such fencing.

Reason: To safeguard the existing soil structure to ensure the best possible soil conditions for re-stocking and landscaping having regard to its location and the nature of the proposed development and policy EN12 of the City of Salford Unitary Development Plan, the Trees and Development Supplementary Planning Document and the National Planning Policy Framework.

7. Notwithstanding the details shown on the approved plans, the development hereby approved shall not be brought into first use unless and until details of long-stay and short-stay cycle parking storage have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include elevations, quantity, type, location and size of provision. Consideration shall also be had to future capacity and details shown of where additional facilities can be provided in the future if required. The development shall be carried out in accordance with the approved details and cycle storage areas provided prior to first use of the development and retained as such thereafter.

Reason: To encourage more sustainable modes of travel in accordance with policies ST14, A2 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

8. Notwithstanding the details shown on the approved plans, the development hereby approved shall not be brought into first use until full details of the secure external plant area, including materials and design have been submitted to and approved in writing by the Local Planning Authority. The external plant area shall be implemented in accordance with the approved details prior to the first use of the development hereby approved and shall be retained as such thereafter.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

9. Prior to its installation, full details of all external lighting shall be submitted for the written approval of the Local Planning Authority. The scheme shall include full details of the locations, design, luminance levels, light spillage, proposed hours of use of and supporting structures or fixings to existing built form. The approved scheme shall be implemented in full prior to the first use of the development and retained as such thereafter.

Reason: In the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and to safeguard the amenity of neighbouring residents and/or future occupants of the development in accordance with policy EN17 of the City of Salford Unitary Development Plan.

10. Prior to first use of the development hereby approved a waste management and servicing strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be limited to, details of storage provision; how bins are moved to and from the collection point, recycling facilities; bulky waste storage; and access and turning for vehicles. The development shall be operated in accordance with the approved strategy which shall be implemented prior to first use of the building and retained as such thereafter.

Reason: To ensure that the development is adequately serviced and in the interests of pedestrian and highway safety in accordance with policies DES1, A2 and A8 of the Salford Unitary Development Plan and the National Planning Policy Framework.

11. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, boundary treatments, external lighting, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within 18 months of first occupation of the development hereby permitted, whichever is the later.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

12. Prior to the first use of the development hereby approved, a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. This landscape management plan shall apply to the lifetime of the development and be implemented as approved.

Reason: To protect wildlife and supporting habitats and to secure the nature conservation values of the site in accordance with Retained Policy DES9 of the Salford Unitary Development Plan and the National Planning Policy Framework.

13. Prior to first use of the development hereby permitted the applicant shall submit and agree with the Local Planning Authority a scheme for the provision of electric vehicle charging infrastructure. The development shall be carried out in accordance with the approved scheme and shall be implemented in full prior to first occupation of the development and retained as such thereafter. The infrastructure shall as a minimum include provision for "fast" charging (7kv) of electric vehicles.

Reason: In accordance with paragraph 105, 110, 170 and 181 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life."

14. The opening hours of the store shall be restricted to;
- Monday to Saturday: 07:00 - 23:00
 - Sunday and Public Holidays: 10:00 - 17:00

Deliveries shall only be undertaken during the following hours;

- Monday to Saturday: 08:00 - 21:00
- Sunday and Public Holidays: 10:00 - 17:00

Reason: To safeguard the amenity of existing and future occupants of neighbouring properties in accordance with policies DES7 and EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

15. Prior to first use of the foodstore hereby approved, the acoustic boundary treatments as shown on drawing ZZ-XX-DR-A-910003 Rev. P5 shall be erected. The acoustic boundary shall be close boarded with no holes or other openings, shall have a minimum density of 12 kg/m² and shall be retained as such in perpetuity.

Reason: To safeguard the amenity of existing and future occupants of neighbouring properties in accordance with policies DES7 and EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

16. The noise rating level (dB LA_r,T_r) from external plant and equipment associated with the development, when operating simultaneously, shall not exceed the typical background noise level (LA₉₀,T) by more than -5 dB at any time when measured at the boundary of the nearest noise sensitive premises. Noise measurements and assessments shall be carried out according to BS 4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound". 'T' refers to any 1 hour period between 07.00hrs and 23.00hrs and any 15 minute period between 23.00hrs and 07.00hrs.

Reason: To safeguard the amenity of existing and future occupants of neighbouring properties in accordance with policies DES7 and EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

17. Prior to the commencement of development (except for demolition) a Phase 2 Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment.

Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Any works on site could affect any contamination which may be present and hinder the effective remediation of any contamination causing a risk to the health of future

occupiers and harm to the environment, hence the initial investigation must be carried out before works commence.

18. Pursuant to condition 17 and prior to first use or occupation a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

19. The felled trees shall be replaced in accordance with a tree replacement scheme which shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted prior to above ground works and shall include details of at least 18 replacement trees; tree species; tree sizes (including the minimum height and circumference of stem at 1m from the ground level); tree pit details; a plan indicating the location of the replacement trees; a timetable for tree planting and details of aftercare. Thereafter, development shall proceed with the agreed scheme and timetable.

Reason: To mitigate the loss of trees on site and to protect the amenity of the area in accordance with policy EN12 of the City of Salford Unitary Development Plan, policy TD6 of the Trees and Development Supplementary Planning Document and the National Planning Policy Framework.

20. Prior to first use of the development hereby approved, a Landscape and Habitat Creation Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify the opportunities for biodiversity enhancement on site including, but not limited to, bat bricks/boxes and bird boxes and shall include a plan showing the specification, numbers and locations of features. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development and retained as such thereafter.

Reason: To secure opportunities for the enhancement of the nature conservation value of the site and to support protected species in accordance with the Nature Conservation and Biodiversity Supplementary Planning Document and the National Planning Policy Framework.

21. No above ground construction works shall take place on the development hereby approved until a scheme detailing flood resilience measures, to be incorporated into the development up to the flood level predicted for the 1:1,000 year flood event, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of the development and shall be retained thereafter.

Reason: To reduce the risk of flooding from overland flows in accordance with policy EN19 of the City of Salford Unitary Development Plan and policy FRD 7 of the Flood Risk and Development Supplementary Planning Guidance and the National Planning Policy Framework.

22. No development shall take place until a scheme for surface water drainage for the site using sustainable drainage methods and which includes details of how water quality will be improved, and how existing surface water discharge rates reduced, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; any mitigation measures to manage the risk of sewer surcharge; an overland flow and exceedance plan as well as details for draining the car parking areas through a bypass oil separator, or equivalent SUDS system. The combined discharge rate of the surface water drainage scheme and compensatory flood basin shall be restricted to 50% of the existing discharge rate as per the user guide to the Salford City Council SFRA. The approved scheme shall be implemented prior to first occupation or use of the development hereby approved unless alternative timescales have been agreed in writing as part of the strategy.

Reason: To ensure a satisfactory method of surface water disposal to reduce the risk of flooding elsewhere and to prevent pollution of controlled waters from the development site in accordance with policies EN17 and EN19 of the City of Salford Unitary Development Plan and seeks to provide betterment in terms of water quality and surface water discharge rates and meets requirements set out in the following documents;

- o NPPF,
- o Water Framework Directive and the NW River Basin Management Plan
- o The national Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015)
- o Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA) (2011) and associated technical guidance
- o Environment Agency Pollution Prevention Guidelines (now withdrawn)
- o Flood Risk Assessment/SuDS Requirements for new developments (Salford's SuDS Checklist)

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

23. No above ground works shall take place until a scheme for the provision of compensatory flood storage, based on the submitted Flood Risk Assessment and Drainage strategy (WJ/200298/FRA August 2020) and drawing number ZZ-XX-DR-A-030001 Revision Pa (general arrangement sections) has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall ensure no net loss of storage volume for the 1:100 year flood event plus an allowance of 35% for climate change and shall include a sustainable drainage management and maintenance plan for the lifetime of the development. The development shall subsequently be completed and fully operational prior to the first use of the development and shall be maintained and managed in accordance with the approved scheme.

Reason: To reduce the risk of flooding from overland flows and to ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with policy EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

24. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

25. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (and any subsequent amendments), the development hereby approved shall only be occupied by an end user within Use Class E whose operations fall within the 'less vulnerable' flood risk vulnerability classifications as set out in the National Planning Policy Guidance and any subsequent amendments. Prior to any subsequent occupation of the building (i.e. other than the applicants) full details of the proposed occupying business shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risks associated with flooding on future occupants and ensure that the end use of the units are compatible with the flood risk status of the site in accordance with policy EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework and the National Planning Policy Guidance.

26. Prior to first occupation of the development hereby permitted a travel information pack with information detailing incentives to encourage use of non-car modes and the details of the Travel Plan coordinator for the site shall be submitted to and approved in writing by the Local Planning Authority. The travel information pack shall detail all modes of sustainable transport available to the site including cycleways, footways, public transport and any other local options as well as full incentives available to staff/residents. The agreed pack shall be issued to all persons on appointment to work/occupy the development hereby permitted.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements in accordance with policies ST14 and A8 of the City of Salford Unitary Development Plan.

27. Pursuant to condition 26, within 6 months of first occupation (or alternative timeframe which has been agreed in writing with the Local Planning Authority), a full travel plan (FTP) shall be submitted to and agreed in writing with the Local Planning Authority. The FTP should include results of travel surveys, targets for modal shift, an action plan, TP budget details and real incentives and measures to encourage

use of non-car modes of travel. The agreed Travel Plan shall be implemented and reviewed in accordance with the timetable embodied therein.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements in accordance with policies ST14 and A8 of the City of Salford Unitary Development Plan.

28. Notwithstanding the details shown on the approved plans and the requirements of condition 5, prior to the first use of the development hereby approved, a scheme for the provision of on and off-site highway improvement works, together with any traffic management measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to;
- i) Details of the proposed access and egress points on Lower Broughton Road and Sussex Street;
 - ii) Details of the proposed two-way traffic section on Lower Broughton Road between Sussex Street and the new main site access point, to include removal of the triangular island, narrowing down the Sussex Street entry approach and installation of dropped kerbs and tactile paving;
 - iii) Details of all pedestrian crossing facilities to include Sussex Street, pedestrian central refuge island located east of the Sussex Street approach on Lower Broughton Road, at the main access point on Lower Broughton Road and Riverside approach including installation of dropped kerbs and tactile paving;
 - iv) Details of new footway on Sussex Street between the existing substation, minor site access point and the Great Clowes Street / Sussex Street signal junction;
 - v) Redundant access points reinstated as continuous footway with correct kerb heights and where needed existing footway paving surrounding the development to be taken up and replaced with a bituminous material;
 - vi) Provision of traffic calming measures and regulation orders together with details of any physical works necessary to facilitate them;

The scheme shall be implemented in accordance with the approved details prior to first use of the development and shall be retained thereafter.

Reason: In the interests of the safe and efficient operation of the highway network and to minimise potential conflicts between pedestrians, cyclists and other road users in accordance with policies DES2, A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

29. Notwithstanding the details shown on the approved plans and the requirements of condition 11 (Landscaping), prior to the first use of the development hereby permitted a scheme for the inclusion of public realm within the site and extending beyond the site boundaries to Sussex Street and Great Clowes Street, shall be submitted for the written approval of the Local Planning Authority. The scheme shall include details of the extent of the works and how they will tie into existing/planned public realm along these roads as well as full details of any hard surfaced areas and materials, planting plans, specifications and schedules etc. and timetable for the proposed works. The public realm works shall be carried out in accordance with the approved details.

Reason: To ensure that the site contributes positively to the public realm and is appropriately treated having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

30. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority, in consultation with the Environment Agency. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

Notes to Applicant

1. STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Standing Advice valid from 1st January 2021 until 31st December 2022

2. The applicants are advised that all birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). Demolition works, together with works to trees, hedgerows and scrub, including site clearance, should not be undertaken in the main bird breeding season (1st March to 31st August), unless nesting birds are found to be absent by a suitably qualified person immediately prior to clearance.
3. Bats can be encountered in unexpected and unusual circumstances. Bats and their roosts, even when unoccupied are protected at all times even when disturbance occurs as the result of an otherwise lawful activity such as a planning permission. The applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If bats are found or suspected at any time all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
4. The applicant's attention is drawn to the comments from design for security set out in the submitted Crime Impact Statement and in particular the recommendations set out in section 3.3 and section 4 of the statement.
5. This permission does not grant consent under the Town and Country Planning (Control of Advertisements) Regulations 2007 for any advertisement(s), nor does it imply that such consent would be forthcoming.
6. In relation to condition 13 (EV charging) the applicants attention is drawn to paragraph 5.10 of the 'Land-Use Planning & Development Control: Planning for Air Quality' document, bullet point 1 under the heading 'Operational Phase' which states 'The provision of at least 1 Electric Vehicle (EV) "rapid charge" point per 10 residential dwellings and/or 1000m2 of commercial floor space. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made.'
7. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy Framework 2018 and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.

With respect to gas protection measures the applicant's attention is drawn to BRE 414, Protection Measures for Housing on Gas-Contaminated Sites. In addition the requirements of BS8845:2015+A1:2019 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings should be followed for installation and the verification requirements of CIRIA C735 Good Practice on the Testing and Verification of Protection Systems for Buildings against Hazardous Ground Gasses will need to be submitted.

Verification of gas protection systems needs to be undertaken during the construction process, or the applicant may not be able to discharge the condition. This can lead to issues with property searches and / or mortgage at a later time.

8. The applicant's attention is drawn to the comments from the Local Highway Authority dated 22nd June 2021. Please refer to these comments which include details around the required S278 works, permits/licencing, TRO's and the requirements of conditions 27 (offsite highway works), 10 (waste and servicing) and 4 (Construction Management Plan).

9. The applicant's attention is drawn to the comments from United Utilities dated 25th June 2021 and in particular the requirement to ensure the water and wastewater infrastructure laid within the site boundary are protected from damage as a result of the development.
 10. The applicant's attention is drawn to the comments from the Environment Agency dated 29th June 2021 and in particular their requirements in relation to waste.
-