
APPLICATION DETAILS

Application No:	20/0683/FUL
Location:	Melrose House, 1 Melrose Street, Middlesbrough, TS1 2HZ
Proposal:	Erection of office building (B1) with associated access, car and cycle parking, services and landscaping
Applicant:	Ashall Projects (MB) Ltd
Agent:	Seymour Architecture
Ward:	Central
Recommendation:	Approve with Conditions

SUMMARY

Detailed planning permission is sought for the erection of a four-storey office block on the site of the former Melrose House office complex in Middlesbrough town centre. The proposed building would provide over 4,300 square metres of Grade A office space.

The proposed scheme is considered to be in accordance with town centre policies for the area and would result in the replacement of the former Melrose House office building, with a more contemporary high quality office block which has an increased footprint and height to the previous building on the site.

Consultation was undertaken with local residents as well as external and internal technical consultees and no objections have been made in respect of this proposal.

Following on from the first two now completed Grade A office buildings in Centre Square, the proposed scheme would represent a significant addition to the town centre, providing further high quality office space within the local area, which is of benefit to the town's offer as a regional attractor for businesses and would also, through its construction, support the economy, all of which is supported within the National Planning Policy Framework.

The proposed building is of a scale commensurate with that of other buildings in the surrounds and of a modern design which would provide a positive addition in an area where there is already an array of buildings of very contrasting ages, styles, design and materials, and would thereby continue this principle.

The proposed scheme is recommended for approval subject to conditions.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site is a vacant, rectangular plot of land, measuring approximately 60 metres x 70 metres, within Middlesbrough Town Centre. The site was previously occupied by an office block known as Melrose House. The site is bounded to the north by Grange Road, to the south by building along Borough Road, to the east by a ped/cycle path and residential apartment blocks within Rutland Court, and to the west by Melrose Street.

The proposed development replaces the former Melrose House office complex with a four-storey Grade A office building, providing 4,346 square metres of B1 office space. The building has an overall footprint of approximately 24 metres in depth and 50 metres in width.

It is worth noting that Grade A office space is generally considered the highest quality building in terms of design, appearance, construction, running and maintenance credentials, as well as those being well located, having good access to transport routes and sustainable transport modes.

To the east of the main building would be a smaller, ancillary building accommodating a substation, cycle store, refuse store and switch room. Wrapped around the building to the south and east would be 72 space car park, which has its access/egress onto Melrose Street.

PLANNING HISTORY

There is one application that is relevant to the former Melrose House site.

20/0684/ADV

Installation of non-illuminated signage with individual letters
Under consideration

Although not specific to the application site, the following form part of the Grade A office developments within the nearby Centre Square.

17/0193/FUL

Erection of office building (B1 use class) with ground floor cafe / food use (A3 Use Class) and associated cycle parking and landscaping
Site of the former Register Office
Approved Conditionally
May 2017

17/0194/FUL

Erection of office building (Use Class B1) and associated access, car and cycle parking and landscaping
Land to the east of Central Gardens
Approved Conditionally
May 2017

17/0195/FUL

Outline application for the development of 5 commercial office buildings (B1 Use) with part ground floor cafes (A3 use), including public realm works, landscaping, car parking, cycle parking and other ancillary development
Centre Square

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- The provisions of the Development Plan, so far as material to the application
- Any local finance considerations, so far as material to the application, and
- Any other material considerations.

Middlesbrough Local Plan

The following documents comprise the *Middlesbrough Local Plan*, which is the Development Plan for Middlesbrough:

- Housing Local Plan (2014)
- Core Strategy DPD (2008, policies which have not been superseded/deleted only)
- Regeneration DPD (2009, policies which have not been superseded/deleted only)
- Tees Valley Joint Minerals and Waste Core Strategy DPD (2011)
- Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011)
- Middlesbrough Local Plan (1999, Saved Policies only) and
- Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).

National Planning Policy Framework

National planning guidance, which is a material planning consideration, is largely detailed within the *National Planning Policy Framework* (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The NPPF defines the role of planning in achieving economically, socially and environmentally sustainable development although recognises that they are not criteria against which every application can or should be judged and highlights the need for local circumstances to be taken into account to reflect the character, needs and opportunities of each area.

For decision making, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development (paragraph 38). The NPPF gives further overarching guidance in relation to:

- The delivery of housing,
- Supporting economic growth,
- Ensuring the vitality of town centres,
- Promoting healthy and safe communities,
- Promoting sustainable transport,
- Supporting the expansion of electronic communications networks,
- Making effective use of land,
- Achieving well designed buildings and places,
- Protecting the essential characteristics of Green Belt land
- Dealing with climate change and flooding, and supporting the transition to a low carbon future,

- Conserving and enhancing the natural and historic environment, and
- Facilitating the sustainable use of minerals.

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

H1 - Spatial Strategy
CS17 - Transport Strategy
CS4 - Sustainable Development
CS5 - Design
CS13 - Town Centres etc Strategy
CS18 - Demand Management
CS19 - Road Safety
DC1 - General Development
REG20 - Principal Use Sectors
REG25 - Centre Square East
UDSPD - Urban Design SPD

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

The application has been advertised in the local press, site notices have been posted around the site and consultations have been sent to statutory consultees, local residents, ward councillors and the local community council. A summary of the comments received is listed below.

Responses from Internal Technical Consultees

Planning Policy – No objections to the principle of the proposed use at this site.

Environmental Health – No objections subject to the compliance of the proposed development with the submitted noise assessment.

Waste Policy – No objections.

Highways – The proposals are considered to be a highly sustainable development, so there are no objections subject to seven conditions: 1) removal of the existing vehicular access, 2) the implementation of the car park before occupation of the building, 3) no barrier/gate near to the adjacent highway, 4) off-site highway works including Grange Road point closure, 5) method of works statement, 6) the submission of a travel plan, and 7) implementation with the cycle store details.

Flooding Officer – No objections.

Ward Councillors – No comments received.

Responses from External/Statutory Consultees

Northern Gas Networks – No objections.

Northumbrian Water – No objections subject to a condition requiring development to be carried out in accordance with the submitted drainage scheme.

Northern Powergrid – No comments received.

SBD officer – The proposals should adhere to the principles of Secured by Design.

Public Responses

Number of original neighbour consultations	80
Total numbers of comments received	0
Total number of objections	0
Total number of support	0
Total number of representations	0

Site notice posted –
8th December 2020

PLANNING CONSIDERATION AND ASSESSMENT

1. Detailed planning permission is sought for the erection of a four-storey Grade A office block which would provide approximately 4,300 square metres of office space along with ancillary provisions such as a sub-station, cycle and refuse stores and indicative hard and soft landscaping.

The main planning considerations for this proposed development relate to:

- The principle of the development,
- Economic considerations,
- Design, appearance and quality,
- Impacts on the nearby buildings/uses,
- Impacts on the highway network,
- Impacts on residential amenity,

These and other material planning considerations are assessed below.

Principle of Development

2. The Government's planning guidance is set out in the National Planning Policy Framework (NPPF) and this confirms its support for development which is in accordance with an up-to-date Local Plan. It further supports sustainable development which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including improving the conditions in which people live, work, travel and take leisure.
3. The NPPF states that Planning should operate to encourage and not act as an impediment to sustainable growth, giving significant weight to the need to support economic growth and proactively meeting the development needs of business, supporting an economy fit for the 21st century.
4. Local Plan policies seek to achieve high quality development in the right place, which minimises the impact on the local area and nearby premises. The spatial objectives of the plan go further to reinforce the Stockton-Middlesbrough urban core as the principal centre for cultural, leisure and civic administration activities whilst establishing an environment that encourages and supports economic vitality and quality of life that attracts both people and businesses to Middlesbrough. Objectives further indicate the

desire to achieve high and sustainable levels of economic growth by supporting existing businesses and encouraging new ones to set up in Middlesbrough.

5. Spatial Policy H1 and Town Centre Policy CS13 emphasise that the majority of new retail, leisure and office development will be directed to the Town Centre. The site lies within the Central sector of the Middlesbrough Town Centre boundary as defined within the Local Plan, at a position well served by public transport and other facilities and provisions, thereby making it a highly sustainable location for such development, in accordance with the locational principles of the National Planning Policy Framework. It is considered that the provision of a four-storey modern Grade A office block within this key position just off Centre Square will assist in achieving these policy objectives in a manner which adds positive definition to the civic character of the local area.
6. Policies CS4 and CS5 collectively require sustainable development, making the most use of efficient land whilst demonstrating a high quality of design that enhances both the built and natural environments. As the proposed location is a brownfield site, and the building has a contemporary design in-keeping with the wider Centre Square area, it is considered to be in accordance with the principle of these policies.

Economic Considerations

7. Central Middlesbrough is the economic heart of the economy of Teesside, providing a mix of business, retail, leisure and cultural features. Similar to the Grade A office buildings approved in 2017, the proposed development is considered to make a significant contribution to sustaining and enhancing the 'Middlesbrough' offer, with a high quality office development providing opportunity for inward investment for professional and service sector companies not currently represented in the Tees Valley, or for progression of existing local businesses into new premises. In this regard, the scheme would reflect some of the ambitions of the Tees Valley Strategic Economic Plan which commits to strengthen the local economy.
8. It is understood that Grade A offices appeal to high-value employers with a propensity to enhance the local economy with higher than average Gross Value Added (GVA) accommodation and also bring new construction jobs to the area, (GVA being the economic term for the measure of the value of goods and services produced in an area, industry or sector of an economy). The document suggests that to increase jobs and businesses within the area there is a need to grow and retain professional services and have the ability to accommodate them in new, modern office space and that it is beneficial to accommodate this in Middlesbrough to optimise benefits. The submission further advises (as a result of market analysis) that, over the last thirty years, Middlesbrough has suffered as a result of a lack of investment in its office space and therefore suffered outward migration of major professional employers and believes that new, Grade A office space is a way which will address this by reducing the risk of future displacement and through attracting new business which would attract more spend within the local area.
9. The proposed development – along with the completed buildings of Centre Square One and Two – would act as an anchor in realising the vision for the wider Centre Square area, which currently is not utilised to its potential and almost acts as incidental space rather than open space with a primary function. Although not facing Centre Square, additional office space near to Centre Square is considered to help bring further skilled workers to the location and assist to provide a renewed vibrancy for Centre Square and re-define its function as a civic space central to the town and being immediately adjacent to the retail and cultural areas of the centre.

Design, Appearance and Quality

10. The proposed office block would have a masonry finish on the ground floor but the upper floors would feature a principally glazed external appearance. The overall

appearance has been designed to complement the completed buildings within the wider Centre Square area. Although positioned away from these two buildings and not directly facing onto Centre Square, it is considered that this finish to the building is appropriate, as it supplements the brick-built buildings in the locality, and allows the proposals to tie in with the Centre Square developments. What's more, it is noted that all buildings in and around Centre Square are different in their form and use of materials – all being prominent and large buildings in their own right. The proposed scheme would continue that approach to new buildings within this location, providing a large and modern building of a high quality thereby considered to be in accordance with relevant local policy, which emphasises the need for high quality contemporary feature buildings to complement the modern civic open space and existing landmark buildings within the area.

11. The position and arrangement of the building on the corner is similar to the previous Melrose House office block, facing onto both Grange Road and Melrose Street. Mindful of its size and scale, not being too dissimilar to the former building, it is not considered to be overly intensive or would dominate the adjacent buildings.
12. The external appearance provides visually separate floors of development and the glass treatment to the principal elevations is deemed to provide particularly high quality space internally in terms of views out as well as achieving a lightweight upper section to the building. The external elevations have a vertical emphasis and whilst principally glazed includes cladding panels, which will bring colour to the overall scheme.
13. The application form states that the boundary treatments for the site would include metal fencing and post and wire fencing, although none of the submitted plans provide details of the fencing or their intended positions. A suitably worded condition is recommended to secure details of appropriate boundary treatments across the site.
14. In view of these considerations, the proposal is considered to adhere with the design requirements for such buildings as required by both local and national planning policies.

Impacts on the Nearby Buildings/Uses

15. Policy REG20 specifically identifies the Central sector as an appropriate location for offices, provided vehicular access is kept to a minimum, and the height of the development has regard to surrounding office and public buildings. The proposed four-storey development is considered to be generally consistent with its surroundings and reflects the scaling, mass and height of the previous building on the site. Whilst complementing the uses to the north in Centre Square, to the south is Borough Road where various office and similar professional services can be found.
16. The proposed building would be positioned further north in comparison to the previous building on the site. Whereas the former Melrose House building was positioned approximately 14 metres back from the adopted highway, the north elevation of the proposed building would be 5 metres from Grange Road. Whilst this reduces the separation distance between the proposed building and that of Fountains Court across Grange Road, and potentially allows a greater degree of viewing between respective windows, the intervening distance would be approximately 22 metres. Such a relationship between two commercial buildings of this scale is deemed to be wholly acceptable. The proposed office use of the building – a continuation of the former use – is not considered to unduly affect the way in which the adjacent buildings function.
17. To the east and west of the proposed building are residential properties. The potential implications on these will be considered later in the report.

Impacts on the Highway Network

18. Policy CS17 determines development should be located where it will not have a detrimental impact upon the operation of the strategic transport network and will deliver the priorities identified within. Policy CS19 prioritises arrangements with developers for a package of measures to discourage car use and encourage sustainable transport choices. Policy CS18 requires that the amount of private car parking is restricted in accordance with the Tees Valley Design Guide and Specification. The proposed development is to be accessed via existing links, with car and cycle parking provision on site.
19. The proposed development is a town centre use and is positioned in reasonable close proximity to the railway station and bus station, and would be supported by numerous bus stops that exist within the town. The proposal, therefore, supports the principle of locating development in locations where there is a real prospect of its users travelling by sustainable means and limiting their travel movements on the wider network, which is in accordance with the principles of the National Planning Policy Framework.
20. As the development proposals form part of an extension to the Centre Square scheme, the same methodology has been applied in terms of traffic generation, parking and sustainability. The development has been tested within the strategic Aimsun model and has demonstrated to not have a material impact on the adjacent network. The proposals include 72 car parking spaces, which is less than the numbers recommended within the Tees Valley Highway Design Guide, although is deemed to be acceptable considering the sustainable location of the site and available town centre parking opportunities available within a short walk.
21. Access is to be taken from Melrose Street with existing vehicular access points stopped up and the kerb/footway reinstated. Due to these works and the extensive construction works, footways around the site frontage to Grange Road and Melrose Street will be resurfaced.
22. An existing north/south shared pedestrian/cycle route runs along the sites eastern boundary and connects the site to both Centre Square and wider Middlesbrough. As part of the proposed development, it is proposed to create a vehicular point closure on Grange Road, which will have the following benefits: (a) traffic associated with the new office will use Marton Road/Melrose Street to access the site, which will insulate existing residents from office/commercial through traffic and keep this traffic on the strategic network; (b) enable the aforementioned north/south pedestrian/cycle route to continue through to Centre Square unfettered so users of this route will not have to stop and give way to traffic.
23. The combination of the location of the site and proposed works is considered to result in a highly sustainable development. A Travel Plan has been submitted and a condition is recommended to ensure its implementation with the proposals to further reduce dependence on the private car.
24. In view of the above matters, it is considered that the proposed development accords with local and national policies on highway related matters and would not have any notable undue impacts on highway safety or the free flow of traffic.

Impacts on Residential Amenity

25. In accordance with Policy DC1, as with all development proposals, consideration needs to be given to the impact on residential amenity. In this instance, the proposed building and associated use are within a town centre location where residential amenity and privacy will generally be reduced to that normally experienced in more residential areas although nonetheless requires reasonable assessment, in particular, against Local Plan Policy DC1 and the guidance of the National Planning Policy Framework.

26. Whilst the proposed building has commercial buildings to the north and south, it has residential properties to the east and west.
27. To the west are the rear elevations of residential dwellinghouses of Jedburgh Street. The separation distance between the proposed building and these houses would be approximately 35 metres, which exceeds the minimum unobstructed distance of 21 metres between residential properties as advised in the Urban Design SPD. It is, of course, noted that the proposed development is not for residential use, though this guidance can still act as an instrument to ensure appropriate layout for new proposals that potentially affect residential uses. Moreover, the existing belt of mature trees that run north to south along Melrose Street (and are positioned to the rear of the houses on Jedburgh Street) acts as a screen between the proposal site and the houses and further reducing any harmful impacts. With the separation distance of 35 metres as well as the screening of trees, it is considered that the impacts on the living conditions of existing residents at Jedburgh Street would not be significant.
28. To the east are residential apartments within Rutland Court, which are positioned approximately 35 metres from the nearest elevation of the proposed building. Likewise with the properties on Jedburgh Street, such a separation distance is considered to be appropriate for a building of this size. Although there is no tree belt to screen the development on this side, given the distances involved, any shadowing and shading caused by the proposed building would fall within the site and not onto the residential properties. On balance, there are considered to be no significant impacts on the living conditions of the existing residents at Rutland Court.
29. Whilst it is anticipated that the proposed building would result in an increase in the use of the Melrose House site and therefore noise and disturbance, it is considered that this would be background noise and disturbance which would not be uncommon in such a location and is arguably aligned to town centre living. In view of these matters, it is considered that the proposed building and use would not unduly affect residential amenity or privacy.

Other Matters

30. The application was supported by a Flood Risk Assessment which has been considered by appropriate bodies. It indicates suitable ability exists to undertake sustainable drainage solutions for the scheme and achieve suitable discharge rates in to the surface water system. There are no objections with the scheme provided it is carried out in accordance with the submitted drainage documentation. A condition is recommended to ensure this.

Overall Conclusions

31. Although not strictly a part of the Centre Square general masterplan, the proposals are a continuation of the Centre Square developments (Buildings One and Two) which provide Grade A office accommodation and are hoped to beneficially impact on the town centre offer and on the local economy, being in accordance with the NPPF and the Local Plan policy CS7.
32. In terms of the social element, it is considered that the proposals would appeal to high-value employers, provide new employment opportunities in skilled trades and create higher average weekly incomes for local people. It will assist in re-invigorating the use of Centre Square and as such, accords with the social strand of sustainability within the NPPF.
33. The overall scale and type of development proposed would evidently contribute towards reinforcing and strengthening the role of the town centre as the principal centre within the Tees Valley city region and support the commercial role of the town centre. As

such, the proposals are considered to be in accordance with the strategic policy H1 as well as REG25.

34. It has been demonstrated that the proposal will not result in any notable impact on nearby buildings, adjacent operators, residential amenity and privacy, or highway related matters and the proposed building and its design are considered to represent high quality development.

RECOMMENDATIONS AND CONDITIONS

Approve with Conditions

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby approved shall be undertaken in accordance with the details within the approved plans as detailed below.

- a) Location Plan as Existing (254-SArch-S3-00-DR-A-0110-P01)
- b) General Arrangement Ground Floor Plan (254-SArch-S3-00-DR-A-2010-P01)
- c) General Arrangement First Floor Plan (254-SArch-S1-01-DR-A-2011-P01)
- d) General Arrangement Second Floor Plan (254-SArch-S3-00-DR-A-2012-P01)
- e) General Arrangement Third Floor Plan (254-SArch-S3-03-DR-A-2013-P01)
- f) General Arrangement Plant Floor Plan (254-SArch-S3-04-DR-A-2014-P01)
- g) General Arrangement - North and East Elevations (254-SArch-S3-XX-DR-A-3310-P01)
- h) General Arrangement - South and West Elevations (254-SArch-S3-XX-DR-A-3011-P01)
- i) Site Plan Proposed (254-SArch-S3-00-DR-A-1011-P02)
- j) Location Plan as Proposed (254-SArch-S3-XX-DR-A-1000-P02)
- k) General Arrangement Ancillary Building Plan (254-SArch-S3-00-DR-A-7400-P02)
- l) General Arrangement Ancillary Elevations (254-SArch-S3-XX-DR-A-7401-P02)
- m) Proposed External Lighting Layout (18088-CDCE-B6-00-DR-E-63-0001)
- n) Electrical Services Proposed External Lighting Layout Illuminance Plots (18088-CDCE-B6-00-DR-E-63-0002 Rev P4)
- o) Proposed Drainage Layout (P18-490-3E-ZZ-XX-DR-C-1000-T3)
- p) Grange Road Closure Plan (254-SARCH-S3-XX-DR-A-1061-P01)

Reason: In order to define the consent.

3. Samples of Materials

The development hereby approved shall be carried out in full accordance with a schedule of external finishing materials which shall be submitted to and approved in writing by the local planning authority prior to the above ground commencement of the development.

Reason: To ensure a high quality appearance of development in accordance with the requirements of the National Planning Policy Framework.

4. Removal of Access

The existing vehicular access to Grange Road and Melrose Street shown as not being retained on the approved drawing(s) 254-SArch-S3-XX-DR-A-1061-P01 shall be reinstated to full height kerb and footway in accordance with details to be submitted to and approved in writing by the LPA prior to the proposed new access hereby approved being brought into use.

Reason: To confine access to the permitted points in the interests of good management of the highway and to minimise the number of vehicle accesses onto the highway in the interests of free flow of traffic and safety of highway users having regard for policy DC1 of the Local Plan and sections 9 and 12 of the NPPF.

5. Car Parking

The development hereby approved shall not be occupied until the areas for vehicle parking have been constructed and laid out in accordance with the approved drawing(s) 254-SArch-S3-XX-DR-A-1061-P01, or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such areas shall thereafter be retained in perpetuity for the sole purpose of parking vehicles.

Reason: To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

6. Restrictions on Barriers/Gates

No barrier or gate to any vehicular access shall be erected within 1 of the adjacent highway, measured from the rear of the carriageway abutting the site. Such barrier or gate shall be prevented at all times from opening towards the public highway.

Reason: In the interests of highway safety and to prevent inconvenience and obstruction to other highway users having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

7. Method of Works Statement

The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details:

- a) Routing of construction traffic, including signage where appropriate;
- b) Arrangements for site compound and contractor parking;
- c) Measures to prevent the egress of mud and other detritus onto the public highway;
- d) A jointly undertaken dilapidation survey of the adjacent highway;
- e) Program of works; and,
- f) Details of any road/footpath closures as may be required.

The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for policy DC1 of the Local Plan.

8. Travel Plan

Within 3 months of the commencement of development hereby approved a full Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented prior to first occupation with the development thereafter being occupied in accordance with the approved Travel Plan unless agreed otherwise in writing by the Local Planning Authority.

Reason: To promote sustainable transport measures for visitors/staff/residents having regard for policy CS4 of the Local Plan and section 9 of the NPPF.

9. Car and Cycle Parking Laid Out

No part of the development hereby approved shall be occupied until the areas shown on the approved plans for car and cycle parking and the manoeuvring of vehicles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

10. Off-Site Highway Works

The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) 254-SArch-S3-XX-DR-A-1061-P01 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:

- a) Introduction of a vehicular closure point on Grange Road, consisting of full height kerbs, raised planters and associated signage, lining and resurfacing to prevent vehicles travelling between Grange Road and Melrose Street
- b) Provision of a 3.6m wide shared use pedestrian/cycle facility within the aforementioned vehicular closure point linking the adjacent pedestrian/cycle facilities North and South of Grange Road; and
- c) Resurfacing of the footways around the site frontage to Melrose Street and Grange Road

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for policies DC1 and CS5 of the Local plan and sections 9 and 12 of the NPPF.

11. Approved Drainage Scheme

Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Proposed Drainage Layout" dated "12/11/20". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 8006 and ensure that surface water discharges to the surface water sewer at manhole 8005. The surface water discharge rate shall not exceed the available capacity of 5.0l/sec. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

12. Details of Hard Landscaping and External Furniture

The building hereby approved shall not be occupied until a scheme of hard landscaping works has been undertaken on site in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.

The scheme of hard landscaping works shall include proposed finishing levels and contours within the site, hard surfacing materials and minor structures such as street furniture.

Reason: To ensure the satisfactory implementation of hard landscaping and external furniture in the interests of the visual amenities and landscape features of the area.

13. Soft Landscape Works
Prior to the building hereby approved being occupied, a scheme of soft landscaping works shall have been implemented on site in accordance with a scheme of such which has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be restricted to, detailing the position, number and species of new planting within the site and the planting regime / methods including the provision of root barriers and tree pits.

Reason: In order to provide a high quality of development within a prominent town centre location in accordance with the requirements of Local and National Policy.

14. Landscape Management Plan
A landscape management plan, including management responsibilities and maintenance schedules for a minimum of five years post completion of the soft landscaping scheme, for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any part of the development hereby approved. The management plan shall provide for replacement of landscaping that fails within the first 5 years of its existence. The approved landscape management plan shall be carried out as approved.

Reason: To ensure the satisfactory implementation of an approved landscaping scheme in the interests of the visual amenities and landscape features of the area.

15. Noise Mitigation
The development hereby approved shall be developed in accordance with Noise Assessment Reference 7387.1 as submitted to the local planning authority. Any deviations from the recommendations made in the report shall be first submitted to and approved in writing by the local planning authority prior to being implemented.

Reason: In order to prevent undue impacts on residential amenity in the wider area in accordance with the requirements of the National Planning Policy Framework

16. Details of Boundary Treatments
Notwithstanding the approved plans, prior to their installation, details of all boundary treatments for the development hereby approved shall be submitted to and approved in writing by the local planning authority. Details for submission shall include the design, specification and positioning of the boundary treatments. Any approved boundary treatments shall then be implemented as part of the development hereby approved.

Reason: In the interests of the visual amenities, character and appearance of the local area.

REASON FOR APPROVAL

This application is acceptable as the proposed application for the erection of office building with associated works is in full accordance with the relevant national and local planning policies.

In particular, the proposed development adheres to the principles and guidance contained within the National Planning Policy Framework and the policies regarding sustainable development, the efficient use of land, transport and accessibility, appropriate measures to mitigate flood risk, conserving and enhancing the historic environment, and it would not be detrimental to the amenities of local residents and other neighbouring uses. Moreover, the

proposed office development and associated development would be situated in an appropriate location being within an area allocated for such uses.

Accordingly, the Local Planning Authority considers that there are no material planning considerations that would override the general assumption that development be approved unless other material factors determine otherwise.

INFORMATIVES

Informatives: Highways Related Matters

Statutory Undertakers

The applicant is reminded that they are responsible for contacting the Statutory Undertakers in respect of both the new service to their development and the requirements of the undertakers in respect of their existing apparatus and any protection/ diversion work that may be required. The applicant is advised to contact all the utilities prior to works commencing.

Works to Highway - S278

The proposal will require alterations to the existing highway and as such will require an Agreement under Section 278 of the 1980 Highways Act The applicant is urged to consult early with the Highway Authority (tel: 01642 728156) to discuss these proposals. This agreement must be completed and in place before work commences.

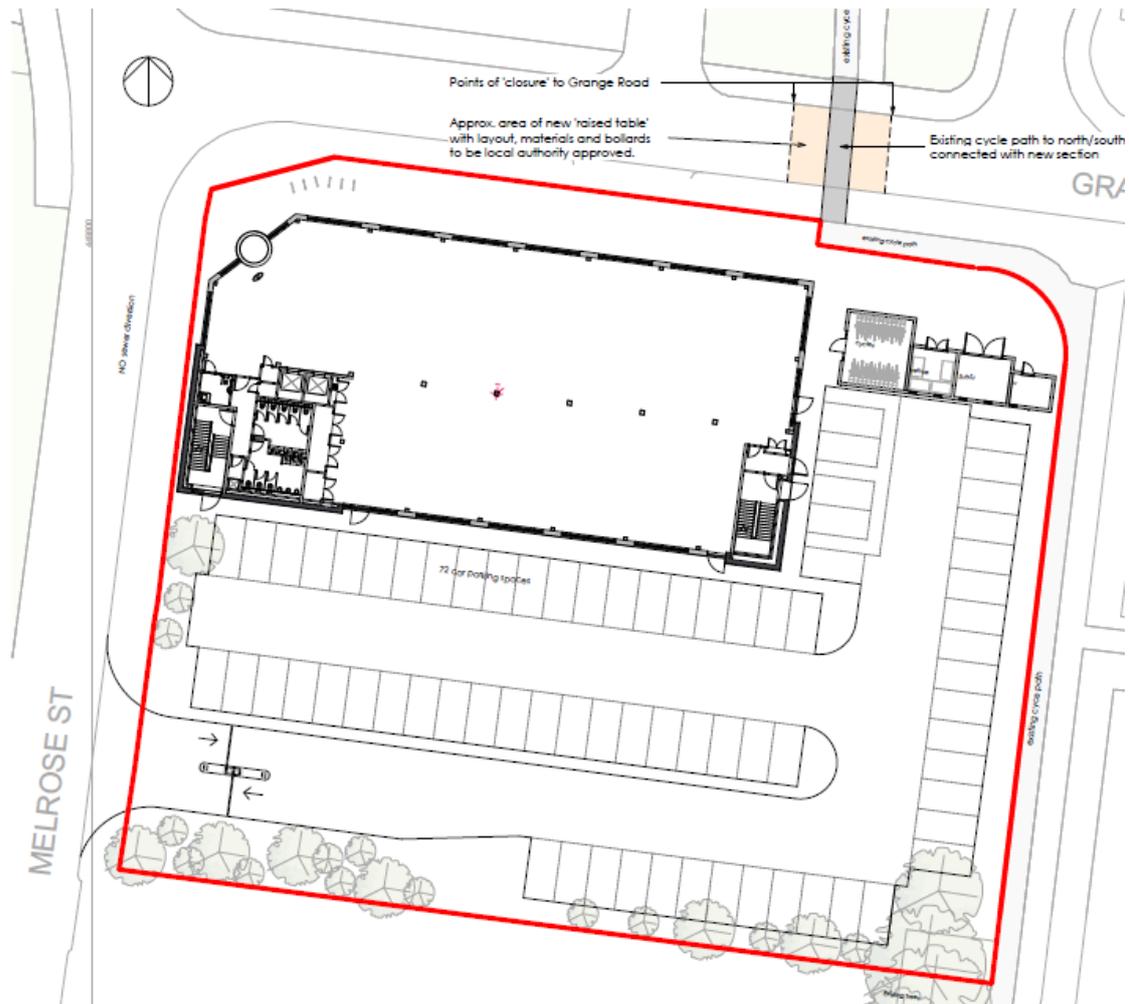
Case Officer: Peter Wilson

Committee Date: 5th March 2021

Appendix 1: Existing Site Plan



Proposed Site Plan



3D Artist's Impression

