



## Appeal Decision

Inquiry held on 28 October 2025 to 6 November 2025

Site visits made on 27 and 29 October 2025

by B Davies MSc FGS CGeol

an Inspector appointed by the Secretary of State

Decision date: 22<sup>nd</sup> December 2025

**Appeal Ref: APP/Q4245/W/25/3367470**

**Voltage Park, Manchester Road, Carrington, Trafford, M31 4BR**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
- The appeal is made by BNP Paribas Depositary Services as Trustees of the BlackRock UK Property Fund against the decision of Trafford Metropolitan Borough Council.
- The application Ref is 112794/FUL/24.
- The development proposed is for the construction of new employment units within Class B8, with ancillary offices as well as car parking, service yards, landscaping, ancillary structures and associated works.

### Decision

1. The appeal is allowed and planning permission is granted for the construction of new employment units within Class B8, with ancillary offices as well as car parking, service yards, landscaping, ancillary structures and associated works at Voltage Park, Carrington, M31 4BR in accordance with the terms of the application, Ref 112794/FUL/24, subject to the conditions in the attached schedule.

### Procedural and preliminary matters

2. The application was originally refused for four reasons. Trafford Metropolitan Borough Council (the Council) subsequently agreed that delivery of Biodiversity Net Gain (BNG) and pipeline protection could be achieved through conditions.
3. The remaining two reasons for refusal related to the lack of financial contribution towards wider infrastructure provision, including the new Carrington Relief Road (CRR). The Council withdrew its opposition on these grounds following cross examination of its evidence and is therefore no longer defending the case.
4. A signed planning obligation in the form of a Unilateral Undertaking (UU) pursuant to section 106 of the Town and Country Planning Act 1990 was submitted on 19 November 2025. This commits the appellant to financial contributions towards highway and bus stop improvements, investment in active travel and Holcroft Moss Special Area of Conservation (SAC).
5. Statements of Common Ground were submitted on matters of planning, viability and highways. The latter was updated towards the end of the inquiry (5 November 2025). I have had regard to these where still applicable.
6. On 16 December the Government published a consultation 'National Planning Policy Framework: proposed reforms and other changes to the planning system'. I

afford this limited weight as a material planning consideration and, given the matters in this appeal, have not considered it necessary to revert to the parties.

### **Main issue**

7. Although the Council is no longer defending its reasons for refusal, it is common ground that there is conflict with Policy JP Allocation 30 (JPA 30) of the Places for Everyone Joint Development Plan Document (2022 to 2039) (March 2024) (PfE). Representations have also been made by consultees and the Friends of Carrington Moss have objected to the scheme.
8. The main issue is therefore whether the proposal accords with the development plan when considered as a whole and, if not, whether there are material planning considerations that indicate a decision should be made that is not in accordance with the development plan.

### **Reasons**

9. It is proposed to construct two Use Class B8 buildings at the appeal site. The development would comprise Phase 2 of a wider employment site, the first part of which was given permission in May 2022. The two sites would share a new access from the main road.
10. The site is allocated for 'employment use' in Policy JP Allocation 30 (JPA 30) of the Places for Everyone Joint Development Plan Document (2022 to 2039) (March 2024) (PfE). The proposal is therefore an appropriate form of development at this location.
11. It is common ground that the site would generate over 500 jobs and deliver over 42,000 sqm of employment floorspace. Strategic policies JP-Strat11 and JPA-30 expect the entire New Carrington allocation to deliver around 350,000 sqm of B2/B8 employment floorspace and the development would make a significant contribution to delivery of this.
12. The site was previously used as a gas distribution station and storage site, and now comprises approximately 10 hectares of brownfield land, which would be remediated under the Phase 1 permission. Re-use of previously developed land is consistent with numerous local policies, including JP-Strat-9, JP-Strat-11 and JPA 30 of the PfE.

### *Sustainable forms of transport and active travel*

13. Although there are residential areas and amenities within walking and cycling distance of the appeal site, many of the workers are likely to come from further afield. The appellant commits to a Travel Plan to reduce car use, which, amongst other things, would encourage non-car modes of travel for at least 10 years.
14. There are bus stops within walking distance from which there are approximately 5 services per hour in each direction on weekdays. The 'Greater Manchester Accessibility Level', which is a measure of public transport and local link services, is between 1 and 3 (on a scale up to 8) where 1 is the lowest level. These bus stops are currently just marked by a sign, with no seating or shelter. They could be made more attractive to employees to encourage bus use, as required by JP-C8. The appellant commits to investing in these bus stops through the UU.

15. It is agreed between the main parties that the accident rate for cyclists is high in the area, and having observed the speed, volume of traffic and semi-rural nature of the nearby roads, conclude that cycling is unlikely to be an attractive option for most employees.
16. However, there are active travel routes consolidating and emerging across the allocation, including the Carrington Greenway which runs parallel to the appeal site. These could be made more attractive and accessible to employees to encourage walking and cycling, as required by JP-C8. The appellant commits to investing in these routes through the UU and would be required to provide secure cycle parking and shelters.
17. I conclude that the proposals would accord with Policies JP-C8, JP-Strat 14 pf the PfE, and L4 of the Trafford Local Plan Core Strategy (2012) (CS) which, amongst other things, aim to reduce car dependency and increase active travel.

*Impact on the highway network*

18. It is a matter of common ground that the appeal scheme would generate an average of 67 trips to- or from the site during the morning peak, and 47 during the evening peak, a notable proportion of which would be heavy vehicles. Most of these vehicles would travel north via the A6144 to the M60 via two junctions (Flixton Road/Isherwood Road and Carrington Spur/Banky Lane).
19. There is no dispute between the main parties that these junctions and the motorway junction are sometimes at- or over- capacity, and that this is likely to worsen over time. It is also agreed that the development would cause an increase in the delay at these junctions. I see no reason to disagree with the main parties on this matter.
20. Notwithstanding the above, the modelled increase in traffic is less than 2% at the junctions in all directions during both the morning and evening peaks. When combined with other committed development, there would be an average delay at the Flixton Road junction of 8 seconds per vehicle in the morning peak and 3 seconds in the evening. The equivalent delay for Carrington Spur is 11 seconds in the morning peak and 2 seconds in the evening. I am satisfied that the effect on the network is therefore not 'severe' with reference to paragraph 116 of the Framework.
21. Although the development would cause a further delay at the motorway junction, it is agreed between the parties that this would not be significant. National Highways has confirmed that the development would not have a material impact on the safe operation of the strategic road network, including at the motorway junction. I do not disagree with this position.
22. Policy JP-D2 of the PfE requires developers to contribute towards the provision of mitigation measures to make the development acceptable in planning terms. Policy JP-C8 states that potential transport interventions should be considered, with reference to Appendix D of the PfE.
23. In response, the appellant has committed to a series of directly related offsite highway improvements. These include widening works and improvements to signal timings at the Flixton Road roundabout, and widening of the westbound approach to the Carrington Lane junction to accommodate a dedicated left-turn lane. These

are identified in Appendix D of the PfE as 'necessary interventions' for the area and the appellant's modelling demonstrates that these would suitably mitigate the adverse effects of the development.

24. Subject to the imposition of conditions and the completed planning obligation, I conclude that the proposal would not have an unacceptable impact on highway safety or that the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios. I conclude that the proposal is therefore consistent with Policies JP-D2 and JP-C8 of the PfE, which require appropriate mitigation of the effects on the road network, and the highway safety and traffic management requirements of paragraph 116 of the Framework. It is also in line with Policy L4 of the CS which supports improvements of the highway network.

#### *Contribution to management of Holcroft Moss SAC*

25. Holcroft Moss SAC is a rare area of uncut lowland raised bog. The Habitats Regulations Assessment undertaken for the PfE identified that harm would likely be caused to the special interest of the Manchester Mosses Special Area of Conservation (Holcroft Moss compartment) from air pollution caused by increased road traffic. Regulation 63(1) of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) requires me to undertake an Appropriate Assessment (AA).
26. The Holcroft Moss Planning Obligations Joint Supplementary Planning Document (2025) (SPD) was developed in conjunction with Natural England and makes several recommendations for mitigation. Consistent with this, Policy JP-C8 of the PfE requires that any proposals that would result in a significant increase in traffic flows past Holcroft Moss must devise a scheme of measures to, amongst other things, reduce reliance on cars and provide a contribution towards restoration measures, in accordance with the Holcroft Moss Habitat Management Plan.
27. The traffic generated by this development would exceed the thresholds set out in the SPD for mitigation. A completed planning obligation (dated 19 November 2025) has been submitted as part of this appeal. It includes the required contributions towards the mitigation in accordance with the SPD to ensure that the integrity of the Holton Moss SAC would be preserved.
28. It has therefore been demonstrated that the development would not result in an adverse effect on the integrity of the European Site. I conclude that the development would accord with the requirements of the SPD, Policy JP-C8 of the PfE, paragraph 193 of the Framework and the Habitats Regulations.

#### *Contribution to the wider infrastructure network*

29. Policy JPA 30 states that development in the New Carrington allocation is 'required' to be in accordance with a 'masterplan' and associated 'delivery strategy' developed in consultation with the local community, stakeholders and approved by the local planning authority. The purpose of the masterplan is to ensure that the allocation is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure, including a contribution to the CRR.

30. The masterplan has not been completed or approved yet. The first of three phases, 'the Funding Mechanism and Delivery Strategy' (FMDS) was consulted on between 17 September and 15 October 2025. I note that there were a significant number of comments at the consultation stage, many of which disputed the proposals, and that the final publication date is uncertain. Given this and the early stage of its development, I place limited weight on the draft document.
31. To the extent that the planning application has been submitted in advance of the final preparation and approval of a masterplan for the whole of the allocation, there is conflict with part of Policy JPA 30 of the PfE.
32. I note the clear intention in policy that the masterplan delivers contributions from developers across the allocation to invest in wider infrastructure to successfully deliver the allocation. The consultation version of the FMDS indicates that this could be a significant amount of money for a development such as this. Although the exact figure is still to be determined, I therefore conclude that this development could have been required to make a further contribution, had the masterplan been in place.
33. However, the land is allocated for employment use and is not identified in the plan as being necessary for strategic infrastructure. There is no objective or compelling evidence that this proposal would stymie the co-ordinated and well-planned development of strategic infrastructure across the wider New Carrington allocation.
34. The proposal does not accord with a masterplan as required by Policy JPA 30 and this clear conflict is a matter of substantial adverse weight. However, the fact that it is not possible for the appellant to comply with the policy must be allowed for. Bearing this in mind and the fact that the development would not physically block delivery of strategic infrastructure, I reduce the weight given to the conflict with JPA 30 to moderate weight against the proposal.

#### *Cadent Gas Limited pipelines*

35. Cadent Gas Limited (Cadent) has gas infrastructure running below the site and initially requested approval rights over the works. Approval and enforcement of conditions must remain with the local planning authority. However, Cadent retains rights to maintain and access its apparatus, and having reviewed the plans, I am satisfied that such access would not be restricted by the proposal.
36. Cadent also drew my attention to its promotion of the Hynet North West Hydrogen Pipeline project and requested a condition to ensure that delivery of this would not be prejudiced. However, the Hynet project does not yet have permission and it is therefore not appropriate for me to restrict the development on this basis. Moreover, the project would require a development consent order, under which access would be provided if justified. I am therefore satisfied that no prejudice would be caused through granting of this permission.

#### *Biodiversity Net Gain*

37. I note the concerns of the Friends of Carrington Moss that the pond on the site has been undervalued. However, this claim is not supported with any objective or contrary survey or other evidence. Moreover, I note that there would be provision of 'equivalent' pond units at an off-site location. This is a matter that would be

addressed in terms of delivering a minimum 10% biodiversity net gain (BNG) as required by statute.

38. I conclude that Policy JP-G8 of PfE, which requires that development delivers a BNG of at least 10% would be met.

## Conditions

39. I have considered the conditions as discussed at the inquiry, taking into account paragraph 57 of the Framework. I have imposed all of them with minor amendments in the interests of conciseness, precision and enforceability. Where conditions must be commenced prior to the development, the appellant has agreed to these in writing and I am satisfied that there is a clear justification for imposing them.

40. Condition [1] imposes the standard time limit for the commencement. Condition [2] lists the approved plans for reasons of certainty.

41. Condition [3] requires a Construction Method Statement and sets out the details of this. This is necessary to minimise disturbance and nuisance to the local area and highway.

42. Condition [4] requires remediation of any unexpected contamination for the purpose of protecting human health and the environment. I consider it reasonable to retain '*unless otherwise agreed in writing*' in this condition because this provides the necessary flexibility to continue works elsewhere on the site as appropriate. Condition [5] links occupation of the appeal site to satisfactory completion of the remediation works secured by the Phase 1 development.

43. Condition [6] requires removal of invasive non-native species encountered on the site.

44. Conditions [7] and [8] control works around the Cadent Gas Limited pipelines at the site and protect the Cathodic Protection system, to safeguard energy infrastructure and safety.

45. Condition [9] requires a Construction Environmental Management Plan (CEMP) for protection of biodiversity and an ecological clerk of works to oversee implementation of this. Condition [10] provides specific protection for trees during site works.

46. Condition [11] requires approval of landscaping works and condition [12] requires that site levels are approved prior to development. Condition [13] controls permanent external lighting on the site. These are all necessary for the purpose of protecting appearance and landscape character, and in the interests of good design.

47. Condition [14] requires details of the design and materials to be used in boundaries, screens and retaining walls. This is necessary in the interests of amenity and prevention of crime. Condition [15] protects the security of the site and reduces the opportunities for crime according to the recommendations in the Crime Impact Statement.

48. Conditions [16] and [17] ensure that surface and foul water generated by the site are appropriately disposed of. Condition [18] manages waste generated by the site to ensure that it is disposed of correctly and in the interests of highway safety.
49. Condition [19] and condition [20] ensure that cycle and car parking at the site meets local policy requirements. Condition [21] details the requirements for the Travel Plan with the objective of reducing car travel in the interests of sustainability.
50. Conditions [22] and [23] are for the purpose of protecting the integrity of the adjacent, disused railway line during construction and operation of the development.
51. Condition [24] requires adherence with the Energy Strategy Report in the interests of reducing emissions and the environmental impact of the development.
52. Condition [25] secures the details of a landscape and ecological management plan (LEMP). I have removed the requirement for at least 10% BNG because this is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Requiring this in a condition therefore duplicates another regime and does not pass the test of necessity.
53. Condition [26] requires that the site access for Phase 1 is available for use prior to occupation of the appeal site in the interests of highway safety.

### **Planning obligation**

54. I am satisfied that the commitments in the UU to contributions towards highway improvements, active travel, bus stop improvements and Holcroft Moss are all necessary to make the development acceptable in planning terms and directly related to the development. The contributions, which include £750,000 towards the necessary highway improvements, nearly £3000 towards Holcroft Moss, over £200,000 towards active travel improvements in the vicinity of the site and £30,000 towards upgrading of two nearby bus stops, meet the tests for planning obligations as outline in paragraph 58 of the Framework.
55. I have no reason to doubt the common ground position between the main parties that the infrastructure contributions are both proportionate and reasonable, and reasonably related to the proposal which forms part of the development plan allocation. I find that the contributions are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development proposal. In reaching this conclusion, I have considered the completed 'CIL Compliance Statement' submitted as part of this appeal.

### **Other material considerations**

56. Over 500 jobs would be created on a site allocated in a recently adopted development plan for employment use. The scheme would also secure re-development of a large previously developed site, consistent with local policy. These are both matters to which I afford substantial beneficial weight.

57. In addition, the proposal would deliver 10% BNG. While this is a policy and statutory requirement, it is nonetheless a benefit to which I afford some positive weight in the overall planning balance.
58. The development would contribute towards active travel and bus stops in the vicinity of the site, as required by local policy. To the extent there would also be a benefit to the wider public from these improvements, this is a matter to which afford some limited positive weight in favour of granting planning permission.

### **Other matters**

59. An interested party has highlighted that a significant number of trees should be planted on the site according to Supplementary Planning Document 1 – Planning Obligations (2014) (SPD). Trees would be retained and it the landscape concept plan shows that there would be significant tree planting, albeit not the high number in the SPD. The Council's arboriculturist had no objection to the proposal, suggesting that trees could be supplemented through hedging, meadow planting and shrubbery. I am satisfied that a condition on the permission would secure this and require the appellant to demonstrate how the planting would meet the overall planting requirements in SPD1.
60. The wider safety risk from hazardous businesses in Carrington is a matter for other regulatory regimes. Cadent has now removed its objection to the development on the basis that the site can be developed safely.
61. I have noted the concerns raised by the Friends of Carrington Moss regarding the scope of the proportionate costs for investment across the allocation, in addition to observations about public rights of way, surfacing and loss of greenfield land around New Carrington. These are matters for the evolving masterplan. However, as outlined above, this is development of a brownfield site and would not anyway prevent any of these options being delivered.

### **Planning balance and conclusion**

62. While there would be conflict with the requirement in Policy JPA 30 of the PfE to adhere to an approved masterplan for the wider allocation, I afford the harm from this conflict moderate weight for the reasons above.
63. It is also a material consideration of substantial weight that paragraph 125 of the Framework states that use of suitable brownfield land for identified needs should be approved unless substantial harm would be caused. I have not found that substantial harm would be caused through the conflict with Policy JPA 30.
64. When this conflict is weighed against the other material considerations above, I conclude that, on balance, the proposal would be acceptable in planning terms and the appeal should be allowed.

*B Davies*

INSPECTOR

## **APPEARANCES AT THE INQUIRY**

### **FOR THE APPELLANT:**

Chris Katkowski CBE KC, Kings Chambers

Matthew Thomas MPlan MRTPI – Head of Planning, Michael Sparks Associates

Simon Tucker BSc (Hons) MCIHT – Senior Director, DTA Transportation Ltd

Matthew Spilsbury BA (Hons) MSc MRICS MRTPI – Senior Director, CBRE

### **FOR THE LOCAL PLANNING AUTHORITY:**

Constanze Bell, Barrister, Kings Chambers

Chris Gardner MA MRICS, Associate Director, Continuum

Gavin Coupe BSc (Hons) MSc MTPS, Technical Director, Amey

Caroline Wright MTCP MRTPI, Strategic Planning and Growth Manager, Trafford Council

## **DOCUMENTS SUBMITTED AT THE INQUIRY**

ID1 – Appellant's opening statement

ID2 – Council's opening statement

ID3 – Revised Annex D to Mr Tucker's Rebuttal

ID4 – Permission to bring the case for statutory review in relation to Peel NRE Limited

ID5 – Council's suggests conditions (amended)

ID6 – Appellant's note in discussions with Cadent Gas

ID7 – Completed (unsigned) unilateral undertaking (5 November 2025)

ID8 – Updated Highways SOCG

ID9 – Updated CIL Compliance Statement

ID10 – Planning obligation summary by appellant's lawyers (BCLP)

ID11-13 – Documents relating to investigation and remediation of contamination from the Phase 1 development

ID14 – Appellant's closing statement

### **SCHEDULE OF CONDITIONS**

1. The development must be begun not later than three years beginning with the date of this permission.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following plans:

<b>Drawing Number</b>	<b>Date</b>	<b>Drawing Title</b>
VPPLP2-MSA-ST-00-DR-A-0200 (rev.P03)	June 2025	Site Location Plan
VPPLP2-MSA-ST-00-DR-A-0203 (rev.P05)	June 2025	Phase 2 - Site Layout Plan
VPPLP2-MSA-ST-00-DR-A-0202 (rev.P02)	June 2025	Phase 2 - Site Context Plan
VPPLP2-MSA-ST-00-DR-A-0229 (rev.P02)	June 2025	Phase 2 - Illustrative Site Layout
VPPLP2-MSA-ST-00-DR-A-0222 (rev.P02)	June 2025	Phase 2 - External Works Plan
VPPLP2-MSA-06-00-DR-A-0204 (rev.P01)	October 2023	Phase 2 - Unit 6 Ground Floor Plan
VPPLP2-MSA-06-00-DR-A-0203 (rev.P02)	October 2023	Phase 2 - Unit 6 Office Floor Plans
VPPLP2-MSA-06-XX-DR-A-0206 (rev.P04)	September 2024	Phase 2 - Unit 6 Proposed Elevations
VPPLP2-MSA-07-00-DR-A-0210 (rev.P01)	October 2023	Phase 2 - Unit 7 Ground Floor Plan
VPPLP2-MSA-07-00-DR-A-0211 (rev.P01)	October 2023	Phase 2 - Unit 7 Office Floor Plans
VPPLP2-MSA-07-XX-DR-A-0212 (rev.P02)	October 2023	Phase 2 - Unit 7 Proposed Elevations
VPPLP2-MSA-ZZ-XX-DR-A-0221 (rev.P01)	October 2023	Phase 2 - Unit 6 and 7 Illustrative Elevations
VPPLP2-MSA-ST-00-DR-A-0227 (rev.P01)	November 2023	Substation Details
VPPLP2-MSA-ST-00-DR-A-0203 (rev.P01)	November 2023	Phase 2 - Gatehouse Details
VPPLP2-MSA-ST-00-DR-A-0226 (rev.P02)	November 2023	Fencing Plan
VPPLP2-MSA-ST-00-DR-A-0228 (rev.P02)	June 2025	Phase 2 – Proposed Roof Plan
VPPLP2-MSA-ST-00-DR-A-0223 (rev.P02)	June 2025	Phase 2 - EVCP Plan
VPPLP2-MSA-ST-00-DR-A-0225 (rev.P02)	June 2025	Typical Cycle Shelter Details
VPPLP2-MSA-ST-00-DR-A-0224 (rev.P02)	June 2025	Typical Enclosure Details
0529-05-03-1001 (rev.09)	June 2025	Landscape Concept Plan
0529-05-03-1000 (rev.01)	June 2025	Tree Constraints Plan
0529-05-03-1002 (rev.02)	June 2025	Tree Retention and Protection Plan

3. No development shall take place, until such time as 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 provide for:

- a) Parking arrangements for site operative and visitor vehicles
- b) The management of deliveries to include details of any proposed delivery booking system and forecast HGV/HDV trip numbers. Best practice measures should be employed to restrict external construction traffic movements to off-peak traffic hours.
- c) A construction site plan including vehicle tracking to demonstrate HGV/HDV access and egress in a forward gear is achieved.
- d) Loading and unloading of plant and materials to include vehicle access and egress arrangements.
- e) Storage of plant and materials used in constructing the development.
- f) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate).
- g) Wheel washing facilities and any other relevant measures for keeping the highway clean during the works, including pedestrian footways/footpaths.
- h) Measures to control the emission of dust and dirt.
- i) A scheme for recycling/disposing of waste resulting from the works.
- j) Days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works).
- k) Contact details for the site manager are to be advertised at the site in case of issues arising.

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.
5. A verification report shall be prepared, based on the Remediation, Implementation and Verification Plan (Rev 1, Vertase, 23rd May 2025), as already approved pursuant to condition application ref: 112393/CND/23. The verification report shall demonstrate the completion of the remediation works at the site to meet the relevant criteria in the approved remediation strategy documents. No part of the development shall be occupied until the verification report has been submitted to and approved in writing by the local planning authority.
6. Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the location,

containment, control and timetable for the removal of Japanese Knotweed, Himalayan balsam and cotoneaster where present on the site. The measures shall be carried out strictly in accordance with the approved scheme.

7. Prior to the commencement of development, detailed designs shall be submitted to and approved in writing by the local planning authority relating to any works over or in the vicinity of the existing Cadent Gas Limited (Cadent) pipelines at the site. The submission under this condition will need to include details of the works proposed over the pipelines, anticipated loadings and sufficient information to demonstrate that the pipelines will not be adversely affected by the works. The development shall thereafter be carried out in strict accordance with those approved detail and such approved details shall be retained.
8. Prior to the commencement of development, a detailed scheme for either the relocation and/or upgrades to the existing Cathodic Protection system at the site shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in strict accordance with the approved details.
9. No development shall take place until a biodiversity construction environmental management plan (Biodiversity CEMP) has been submitted to and approved in writing by the local planning authority. The Biodiversity CEMP shall include the following.
  - a) Risk assessment of potentially damaging construction activities.
  - b) Identification of "biodiversity protection zones", based on a) above.
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
  - d) The location and timing of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologists need to be present on site to oversee works.
  - f) Responsible persons and lines of communication.
  - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - h) Use of protective fences, exclusion barriers and warning signs.
10. No development or site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

11. Notwithstanding the details shown on the Landscape Concept Plan (drawing 05293-05-03-1001), the development hereby permitted shall not be occupied until full details of 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 bunds, 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.

The approved landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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.

12. No development shall take place until details of the proposed site and finished floor levels have been submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved levels and thereafter retained as approved.

13. No external lighting shall be installed on any building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the local planning authority. Thereafter the site shall only be lit in accordance with the approved scheme.

14. Prior to first occupation of any building hereby approved, details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls shall be submitted to and approved in writing by the local planning authority and the approved structures shall have been provided in accordance with the approved details. The structures shall thereafter be retained.

15. The development hereby approved shall be carried out in strict accordance with sections 4.0 and 5.0 of the submitted Crime Impact Statement (ref. 2019/0190/CIS/02, dated 8th December 2023), with the exception of sections 4.6 (Boundaries), 4.7 (Landscaping), 4.8 (Lighting). These works shall be completed in full prior to the occupation of the development and shall be retained thereafter.

16. No development shall take place until full details of a sustainable surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall ensure that:

- a) The surface water run-off generated by the development is limited so that it mimics the predevelopment scenario of 996 litres per second for the entire site.
- b) Exceedance flows (135 cubic metres) for the 1 in 100 year plus 40% allowance for Climate Change event are routed away from proposed buildings and key infrastructure. All drainage shall be directed away from the railway boundary.
- c) Foul and surface water are drained on separate systems
- d) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable

No part of the development shall be occupied, until the drainage scheme has been completed in accordance with the approved details and shall be retained for the lifetime of the development.

17. No above ground works shall take place until full details of a foul water drainage scheme have been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with the approved details and thereafter retained.
18. No above ground works shall take place until a waste management plan, including details of bin stores, recycling receptacles, collection arrangements and tracking for any refuse vehicle, has been submitted to, and approved in writing by, the local planning authority. The approved details shall be fully implemented prior to the first occupation of the development and shall be retained for the lifetime of the development.
19. No part of the development shall be occupied unless and until a scheme for secure cycle and motorcycle storage has first been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before first occupation of any part of the development and shall thereafter be retained for the lifetime of the development.
20. The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve any unit at the development hereby permitted shall be made fully available in respect of that individual unit prior to first occupation and shall be retained for the lifetime of the development.
21. Within six months of the first date of occupation of any of the units hereby approved, a Travel Plan (TP) for that unit shall be submitted to, and approved in writing by, the local planning authority with reference to the submitted Framework Travel Plan (DTA, 1st December 2023). The TP shall include:
  - a) Targets for increasing non-car modes of travel to the development and for reducing single occupant vehicle trips.
  - b) Measures to provide information to employees as well as incentives and initiatives to help reach the proposed targets.
  - c) TP targets shall be reviewed and monitored against the baseline, which will be established within 3-months of the first date of occupancy of the unit.

- d) The TP shall include quantifiable and realistic targets and a strategy for addressing failed targets.
- e) Employee travel surveys shall be completed every 12 months from the date of first operation of the development for a minimum period of 5 years.
- f) The TP shall be implemented for a period of not less than 10 years from the date of first occupancy of the relevant unit.

22. No development shall take place until a Risk Assessment and Method Statement (RAMS) for any vibro-impact works to be carried out on-site, and all other works to be undertaken within 10 metres of the railway boundary has been submitted to and approved in writing by the local planning authority. The RAMS shall also include full details of any scaffolding works, excavation or earthworks. The development shall then proceed in full accordance with the approved details.

23. No development shall take place until full details of vehicle safety protection measures along the boundary with the railway have been submitted to and approved in writing by the local planning authority. Unit 6 shall not be occupied until the approved details are in place and these shall be retained for the lifetime of the development.

24. The development hereby approved shall be carried out in accordance with the submitted Hopkins Coates Associates Phase 2 Energy Strategy Report (Rev P01 dated November 2024).

25. No development shall commence until a landscape and ecological management plan (LEMP) has been submitted to and approved in writing by the local planning authority to relate to any on-site habitat enhancement or creation, including that for the purpose of BNG. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism{s} by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

26. Prior to first occupation of any building on the site, the site access onto Manchester Road as approved under planning permission 97261/FUL/19, shall have been constructed in full and made fully available for use. This approved access shall thereafter be available for the lifetime of the development.