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SPEAKERS PANEL (PLANNING)

Day: Wednesday
Date: 22 June 2016
Time: 10.00 am
Place: The Conference Room, Guardsman Tony Downes House,
Manchester Road, Droylsden, M43 6SF

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE	
2.	DECLARATIONS OF INTEREST To receive any declarations of interest from Members of the Panel.	
3.	MINUTES The Minutes of the meeting of the Speakers Panel (Planning) held on 25 May 2016 having been circulated, to be signed by the Chair as a correct record.	1 - 8
4.	PLANNING APPLICATIONS To consider the schedule of applications.	
a)	15/01061/OUT - BRITANNIA MILL, MANCHESTER ROAD, MOSSLEY	9 - 24
b)	16/00212/FUL - 1 FIELDINGS WHARF, FAIRFIELD ROAD, DROYLSDEN	25 - 38
c)	16/00349/FUL - FORMER SITES OF 2 - 10 EAST STREET, AUDENSHAW	39 - 52
5.	URGENT ITEMS To consider any other items, which the Chair is of the opinion should be considered as a matter of urgency.	

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Carolyn Eaton, Senior Democratic Services Officer, on 0161 342 3050 or carolyn.eaton@tameside.gov.uk to whom any apologies for absence should be notified.

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SPEAKERS PANEL (PLANNING)

25 May 2016

Commenced: 10.00am

Terminated: 12.00pm

Present: Councillor McNally (Chair)

Councillors: Ballagher, Glover, D Lane, Pearce, Ricci, Sweeton,
Ward and Dickinson

Apologies for absence: Councillors: P Fitzpatrick, J Lane and Middleton

58. DECLARATIONS OF INTEREST

Member	Subject Matter	Type of Interest	Nature of Interest
Councillor Dickinson	Planning application no: 16/00174/FUL	Prejudicial	Friend of objector

Councillor Dickinson left the room during consideration of the above planning application and took no part in the voting or discussions thereon.

59. MINUTES

The Minutes of the proceedings of the meeting held on 27 April 2016 having been circulated, were taken as read and signed by the Chair as a correct record.

60. OBJECTIONS TO PROPOSED PAID PARKING TRAFFIC REGULATION ORDER PROPOSALS, ASHTON TOWN CENTRE

The Assistant Executive Director submitted a report, which outlined objections from local residents, businesses and community leaders concerning the proposed implementation of paid parking within Ashton Town Centre.

By way of background information, it was reported that, recently, there had been significant changes and improvements in the public realm in Ashton Town Centre as a result of investments in the redevelopment of Ashton market, the relocation of Tameside College into the Town Centre, the planned Transport Interchange and other developments which supported economic growth to the area. These positive changes to the public realm had the effect of substantially increasing and changing vehicular and pedestrian movements in the Town Centre. The Council had identified that these changes and improvements needed to be supported by a strategy that included a balanced provision for motorists (both for the free movement of traffic and the provision of suitable parking) and for pedestrians and shoppers to move in a safe environment.

In November 2014, the Council made the decision to reduce charges on its town centre car parks to encourage greater patronage and promote economic growth. This had seen an increase in patronage of the car parks and increased footfall in the town centre. In total there were spaces for around 628 cars on Council owned Pay and Display car parks with an additional 880 spaces available on private car parks, making a total of over 1,500 available spaces.

It was reported that much of the traffic movement in the town centre could be attributed to vehicles travelling around searching for 'free' limited waiting spaces. This created unnecessary traffic flows,

both to the detriment of the flow of pedestrian movement and also to the frustration of other drivers looking to move freely through the area. In order to combat this driver behaviour the Council proposed to introduce on street paid parking using a 'smart' and cashless system, which would allow motorists to find available parking spaces via a mobile phone app and make payment for their parking via telephone. It would also allow the customer to pay for and increase the length of time occupying the space from their mobile phone without revisiting the vehicle. There would be no machines holding cash which would be damaged or stolen, or any requirements for daily cash collections.

The majority of streets identified as locations for the paid parking scheme had lengths of existing 'limited waiting' restrictions which were proposed to be changed to paid parking. This would introduce approximately 140 on-street paid parking spaces. The operating hours for the scheme would be consistent with existing waiting restrictions: Monday to Saturday, 8.00am to 6.00pm.

It was further reported that, in identifying which streets (and sections of streets) to introduce on-street paid parking, care was taken to ensure that areas with residential properties were not adversely affected and in order to mitigate any displaced parking to residential areas surrounding the town centre, several residential areas had been questioned as to their support for the implementation of Controlled Parking Schemes. This would secure parking for residents, businesses and their visitors to the exclusion of others. The streets/areas identified were as follows:

- Union Street
- Adam Street
- Crown Street
- Newton Street
- Enville Street
- Wellington Street

In order to encourage the use of off-street car parks, the existing charging regimes for the Council run pay and display car parks would remain at their current levels with the tariffs for the on street paid parking proposed as follows:

- £1 for first half hour
- £2 up to one full hour
- £5 for over one hour

The proposals were approved for advertisement via Executive Decision Notice on 25 February 2016. Consequently, the proposals to introduce paid parking and other associated ancillary Traffic Regulation Orders in Ashton Town Centre were advertised on 3 March 2016 for a period of 21 days. In accordance with the legal requirements of the process the notice was advertised on street furniture within the affected area, published in the Tameside Reporter newspaper and copies of all the relevant paperwork were available at Ashton Customer Services in Clarence Arcade. Additionally, businesses and residents within the affected area were letter dropped; the proposal was advertised on the Council's website and set out as part of a consultation on the Council's Big Conversation consultation portal. The consultation was promoted via the Place Directorate and Council's corporate Twitter accounts.

A full schedule of proposals was detailed in an appendix to the report.

During this period, the areas identified as possible Controlled Parking Schemes (CPSs), were sent letters and questionnaires informing them of the proposals for the town centre and the possible consequences of displaced parking and detailed how such a CPS would work and asked for their views on whether they would like such a scheme to be implemented. Only one area met the criterion of over 51% of those questioned being in favour of the introduction of such a scheme. The scheme for this area would be introduced in due course. The other areas would be monitored post introduction of any changes to the parking arrangements in the town centre and there would be the opportunity for the residents to revisit the option of a CPS should they feel that it would be of benefit in the future.

An Equality Impact Assessment (EIA) had been completed regarding these proposals and a copy was attached to the report.

With regard to objections, it was reported that 68 objections were received via the online survey, 75 written objections were received either via letter or email and 4 petitions with a total of approximately 2250 signatories were received. There were some instances of duplication across the various methods of lodging an objection but all had been accepted.

Objections were categorised as follows:

- Charging tariff;
- Cashless parking system effect on businesses in the town centre;
- Effect on businesses in the town centre; and
- Access to amenities such a nursery, doctors, dentists, community groups, library, post office.

19 objectors raised other objections not covered in the above categories, which were summarised as follows:

- How the proposals would be enforced and whether there would be an increase in civil enforcement officers as a consequence;
- Some objectors felt that there seemed to be an excessive number of vehicles using blue badges to park in the town centre and, as such, felt that there would not be a reduction in on street parking due to those numbers;
- Reference was made to how deliveries could be made/accepted within the proposed scheme;
- Questions were asked about what would happen when Council officers came back in to Ashton Town Centre, where they would park and it they would be subject to the same charging regime;
- One objector was concerned that the proposals would cause an increase in trespass on privately owned land used for parking;
- One objector questioned whether the multi-storey car park situated on Dale Street would be opened before these proposals were implemented on street; and
- Some objectors noted that the proposals would not be successful in raising revenue. Whilst another noted that some car parks had signs saying that money raised was donated to charity and wondered if this was something that still happened.

It was further noted that some objectors rejected the idea of paying for on street parking outright and did not offer more specific details regarding their thoughts on the proposals, in particular the charging tariff.

The report also detailed a response to each of the areas of objection raised. It was further noted that, in an effort to compromise and address some of the concerns raised, changes were made to the charging tariff in the scheme proposed initially, as follows:

Charging hours - Monday to Saturday inclusive 8am – 6pm	Charge
Up to ½ hour	*FREE
1 hour	£2.00
1-3 hours	£3.00
Over 3 hours	£5.00
<p>*FREE ½ period subject to terms and conditions, including registration to the on-street parking app & registration of vehicle at the start of each stay.</p>	

A number of objectors attended the meeting and voiced their objections, particularly with regard to:

- Charging tariff – that the charges were excessive, not competitive with other town centre on-street parking charges and that the high costs would deter people from stopping in the town centre to run small errands or pick up low value items from specific shops;
- Cashless parking system – objectors raised the issue that significant numbers of people did not have smart phones and that this was discriminatory towards older residents/visitors who were the least likely to own mobile phones. Issues were also raised with the payment method, in that it was considered that using a mobile phone to process a payment may make them more likely to be victims of crime;
- Effect on businesses in the town centre - a significant number of objections from the business community, expressing the view that the town centre was in decline and that this scheme would encourage people to seek alternative places to shop at big supermarkets and out of town retail parks, where parking was free. Also having paid parking would not encourage new businesses to the town centre;
- Access to amenities such as doctors, dentist, community groups, library, post office, etc. A representative of the Church of the Nazarene made particular reference to significant number of activities that are based in the church and which provided support and services to some of the most vulnerable residents. It was felt that the proposals may cause people to reconsider volunteering for these types of community projects.

The Panel gave full consideration to the proposals/points raised, including all the comments/views/objections raised by members of the public in attendance at the meeting and it was:

RESOLVED

That the proposed Paid Parking Traffic Regulation Orders, Ashton Town Centre, be refused.

61. OBJECTIONS TO PROPOSED HARROP STREET, STALYBRIDGE OFF STREET CAR PARK'S ASSOCIATED WAITING RESTRICTIONS

The Assistant Executive Director submitted a report, which outlined objections received to the above proposed waiting restrictions.

By way of background information it was explained that Stalybridge Train Station had recently undergone an extensive upgrade in order to provide enhanced services to commuters using it to travel to Manchester or Sheffield and Leeds. It was located to the west of Stalybridge Town Centre. The area was largely industrial with a number of units requiring access for HGV's. Stalybridge Fire Station was located next to the train station. The Station had extremely limited off street parking provision with 12 free parking spaces. There was a council owned pay and display car park located opposite the station with provision for 35 parking spaces; long stay parking on this car park was charged at £1 for over four hours. Observations showed that this was usually fully occupied during the working day. There were a number of small businesses and pubs/bars in the immediate vicinity on Rassbottom Street and market Street, with some struggling to gain customer access. The existing parking restrictions and road marking lay out were illustrated in an appendix to the report.

The introduction of a public off street car park on Harrop Street providing 45 spaces required a review of the Traffic Regulation Order within the area to facilitate access and safer movement of pedestrian and vehicular traffic to the car park. Consideration was also given to concerns raised by member of the public regarding the length of single lane traffic forming along Rassbottom Street due to parking of vehicles; complaints from local haulage companies associated with accessing their premises.

A scheme was designed, which proposed to introduce No Waiting at Any Time restrictions within the area of Harrop Street and along the corridor of Rassbottom Street/Market Street. The proposals were advertised in line with the Council's legal obligations. As a result of the advertised

scheme; 29 objections were received, 2 from local residents, 1 from a local business and 26 from commuters using Stalybridge train station.

Details of the recommended scheme were set out in the report.

With regard to commuter objections; twenty three objectors complained that there was limited availability of free or cheap parking for commuters using Stalybridge Train Station and that the proposals would have an effect on their ability to access the station.

Twelve objectors felt that the proposals and lack of parking could deter people from using the station and that this would increase traffic on the public highway, directly impacting on congestion and pollution. Three objectors felt that if commuters were deterred from the area local businesses would be affected.

Eight objections raised concerns that the proposed restrictions would cause displaced parking to residential areas. Objectors felt that the existing parking arrangements did not cause any disruption/congestions and that introducing limited waiting would increase the number of vehicular movements.

Three objectors questioned the process by which the proposals had been advertised.

In respect of local residents objections; two local residents raised objections to the proposal. One objector lived on West Street and sated that there was already a high demand for parking on that street caused by non-residential parking. The other objector lived in Stalybridge Town Centre and felt that the proposals would increase parking demand to the detriment of town centre residents and could affect local businesses.

With regard to local business objections; a local take away business objected to the all day waiting restrictions outside their premises which presently had a 'No Waiting Monday to Saturday, 9am – 6pm restriction. The existing restriction enabled customer parking on the evening and access for delivery vehicles.

The report also detailed a response to each of the areas of objection raised.

One objector attended the meeting to voice his concerns with regard to traffic congestion issues in Stalybridge Town Centre in general.

Following full deliberation of the proposals and the objections received, both written and verbal, the Panel agreed the recommendations contained within the report as follows:

RESOLVED

That authority be given for the necessary action to be taken in accordance with Road Traffic Regulation Act 1984 to make the following order THE TAMESIDE METROPOLITAN BOROUGH (MARKET STREET, HARROP STREET AREA, STALYBRIDGE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2016 as follows:

No Waiting at Any Time	
Market Street / Rassbottom Street (north side)	From its junction with Waterloo Road to a Point 138 metres south-east of its junction with Stamford Drive.
Market Street (north side)	From its westerly junction with Waterloo Road for a distance of 15 metres in an easterly direction.
Market Street (north side)	From its junction with King Street for a distance of 15 metres in a westerly direction.
Market Street (south side)	From its junction with Water Street to its junction with Chapel Street.
Market Street	From a point 39 metres west of its junction with Chapel Street

(south side)	to a point 5 metres west of its junction with Harrop Street.
Market Street / Rassbottom Street (south side)	from its junction with Hully Street to a point 25 metres north-west of its junction with the Fire Station Access Road.
Hully Street (both sides)	From its junction with Market Street to the gated entrance to Waterloo Court.
Harrop Street (west side)	From its junction with Market Street a point 15 meters south of its junction with Crossley Street.
Harrop Street (east side)	From its junction with Market Street to its southerly junction with Water Road (including the whole triangular area of Harrop Street to the rear of 11 Market Street).
No Waiting Monday – Saturday, 7am – 7pm	
Market Street (north side)	From a point 15 metres west of its junction with King Street to a point 15 metres east of its junction with Waterloo Road.
Limited Waiting 1 hour, Monday – Sunday, 8am – 6pm, No return within 2 hours	
Rassbottom Street (north side)	From a point 120 metres south east of its junction with Stamford Drive for distance of 18 metres in a south-easterly direction.

It was noted that the restriction indicated in the schedule above will be enforceable through the zebra crossing on Rassbottom Street; however these restrictions in accordance with legislation will not be placed down on street where the Zig-Zag road marking are present

62. APPEAL DECISIONS

Application reference/Address of Property.	Description	Appeal Decision
Appeal APP/G4240/W/15/3136085 21, Luzley Road, Luzley, Ashton-under-Lyne OL9 9AL	Ref: Outline application for one 3 bed dwelling.	Appeal dismissed.
Appeal APP/G4240/W/15/3139353 Land off Birbeck Street bounded Hanover Street and George Street, Stamford Road, Mossley, Tameside.	Ref: Construction of 12 apartments.	Appeal allowed and costs awarded.

RESOLVED

That the report be noted.

63. PLANNING APPLICATIONS

The Panel gave consideration to the schedule of applications submitted and it was:-

RESOLVED

That the applications for planning permission be determined as detailed below:-

Name and Application No.	15/1038/FUL Mr T Mirza
Proposed Development	Demolition of existing fire damaged care home to allow for the redevelopment of the site to form a new build block of 16, one and two bed self-contained apartments. Charlotte House Residential Home, Albert Road, Hyde
Speaker(s)/Late Representations:	Mr Rafiq, on behalf of the applicant, spoke for the application.
Decision	That the Head of Planning be authorised to grant planning permission subject to the condition set out in the report and also the prior signing of an agreement under Section 106 of the Town and Country Planning Act 1990 for a £6,400 contribution towards open space to support the development.

Name and Application No.	16/00174/FUL Mr K Myhill
Proposed Development	Change of use from offices to mixed use comprising of an extension to the adjoining public house (use class A4) at first floor level and residential (use class C1) at ground floor. Harewood Arms, 2 Market Street, Broadbottom
Speaker(s)/Late Representations:	Peter Hayes spoke against the application. Phil Wild, applicant, spoke for the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	16/00096/REM Commercial Development projects Limited (CDP Ltd)
Proposed Development	Proposed employment uses comprising light industrial (B1c), general industrial (B2) and storage and distribution (B8). Former Frank Hoyle Transport Ltd, Broadway, Hyde
Decision	That the Head of Planning be authorised to grant planning permission subject to the conditions set out in the report and also the prior signing of an agreement under Section 106 of the Town and Country Planning Act 1990 for a £6,400 contribution towards open space to support the development.

CHAIR

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Application Number	15/01061/OUT
Proposal	Outline planning application for the demolition of Britannia Mill and erection of approximately 750sqm retail floor space (A1) and approximately 62 apartments and associated access with all other matters reserved.
Site	Britannia Mill Manchester Road Mossley
Applicant	English Braids Ltd
Recommendation	Approve

REPORT

1.0 APPLICATION DESCRIPTION

- 1.1 This planning application seeks outline permission, only seeking approval for access. Appearance, layout and scale and landscaping will be matters reserved for a subsequent application.
- 1.2 The application proposes to demolish all the existing remaining buildings on the site and erect 750sqm of A1 retail floor space and 62 apartments.
- 1.3 Vehicular access to the scheme is shown via Manchester Road and Queen Street. From Manchester Road there will be car parking spaces provided for the retail outlet and car parking spaces and cycle spaces provided in an undercroft car park for the residential units and a further car parking spaces for residential use accessed via Queen street.
- 1.4 As the application is in outline all details of appearance, layout, scale and landscaping are reserved for later applications however, drawings have been submitted which showing the potential for the scheme as a mixture of four and five storeys high with the retail unit building to front Manchester Road and that unit being 4 storeys high with the rear of the site up to 5 storeys.
- 1.5 The following documents have been submitted in support of the planning application:-
 - Planning Statement
 - Flood Risk Assessment
 - Noise Assessment
 - Retail Assessment
 - Marketing Report
 - Topographical Survey
 - Transport Statement
 - Heritage Statement
 - Design and Access Statement
 - Bat Assessment Report
 - Phase 1 Habitat Survey
 - Phase 1 Site Investigation

2.0 SITE & SURROUNDINGS

- 2.1 The application site is 0.45 hectares located in the centre of Mossley in a mixed use urban area. Existing houses, flats and a public house on Manchester Road and Queen Street adjoin the site and the properties are two storey semi-detached and terrace properties and opposite the railway station.
- 2.2 Britannia Mill was originally built in 1851 by John Mayall as a cotton mill and in more recent times was occupied by English Braids a rope manufacturer until 2007. Since that time the mill is now vacant. The remainder of the site was cleared some years before that and left as hard standing.
- 2.3 Britannia Mill is a large rectangular shaped, mill building which is 2 storeys high fronting Manchester Road. From Manchester Road the existing mill measures some 15m high to the ridge. There is a 10m difference in land levels between the west and east of the site.
- 2.4 The site currently contains the remaining part of Britannia Mill which occupies approximately 30% of the site and a large area of former industrial site cleared some years ago and now left vacant.
- 2.5 The vehicle access into the site is currently via Queen Street.
- 2.6 The site is within walking distance of the local shopping facilities on Manchester Road (0.1km away) and schools (the nearest primary school being 0.45km) away and other services within the Mossley area.
- 2.7 The site has good access to public transport, with the nearest bus stops being located right outside the site on Manchester Road and Mossley Railway Station immediately across Manchester Road.

3.0 PLANNING HISTORY

- 3.1 There is no relevant planning history for the site

4.1 RELEVANT PLANNING POLICIES

4.2 Tameside Unitary Development Plan (UDP) Allocation

- 4.2.1 Development Opportunity Area (Mossley Mills/ Manchester Road, Mossley (residential and employment uses)

4.3 Tameside UDP

4.3.1 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
- 1.4: Providing More Choice and Quality Homes.
- 1.5: Following the Principles of Sustainable Development
- 1.6: Securing Urban Regeneration.
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3.2 **Part 2 Policies**

E3: Established Employment Area
S3: New Retail Developments outside Town centres
S6: New Local Shopping Developments
C1: Townscape and Urban Form
C11: Shop Fronts
H4: Type, Size and Affordability of Dwellings.
H10: Detailed Design of Housing Developments
T14: Transport Assessments
T10: Parking
MW11: Contaminated Land.

4.4 **Other Policies**

4.4.1 Residential Design SPD

4.4.2 National Planning Policy Framework (PPF)
Section 1 Delivering sustainable development
Section 6 Delivering a wide choice of high quality homes
Section 7 Requiring good design

4.4.3 Planning Practice Guidance (PPG)

This is intended to complement the PPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 **PUBLICITY CARRIED OUT**

- 5.1 Prior to submission of the application, the applicant consulted the Council's planning, policy and highways officers; local residents and businesses; and, local ward Councillors.
- 5.2 As part of the planning application process, 29 notification letters were sent out to neighbouring properties on 15th December 2015.
- 5.3 A site notice was displayed on Manchester Road on 16th December 2015 and a notice was placed in the Tameside Reporter on the 24th December 2015.

6.0 **RESPONSES FROM CONSULTEES**

- 6.1 Head of Environmental Services – Highways, In overall terms Highways have raised no objections to the proposal subject to conditions relating to highways safety, road layout and work on site.
- 6.2 United Utilities raise no objections to the proposal providing conditions are added to any approval relating to surface water drainage and contamination.
- 6.3 The Environment Agency raises no objections to the proposal providing conditions are added to any approval relating to surface water drainage and contamination.

- 6.4 Head of Environmental Services – Environmental Health have raised no objections to the proposal and have requested conditions be added to any approval relating to noise and disturbance during construction and once the development is complete.
- 6.5 The GM Archaeological Advisory Service have raised no objections to the proposal providing conditions are added to any approval relating to monitoring and recording of the site.
- 6.6 The GM Ecology Unit have raised no objections to the proposal providing conditions are added to any approval relating to wildlife and landscape protection.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 6 letters of objection have been received as a result of neighbour notifications from Emmaus, Longland Mill, Queen Street, 297 Manchester Road, 9 Queen Street, Apply House, Abney Road, Copperative Estates, Mossley Civic Society objecting on the following grounds:-

General

- The red edged shows part of the pavement not owned by the applicant
- Density too high, Planning Policy Guidance recommends a density of 50-80 dwellings per hectare in rural areas with good transport links. The scheme as outlined sets a density of 120 dwellings per hectare with the addition of retail units.
- Infrastructure in the area is lacking - dentists, GP spaces, primary schools, the rail service is poor from the nearby station.
- The proposed development will have a negative impact on the residential amenity of existing and proposed residents;
- The Planning Statement disregards the findings of the accompanying heritage and contamination reports, and gives limited consideration to the ecological considerations
- No affordable housing provision has been included as part of the development.
- No open space provision has been provided as part of the development, nor has reference been made to the provision of a financial contribution

Retail

- Concerned about negative effect on local business.
- Consideration should be given to the emerging policy position and the evidence base which considers that an assessment of the impact of proposals of more than 200 sqm in out-of-centre sites within Local Centres should be considered;
- The proposed development will potentially impact on the vitality and viability of the Local Centre
- There is no need for one large retail business in our area, we need is variety of businesses for our local community

Transport

- Queen Street already over used for car parking and causes problems for access to existing businesses the additional burden of cars accessing the site is going to create major traffic flow problems.
- No indication given to the surface finish of Queen Street as it is currently un-adopted and surface condition is extremely poor and additional traffic will not help this.
- Visitor parking for those living in the new apartments should be provided.
- The proposed servicing/deliveries arrangements for the retail unit (via a layby on Manchester Road) are likely to result in the potential conflict between servicing vehicles, pedestrians and other road users to the detriment of highway safety.

Height

- As the proposed building on the Manchester Road frontage is at least one storey higher than the existing building, it is felt this would create an overly-dominant building on the Manchester Road frontage, which would dwarf the surrounding area and does not take account of the character and building types of the surrounding streetscape. It will also impact on views of the Local Centre and the surrounding landscape from the railway line.

Heritage

- The Mill occupies a prominent position in the landscape it dominates and as mentioned in the report it is 'a relatively well-preserved example of a spinning block, typical of the period and region' and it is clear that its close proximity to two listed buildings (Mossley Town Hall and War Memorial) together with its close association with the Britannia Inn, the station, adjacent terrace housing and Longland Mill provide character and a historical context to the centre of Mossley. The external elevation on Manchester Road has a 'strong aesthetic value' and complete removal of all the historic fabric would diminish the local townscape.
- Britannia Mill is on the 'Local List' of 'buildings of significant historical interest'. There is a wealth of historical information pertaining to the importance of these mills in the Heritage Centre. Queen Street is also architecturally interesting – the road is laid with setts and the tunnel which was built by John Mayall to make it easier to transfer raw cotton into the mills, runs underneath Queen Street. Mossley is a mill town and is proud of its heritage.....over the years many of the mills have been destroyed but those that are still in use have maintained their character. It is vital that Mossley is allowed to conserve important parts of its heritage.
- An underground tunnel from the railway sidings, originally built to provide transport of raw cotton from the railway, under Manchester Road, directly to Britannia and Longland Mills has huge historical significance and could be affected by your plans.
- To demolish the Mill completely seems short sighted at a time when the Town Team are working hard on a Blue Plaque Trail to explore Mossley's heritage – the mills are a huge part of Mossley's industrial legacy.

- No attempt seems to have been made to preserve the weathershot, coursed local sandstone on the eastern façade and if it is demolished the departure from the appearance of the local vernacular could only be to the detriment of the streetscape.
- No guarantees that some of the fabric of the existing building would be re-used (use of reconstituted stone would be a denial of Mossley's heritage).

8.0 ANALYSIS

8.1 The principal issues in deciding this application are;

- o Principle of Development
- o Retail Assessment
- o Layout, Design and Landscaping
- o Amenity
- o Highway Safety and Accessibility
- o Ground Conditions
- o Archaeology and Ecology
- o Drainage, Flood Risk
- o Developer Obligations

9.0 Principle of Development

9.1 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development and would support the delivery of a wide choice of quality homes with housing applications being considered in the context of a presumption in favour of sustainable development.

9.2 The site is allocated as an established Employment Area within the current UDP and subject to policies 1.1, 1.9 and E3. These policies are supported by the Employment Land Supplementary Planning Document which provides more detail on its application. Following a recent public inquiry, the Planning Inspector found this policy was consistent with the NPPF stating

"....to my mind, the policy's statement to the effect that on allocated employment sites employment development will be permitted and that residential uses will not be permitted unless the benefits outweigh the site's potential for employment use, accords with the Framework's paragraphs 17 and 22..."

9.3 Paragraph 49 of the Framework advises that where an authority cannot demonstrate a five year supply of deliverable housing sites, relevant policies for the supply of housing should not be considered up-to-date. Whilst policy E3 is primarily a policy concerning employment uses, it has a bearing on the supply of housing. However, given that the policy accords with paragraph 22 of the NPPF and specifically provides for residential

development on employment sites where the balance of benefits and adverse impacts demonstrates this to be appropriate. The current housing land supply position also dictates that this factor carries significant weight as a material consideration when carrying out the planning balance exercise within policy E3 and the Employment Land SPD.

- 9.4 There is not an up to date figure in an adopted plan for the amount of employment land required in Tameside. At the recent Public Inquiry evidence was provided demonstrating a surplus of employment land based on all requirement scenarios other than a 20 year average with the Planning Inspector concluding "...that there is currently a quantitative surplus of employment land in the Borough."
- 9.5 The proposal for the redevelopment of the site at Britannia Mill would not comply with the policy aims. Specifically, the loss of an employment site in an area of limited employment opportunities runs counter to the plans aims of keeping local job opportunities that are accessible.
- 9.6 Policy E3 requires an evaluation of sites in established employment areas if a non-employment use is proposed and an applicant should provide information that allows the Council to assess whether the site is suitable for release, having regard to
 - a) available alternative sites;
 - b) demand for employment land in the area;
 - c) the suitability and viability of maintaining the site in employment use; and
 - d) the possible opportunity for a mixed-use development.
- 9.7 Each of these issues is considered in turn.
 - a. Evidence was presented as part of the application to support the loss of the site as employment land. There are a limited number of employment sites and premises in the eastern part of the Borough and specifically in the Mossley area and there is known residential pressure on other employment sites in the area. That aside the applicants suggested various alternative sites in the area that are in employment use and it was considered that the submitted evidence presented was acceptable when combined with the other requirements of the policy.
 - b. The applicant has demonstrated evidence of a lack of demand for this site by means of having marketed the property/site for over three years. There were also significant constraints on the existing premises and location that were cited within the submitted marketing information that place the site at a significant market disadvantage. The information suggests that through marketing there has been a low demand for employment use on the site and Officers agree the marketing has been carried out and suitably documented over an acceptable period to cover the requirements of the policy and the low demand for the site as an employment use is accepted.
 - c. Evidence was submitted in relation to the economic viability of redeveloping or refurbishing the site or buildings for to allow for the previous use to be re-establish or for a new employment type use. The reports submitted suggests this would be financially challenging and to get it to a useable and structurally sound position the building work would initially cost in the region of £500,000

with full refurbishment substantially more. Given the potential user types for an industrial use in the existing building this is an unrealistic amount and is exacerbated in terms of existing none compatible surrounding land uses and its location, access, surrounding uses and size make both a sole industrial or mixed use proposal at this point unrealistic.

- d. The site is considered to be of medium quality in the Tameside Employment Land SPD. The SPD allows for the benefits of a proposed alternative development to be considered against the potential of a site for continued employment use. In this consideration, the proposal would clearly make a contribution towards the Borough's deliverable housing land supply and deliver positive regeneration benefits through re-use of a redundant and partially derelict brownfield site which in turn gives less pressure on the surrounding Greenfield sites.

9.10 In summary, the developers have submitted sufficient evidence to suggest that whilst the loss of the site for employment uses is unfortunate the tests for the policy have been met and it is considered that this is an opportunity to revitalise this part of Mossley by redeveloping a derelict under-utilised site in a prominent location that is unlikely to be brought back into employment use.

9.11 The development proposed will result in a sustainable, inclusive mixed use housing and retail development which conforms to the Tameside UDP and is in accordance with the NPPF core principles and Section 6 of the NPPF and would represent an economic benefit to the locality by bringing a significant number of residents and, as a consequence, increased expenditure within the locality.

10.0 Retail Assessment

10.1 The proposed site is not within the Town Centre Boundary of Mossley. When considering the acceptability of the principle of the proposed development, the National Planning Policy Framework (NPPF) sets out two key tests that should be applied when planning for town centre uses, such as retail, which are not in an existing town centre and which are not in accord with an up to date Local Plan, these being the sequential test and the impact test.

Sequential Test

10.2 As the proposal is an out of town centre site the sequential test should be considered first and requires that developers demonstrate, in sequence, that there are no appropriate town centre sites that could accommodate the development followed by edge-of-centre locations and only if suitable sites are not available should out-of-centre sites be considered.

10.3 Given the relative scale of the proposal and that the applicants suggest it is most likely provide a convenience food store serving the top-up shopping needs the scope of assessing sequential sites was limited to the established town centre boundary of Mossley and the local shopping parade of Manchester Road.

10.4 Within the town centre there were six vacancies identified, all of which were too small for the required proposal and had no marketing information available so it was unclear if

they were available for occupancy, various open sites were also considered but found unsuitable for development for various reasons including use as car park, and public open space.

- 10.5 Within the parade of shops on Manchester Road just four empty units were recorded which again were single retail units much smaller than the required size.
- 10.6 The test has been applied in a way that is proportionate and appropriate for the given proposal. Therefore, in accordance with the checklist in PPG at Paragraph 010 the sequential test is satisfied in compliance with Paragraph 27 of NPPF. The proposal therefore complies with the requirements of the sequential test. with no sequentially preferable sites being identified which are able to accommodate the proposal.

Impact Test

- 10.7 The impact test determines whether there would be likely significant adverse impacts of locating a main town centre development outside of existing town centres on the vitality of those centres. Whilst the NPPF states that impact assessments should only be required where developments of more than 2,500 sq m are proposed, in dealing with proposals of less than 1,400sqm, Unitary Development Plan (UDP) policy S6 requires the undertaking of an assessment of the likely effect on the vitality and viability of established district or local centres. This policy seeks to encourage appropriate small scale retail developments that aid in reducing the need to travel to undertake top-up shopping trips and so result in more sustainable journey patterns. The policy approach is consistent with the NPPF in planning 'positively for the provision and use of ...community facilities (such as local shops...) ... and other local services to enhance the sustainability of communities and residential environments'.
- 10.8 As with the sequential test, the likely impact test has focused on the vitality and viability of the Mossley Town Centre and local parade of shops on Manchester Road.
- 10.9 The town centre contains a range of complementary uses. The variety of uses provides the centre with vibrancy and vitality and includes leisure and service retail uses in conjunction with comparison and convenience retail outlets. The convenience retail units in the town, being of a more modest scale than that proposed, provide a more limited range of top up convenience retailing. It is unlikely therefore that they will compete on a like-for-like basis with the proposed development. As noted above, the centre contains only 6 vacant units out of 59 indicating good health and a strong likelihood of re-letting of any such vacancies in the future. Additionally, the environmental quality and level of investment is modest to strong indicating good investor confidence in the parade as a successful trading location. The existing local centre is thereby in a modest to strong position to continue to be a vibrant and viable trading location following implementation of the proposed development.
- 10.10 The local parade of shops contains a range of complementary uses serving the day to day needs of local residents. The variety of uses provides the parade with a reasonable level of diversity. As noted above, the local parade contains only 4 vacant units which represents 13% of the total units so performs well on this indicator.
- 10.11 The health checks carried out demonstrate that both Mossley Local Centre and the parade of shops in Mossley are both viable and popular centres that meet the day to day

needs of the local community. It is therefore concluded that the planning application complies with relevant retail policies of the development plan and national planning policy.

11.0 Layout, Design and Landscaping

- 11.1 The proposal is in outline so whilst all details apart from access are to be submitted at reserved matters indicative plans have been submitted showing how the site could accommodate the level of development applied for.
- 11.2 The applicants have indicated that the flats will be a mixture of 2 and 3 bedroom accommodation.
- 11.3 Concern has been raised by Officers regarding the overall height of the Manchester Road block as shown on the indicative drawings and the it would have an overbearing impact on the surrounding properties. This has been discussed with the applicants but the overall heights will be subject to the reserved matters proposal and any ifssues with the design resolved at that point.
- 11.4 The indicative plans show the proposal can broadly fit within the parameters shown on the drawings and the detailed design will be agreed at a later date. The specific details of all external materials and landscaping is a matter reserved for a subsequent application and have not been included as part of this application.
- 11.5 Taking into account the above facts and assessment, it is considered that at this stage the design, appearance and layout of the development conforms to the requirements of the Residential Design SPD, UDP Policy H10 and Section 6 and 7 of the NPPF and is therefore acceptable.

12.0 Amenity

- 12.1 In overall terms, given the level of detail provided it is considered that the proposed development appears broadly acceptable in terms of outlook, light and privacy.
- 12.2 Due to the nature of the proposal in outline it is unclear if all of the blocks will meet the required privacy distances from existing residential properties and this was raised with the developers. The scheme has been submitted with the full understanding that any subsequent applications needs to meet all the privacy and overlooking distances set out in our SPD.
- 12.3 A Daylight/Sunlight report was requested in order to assess the impact of the proposal on surrounding residential units. The applicants have provided a Shadow study which gives an initial view that the criteria of a full report is likely to be met which again will be an essential requirement of any further detailed applications.
- 12.4 Despite objections received, it is not considered that proposal will result in any loss of privacy, light, outlook or amenity to the existing properties and the proposal complies with the Residential Design SPD and Section 7 of the NPPF and further assessment of the impact of the proposal on amenity will be carried out during subsequent more detailed applications.

13.0 Highway Safety and Accessibility

- 13.1 The proposed access into the site will reuse the existing access points onto Manchester Road for the residential element in Block A and the retail unit and Queen Street for the other residential blocks. The application also includes proposal to make up Queen Street to adoptable standards.
- 13.2 The proposed vehicular access from Manchester Road will provide access to the car parking for the retail unit and residential units, the access will not be used by service and delivery vehicles. The existing bus stop adjacent to the site will be retained, and a servicing layby and 3 marked parking bays provided to replace the existing unmarked on-street parking.
- 13.3 Access for residential apartments will be provided off Queen Street. The proposed junction will formalise the access into the existing car park for the Britannia Mill. This access will be used solely for those accessing the residential apartments and it is proposed to be barrier controlled to prevent all vehicles apart from emergency and service vehicles from accessing the remainder of the site. Refuse collection and deliveries for the residential apartments will be undertaken off Queen Street via a proposed layby.
- 13.4 In support of the application, the developer has submitted a Transport Statement which estimates that the proposed development will generate less two-way traffic flowing in and out of the site from either entrance than if the building was occupied to its full potential with industrial units were occupied. These figures must be considered in relation to the derelict nature of the site and that it is unlikely to come forward for industrial development. That aside the development in this sustainable location allows for improvements to the local highways network and is acceptable when considered against the previous use of the site.
- 13.5 There is likely to be some degree of overestimation of current/historical traffic generation but it is considered that the traffic generated by the proposed development will not have any significant detrimental impact on the highway network.
- 13.6 In terms of car parking provision, the development will provide 133 parking spaces (26 for retail and 107 for residential use). This is considered acceptable; the site is located within the urban area in a highly accessible location being located on a bus route and very close to the railway station, and other services such as local shops and schools being located close by. Secure cycle storage facilities are also provided in each flat block.
- 13.7 In terms of servicing for the retail unit the proposals include a loading bay on Manchester Road for servicing and use by the refuse lorries and this will also make bays available for customers to the retail unit. It is however anticipated that the majority of customers visiting by car will use the proposed undercroft car parking spaces or will be passers-by and will therefore walk to the retail unit.
- 13.8 In overall terms Officers are satisfied that the proposed development is acceptable in terms of access, highway safety and parking provision and the development complies with UDP Policies T7 and T10 and Section 4 of the NPPF.

14.0 Ground Condition

- 14.1 The site's industrial history indicates a high potential for contamination to be present on the site.
- 14.2 A Phase 1 Geo-Environmental Site Assessment has been submitted by REC (dated January 2014) which recommends that a detailed Phase 2 intrusive Geo-Environmental ground investigation be undertaken in order to confirm the initial findings and to determine foundation design. A Remediation Strategy and Enabling Works Plan and a Material Management Plan will also be required to ensure a cost effective and compliant approach to the proposed enabling works and these are recommended as conditions.
- 14.3 An objection has been received concerned that the proposal does not make adequate provision for contamination. However, subject to the measures above being carried out, the site is considered to be acceptable for residential development and compliant with UDP Policy MW11 and Section 11 of the NPPF.

15.0 Archaeology and Ecology

- 15.1 Greater Manchester Archaeological Advisory Service (GMAAS) takes the view that the mill is unlikely to be assessed as being nationally significant, but is of local significance. This is a view backed up with objections received concerned about the loss of the mill in the locality and the historical significance it gives to the town. As requested by GMAAS a condition will be attached requiring that a programme of archaeological works and recording is undertaken before demolition takes place.
- 15.2 A Bat Survey Report was undertaken on 22nd October 2015 and followed up with two dusk surveys. The building was assessed as having a medium potential to support roosting bats with surrounding habitat suitable for foraging, dispersing or commuting in or around the site. Following the confirmed presence of a bat roost within the site a Natural England mitigation licence will be required and a suitable condition has been attached.
- 15.3 The development needs to be assessed under Section 39 of the Conservation of Habitats and Species Regulations 2010. Strict tests must be satisfied before Natural England will agree to issue such a licence. These tests are –
 - a) That the development is to preserve public health or public safety or other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
 - b) That there is no satisfactory alternative
 - c) That the issue of a licence will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.
- 15.4 The development will have overriding public interest in terms of the regeneration benefit to the town and as demonstrated there is no satisfactory alternative within the local area. The roost at the site is of low conservation significance and therefore will not be detrimental to the maintenance of the bat population in Tameside. However, prior to development commencing a detailed method statement would need to be

prepared and a mitigation licence obtained from Natural England and a condition detailing the mitigation required be attached to any permission.

- 15.5 The buildings and the trees and scrub on the site have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests, are protected under the terms of the Wildlife & Countryside Act 1981. Therefore a condition will be added which recommends that no demolition works, tree felling and/or works to trees and scrub, including site clearance should take place in the main bird breeding season.
- 15.6 In line with Section 11 of the NPPF, opportunities for biodiversity enhancement will be incorporated into the new development. These include; bat bricks and/or tubes, bat and bird boxes and native tree and shrub planting. A condition will be added to require details of these enhancement measures to be submitted to the Council and implemented in full.
- 15.7 Himalayan Balsam is present on the site. It is an offence under the terms of the Wildlife and Countryside Act to allow this plant to grow in the wild. Therefore a condition will be attached to ensure that prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species be submitted to and agreed by the council. Once agreed the method statement will be implemented in full.

16.0 Drainage and Flood Risk

- 16.1 The site is within Flood Zone 1 which is the lowest zone and has less than 1 in 1,000 annual probability of river flooding.
- 16.2 A Stage 1 Flood Risk Assessment has been submitted which states that the risk of surface water flooding and groundwater flooding following a 1 in 75 year event is low, the risk of canal, reservoir, river water and coastal flooding following a 1 in 75 year event is negligible and the potential risk of sewer flooding is moderate.
- 16.3 United Utilities and the Environment Agency have raised no objections to the proposed development.
- 16.4 A detailed drainage design for foul and surface waters will be required by condition before works commence to prevent increases in surface water run off which will increase the risk of flooding. Subject to this condition, the proposal will comply with UDP Policy U4 and Section 10 of the NPPF.
- 16.5 In overall terms, the flood risk to the site is considered to be low. The site falls within flood zone 1 where all forms of development are considered acceptable. There is no evidence of any significant risk of groundwater flooding. Surface water run-off would be dealt with by appropriate SuDs related techniques with details to be secured by an appropriately worded condition.

17.0 Developer Obligations

- 17.1 The Section 106 obligations generator provides figures for contributions for developments which are necessary, directly related to, fair and reasonable in scale and

kind to the proposed development. The monies will then be put towards individual infrastructure items in order to mitigate the impact of proposed development on local areas of Green Space, local Education and Highways.

- 17.2 In this case, the obligation generator suggests that £631.85 per unit be contributed towards Green Space and £867.20 per 2 bed unit and £1211.345 per 3 bed unit be contributed towards Education. The suggested highways contribution is £7,000 for to improve pedestrian facilities along eastern side Manchester Rd by upgrading dropped kerbs and tactile paving to road crossings between existing crossings at Mill Lane and Stamford Rd. This would improve pedestrian links with Milton St Johns Primary School, Mossley Rail Station, Livingstone Primary, and other community facilities.

18.0 Conclusion

- 18.1 In conclusion, the proposed development would result in the beneficial re-use of previously developed land providing much needed housing in an accessible location close to a wide variety of services and transport links in Mossley. Whilst there are some concerns about the loss of employment land, and impact on local retail uses any concern is outweighed by the positive regeneration benefits and contribution to the housing land supply. The proposed development is therefore considered to be sustainable development which accords with the development plan, local policies, the NPPF and PPG's.

RECOMMENDATION

Grant planning permission subject to the prior signing of a Section 106 Legal Agreement and following conditions.

- A) Section 106 Legal Agreement: Precise amounts are not yet known but sums will be based on the total number of dwellings applied for at reserved matters and on the following calculations;
Green Space:- £631.85 per property
Education:- £867.20 per 2 bed property and , £1,211.35 per 3 bed property
Highways:- £7000 for the development to upgrade dropped kerbs and tactile paving to road crossings between existing crossings at Mill Lane and Stamford Rd and improve pedestrian links with Milton St Johns Primary School, Mossley Rail Station and Livingstone Primary
- B) That the Assistant Executive Director Environmental Services be authorised to process any Traffic Regulation Order considered necessary and in accordance with the Road Traffic Regulation Act 1984. Subject to the resolution of any objections received during the public consultation period.
- C) That the Assistant Executive Director Environmental Services be Authorised to use the Council's Statutory Powers under the Highways Act 1980 to enable the making up of Queen St, to enable Development to take place and at the Developers expense. That Queen St is not to the Authority's satisfaction sewered, levelled, metalled, flagged, channelled, made good and lighted and the and the Authority should execute street works on it under part X1 of the Highways Act 1980. That the Assistant Executive

Director Environmental Services be authorised to approve the specification, plans, sections, estimate and provisional apportionment. That on completion of the works the Assistant Executive Director Environmental Services proceed with the final apportionment and on expiry of the maintenance period, declare the street to be a highway maintainable at public expense.

D) Conditions:

1. Application for approval of reserved matters must be made not later than the expiry of three years beginning with the date of this permission and the development must be begun not later than the expiry of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. Before any development is commenced approval shall first be obtained from the Local Planning Authority with respect to the reserved matters, namely the layout, scale, appearance, and landscaping of the development.
3. The plans and particulars to be submitted with the Reserved Matters shall include full details of both Hard and Soft landscape works inclusive of existing vegetation cover and ancillary built structures. These details shall include :-
 - a) Hard - existing and proposed finished levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures [eg: furniture, play equipment, refuse or other storage units, signs, lighting etc], proposed and existing functional services above and below ground [eg; drainage, power, communications cables, pipelines etc indicating lines, manholes, supports etc], retained historic landscape features, proposals for restoration),
 - b) Soft - planting plans, written specifications [including cultivation and other operations associated with plant and grass establishment], schedule of plants [noting species, plant sizes and proposed numbers/densities where appropriate], implementation programme).
4. The development shall be carried out in accordance with the following drawing numbers; 1136-F01 rev F, 30443-PA-02-001, 30443-PA-02-100, 30443-PA-02-101 rev P1, 30443-PA-02-102 rev P1, 30443-PA-02-103 rev P2, 30443-PA-02-104 rev P1, 30443-PA-03-009 rev P1, 30443-PA-03-014, 30443-PA-Shadow Study revDP1 and 12757-143_3DT (1)
5. No development shall take place until details of existing and finished site levels relative to agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
6. Development shall not commence other than site clearance and remediation until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.
 - i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an

assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.

- ii) ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
- iii) iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
- iv) iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the Local Planning Authority.

- 7. No development shall commence other than site clearance and remediation until a surface water drainage scheme, based on the hierarchy of drainage options in the Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.
- 8. No development shall commence other than site clearance and remediation until a sustainable drainage management and maintenance plan for the lifetime of the development has been submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum: The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime. The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
- 9. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

10. Foul and Surface water shall be drained on separate systems
11. No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Tameside Planning Authority. The WSI shall cover the following:
 - i. A phased programme and methodology of investigation and recording to include: a level 3 historic building survey; archaeological evaluation through trial trenching; dependent on the above, targeted more detailed area excavation and recording; dependent on the above, a targeted archaeological watching brief during soft-strip and demolition of the standing buildings
 - ii. A programme for post investigation assessment to include: production of a final report on the standing remains and the below-ground archaeological interest;
 - iii. Deposition of the final reports with the Greater Manchester Historic Environment Record
 - iv. Dissemination of the results to commemorate the history, architecture and archaeology of the site
 - v. Provision for archive deposition of the report and records of the site investigation.
 - vi. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.
12. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
13. The ground floor retail use hereby permitted shall not be operated outside the hours of 07:00 to 22:00.
14. No loading/unloading shall take place outside the hours of 07:00 to 21:00 Monday to Friday and 08:00 to 18:00 on Saturday and Sunday.
15. Prior to its installation, full details of any fixed plant and machinery proposed for the proposed retail unit shall be submitted to and approved in writing with the Local Planning Authority. The fixed plant/machinery shall then be fitted in accordance with the approved details and thereafter so maintained.
16. A scheme to protect the proposed dwellings from traffic noise from Manchester Road, including further assessment and noise mitigation measures shall accompany the application for reserved matters and be as recommended in the Noise Impact Assessment No P2964/R1/DB of the 18th September 2015, conducted by AEC Ltd.
17. Each property hereby approved shall not be occupied unless and until adequate facilities for the storage and collection of refuse and recyclable materials have been physically provided for that property, or group of properties for communal

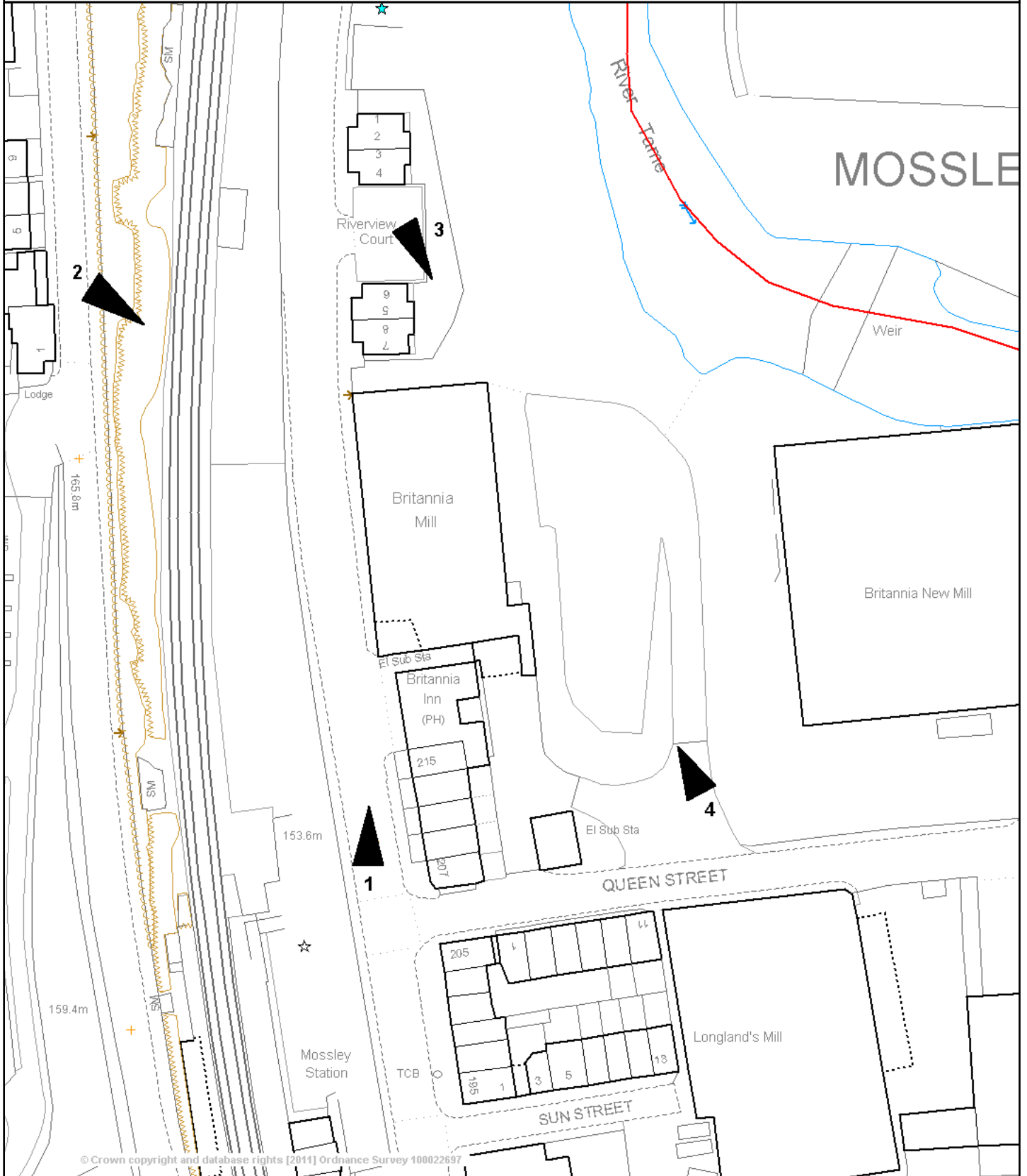
arrangements, in accordance with details having been previously submitted to and approved by the Local Planning Authority.

18. The retail unit hereby approved shall be used for operations falling within Use Classes A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
19. The proposed development should be designed and constructed in accordance with Secured by Design standards including laminated glazing; security-certified windows and doors
20. The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to secure the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures is to be provided to the Local Planning Authority prior to the occupation of any building.
21. Prior to the commencement of development, a scheme for provision of television / radio aerial / satellite dish or other form of antenna(s) to be used within the development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed with such approved details.
22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no television / radio aerial / satellite dish or other form of antenna shall be installed /affixed on the exterior of the proposed buildings hereby permitted.
23. The development shall not commence until details of a lighting scheme to provide street lighting to any shared private driveway or parking court have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the lighting will be funded for both electricity supply and future maintenance. The approved works shall be completed prior to the occupation of any part of the development.
24. Prior to commencement of the development, full details of opportunities for biodiversity enhancements to be incorporated into the new development shall be submitted to and approved in writing by the local planning authority. These should include: bat bricks and/or tubes, bat boxes, bird boxes, native tree and shrub planting. All approved measures shall then be fully implemented and maintained thereafter before each part of the development is occupied.
25. The development shall not commence until a method statement for the control of Himalayan Balsam has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be implemented in accordance with the approved details

26. No tree felling or vegetation clearance required by the scheme should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a competent person.
27. The recommendations contained within the Bat Survey Report submitted by Appletons dated October 2015 shall be implemented in full prior to any demolition and details submitted to and approved by the Local Planning Authority prior to any work including demolition starting on site.
 - i) Prior to any work being undertaken the contractor will provide a safe means of access to determine the presence/absence of bats which will be undertaken by a bat licensed ecologist that will include endoscopic examinations wherever opportunities for bats exist.
 - ii) To ensure that bats are not left without a roost while the demolition work takes place, two 2F bat boxes will be erected on trees within the site boundary; these will be indefinitely retained during and after the work schedule and will also act as a receptor if bats have to be captured during the demolition process. Any roost provision will be dedicated for bats and permanent.
 - iii) No foraging or commuting habitat must be lost as a result of the proposals nor will the new roosts be at any further distance from foraging places.
 - iv) The ecologist will supervise careful dismantling of all places identified as offering roost potential where exclusion is unlikely to be successful and cannot be relied upon with strategies for safely removing bat/s.
 - v) Work undertaken when bats are not likely to be in hibernation unless it can be conclusively established by a bat ecologist that hibernating bats are absent
 - vi) Ecologist to undertake induction on possible bat presence, Mitigation License to be kept on site for the duration of the work
 - vii) External lighting not to be greater than what currently exists and where present is to be directed away from bat roost access points, flight paths and foraging areas as identified on the hedgerow immediate to the east of the building in particular.
 - viii) All Mitigation subject to the approval of Natural England
28. Prior to the commencement of development (including site clearance), details of appropriate mitigation measures and fencing to prevent pollution of the River Tame during construction from building materials or surface run-off shall be submitted to and agreed in writing by the local planning authority and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.
29. A clear view shall be provided on both sides of any site access where it meets the footway in Manchester Rd and Queen Street. It shall measure 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above the access, except for vertical iron railings to a design that includes rails of not greater than 15mm diameter spaced at not less than 100mm intervals.
30. Prior to commencement of work on site the applicant shall undertake a condition and dilapidations survey of the highway fronting the site and giving access to the site and prepare and submit a report to the Engineering Operations Manager. The developer will be responsible for making good any damage caused to the highway by the development works or by persons working on or delivering to the

development. Any damage caused to the street during the development period shall be reinstated to the full satisfaction of the Highway Authority prior to the occupation of any part of the development.

31. The development hereby approved shall not be occupied/brought in to use until the road works and traffic management measures necessary to secure satisfactory access to the site have been completed in accordance with submitted plan no PA-02-102 rev P1 and 1136-F01 rev F
32. The development shall not commence until details of the wheel cleaning facilities, temporary access, vehicle parking and turning facilities to be provided during the construction period, has been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented and retained in operation through the duration of the building works.
33. Prior to bringing the development into use the car parking, servicing and turning facilities indicated on the approved plan shall be provided and thereafter kept unobstructed and available for their intended purposes. Vehicles must be able to enter and leave the site in forward gear at all times.



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Application Number: 15/01061/OUT

Photo 1



Photo 2



Photo 3

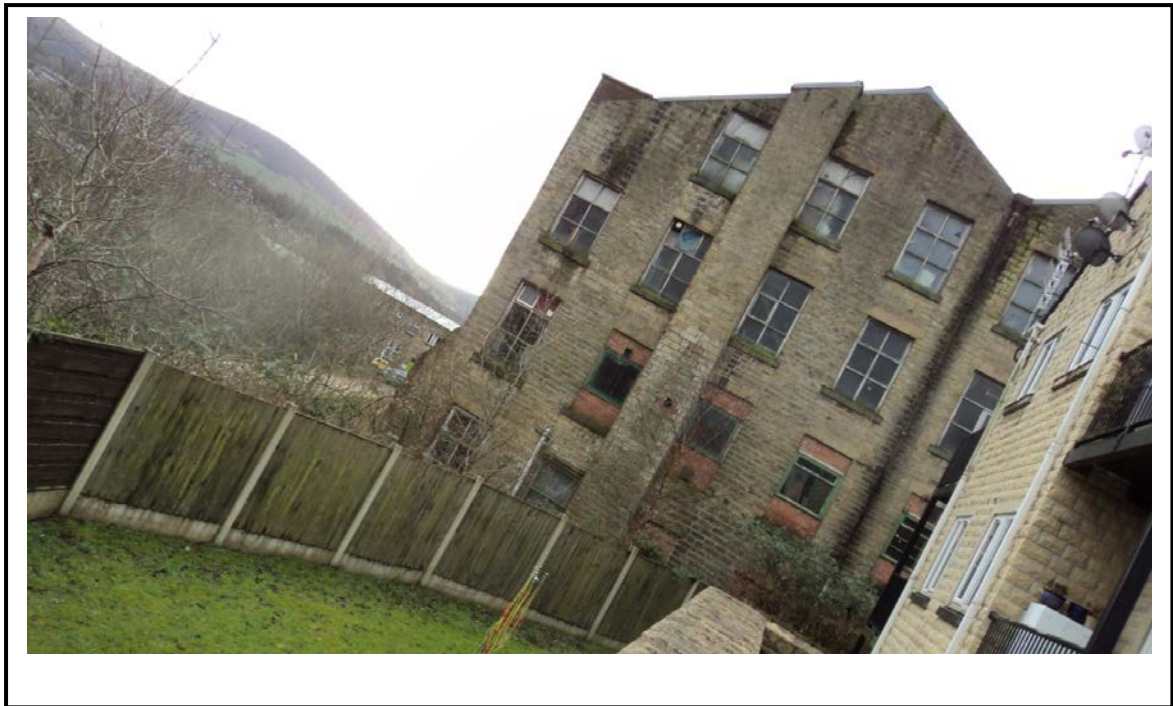
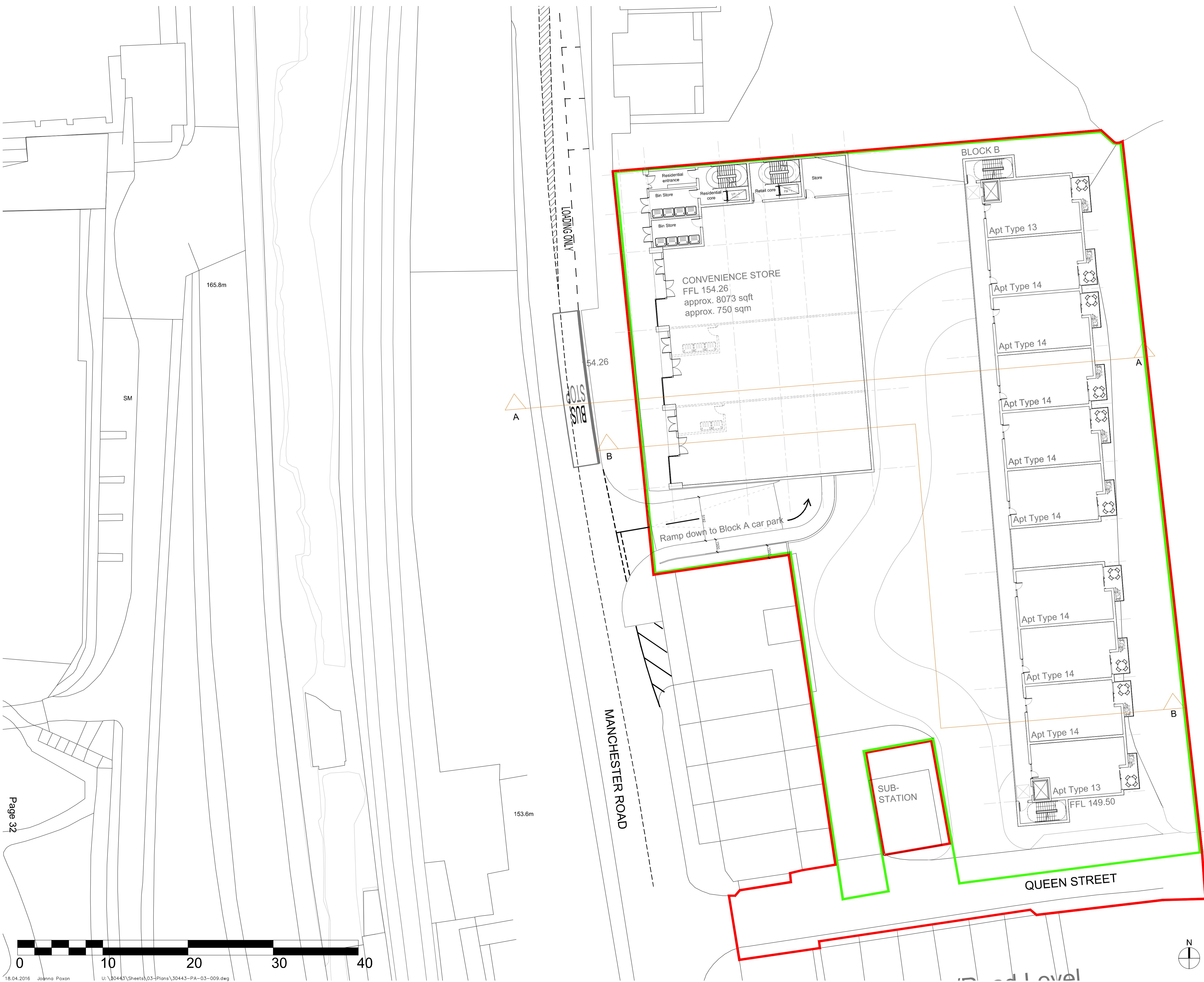


Photo 4



Contractors are not to scale dimensions from this drawing

- Legend
- Application site boundary
 - Ownership boundary



P1 Access for Britannia Inn revised 18.04.16

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Architecture Urbanism Design

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Client
English Braids
 Project
Britannia Mill
Manchester Road, Mossley
 Description
Illustrative Plans
Proposed Ground Floor

Status	Planning	Drawn	JP	Date	Sept '15
Scale	1:200@A1	Job number	30443	Drawing number	A-03-009
Revision	P1				

Original size 100mm @ A1 Copyright Broadway Malyan Limited



Contractors are not to scale dimensions from this drawing

- Legend**
- Application site boundary
 - Ownership boundary
- Parameter Key**
- Height from datum point: 154.26
- Development Plot: Min. Height: +15.5m Max. Height: +17.5m
- Height from datum point: 144.65
- Development Plot: Min. Height: +21.5m Max. Height: +23.5m
 - Development Plot: Min. Height: +18.5m Max. Height: +20.5m
 - Development Plot: Min. Height: +15.5m Max. Height: +17.5m
- Note: All heights make provision for parapets, plant and lift overruns
- Access required for Britannia Inn deliveries



P2	Block A height parameter point lowered	JP		27.05.2016
P1	Pub access added			08.04.16

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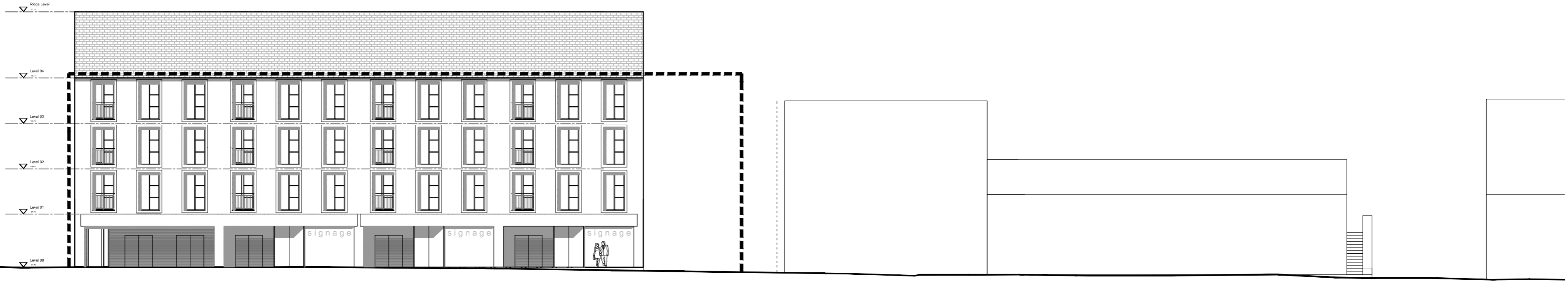
Client
English Braids

Project
Britannia Mill
 Manchester Road, Mossley

Description
Parameter Plan
 Building Plot Heights and Widths

Status
Planning

Scale	Drawn	Date
1:200@A1	JP	Nov '15
Job number	Drawing number	Revision
30443	PA-02-103	P2





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Application Number 16/00212/FUL

Proposal New 2-storey house to replace existing single-storey building

Site 1 Fieldings Wharf, Fairfield Road, Droylsden

Applicant Mr Terry Lewis

Recommendation **Approve**

REPORT**1 APPLICATION DESCRIPTION**

- 1.1 Concurrent applications are made for the demolition of the existing building (ref. 16/00273/CON) and for the redevelopment of the site with a 2-storey dwelling (ref. 16/00212/FUL). Should the Panel grant the permission for the new house the decision to approve the demolition of the existing building will be issued under powers delegated to officers.
- 1.2 The proposed house would occupy a similar footprint to the building it would replace. The external walls of new house would be brick-built at ground floor level and primarily timber clad at first-floor level. The roof would be slate.
- 1.3 At the ridge of the dual pitched roof the new house would rise to a height of 5.44m, whereas the existing building stands 3.6m tall. There is a distance of 8.6m between the rear of houses in Fairfield Road and the facing side wall of the existing building. The distance between those houses and the side of the new house at ground-floor level would be 12.4m whilst at the side the first-floor would be set back so that the distance would increase to 14m. The increased gap at the side of the new house would then be used to provide an in-curtilage car parking space. A garden would be provided in front of the new house.

2.0 SITE & SURROUNDINGS

- 2.1 The application relates to a site occupied currently by a three-sectioned, single-storey, mono-pitched roofed outbuilding that is accessed via a narrow, cobbled lane off Market Street/Fairfield Road. The building forms part of a small group of cottages at Fieldings Wharf adjacent to the Ashton Canal in the Fairfield Conservation Area.
- 2.2 The building is situated behind a pair of semi-detached houses in Market Street, both of which contain habitable room windows at both ground-floor and first-floor levels. The gable wall of a neighbouring cottage that faces towards the building across the lane contains a secondary habitable room window in the ground-floor and a non-habitable room window in the first-floor. The rear wall of the building forms part of the boundary wall to a car park behind a neighbouring block of flats at Egerton Mews, off Gorsefields. A bin store for use by residents of the flats is situated immediately behind the building.

3.0 PLANNING HISTORY

- 3.1 Previously, concurrent applications for the demolition of the building (ref. 15/00992/CON) and for the redevelopment of the site with a 2-storey dwelling (ref. 15/00965/FUL) were withdrawn on 4th January 2016.

4.0 RELEVANT PLANNING POLICIES

- 4.1 Tameside Unitary Development Plan (UDP) Allocation
4.1.1 Unallocated within the Fairfield Conservation Area.

4.2 Tameside UDP

4.2.1 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
- 1.5: Following the Principles of Sustainable Development.
- 1.11: Conserving Built Heritage and Retaining Local Identity.
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.2.2 Part 2 Policies

- H2: Unallocated Sites.
- H10: Detailed Design of Housing Developments.
- C1: Townscape and Urban Form.
- C2: Conservation Areas.
- C3: Demolition of Unlisted Buildings in Conservation Areas.
- C4: Control of Development in or Adjoining Conservation Areas.
- MW11: Contaminated Land.

4.3 Other Policies

- 4.3.1 Residential Design Supplementary Planning Document.
Fairfield Conservation Area Appraisal.

4.4 National Planning Policy Framework (NPPF)

- 4.4.1 Section 7 Requiring good design
Section 12 Conserving and enhancing the historic environment

4.5 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

- 5.1 As part of the planning application process, 19 notification letters were sent out to neighbouring properties on 31st March 2016 and a notice was posted at the site and published in a local newspaper on 7th April 2016. Following the proposals being amended notification letters were sent out to the same 19 neighbours on 28th April 2016.

6.0 RESPONSES FROM CONSULTEES

- 6.1 The Head of Environmental Services – Highways has raised no objections to the proposal and has requested an informative note to be attached to any approval..
- 6.2 The Head of Environmental Services – Environmental Protection has raised no objections to the proposal and has requested a condition to be added to any approval.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 In response to the original notifications objections were received from 10 households, 8 being from occupiers of the flats at Egerton Mews another being from the occupier of the neighbouring house in Fieldings Wharf and the other being from the occupier of a house in Market Street. Following the re-notification 4 of the neighbours reiterated their objection. The reasons given for objecting are:

loss of light, privacy and views from flats in Egerton Mews;

the possible use of the car park at Egerton Mews to provide access during construction;

the scale of the new house being out-of-keeping with the locality;

the proximity of the car parking space to the flats causing disturbance;

the need to relocate the bin store to the flats due to alterations to the boundary wall;

that only one parking space would be provided;

the narrowing of the access lane;

that the lane is too narrow to allow for vehicle manoeuvring and turning so that construction vehicles would have to reverse out in to Market Street/Fairfield Road and cause obstructions in the lane; and,

depreciation of property values.

- 7.2 No objection has been made to the proposed demolition of the existing building in itself.

8.0 ANALYSIS

- 8.1 The principal issues in deciding this application are:-

- 1) The principle of the development and the loss of the existing building,
- 2) Layout and design, and
- 3) The impact on residential amenity.

9.0 Principle of the development and the loss of the existing building

- 9.1 Being located within a conservation area the existing building is considered a 'heritage asset'. The building is not listed and so is a non-designated 'heritage asset'.
- 9.2 There are four distinct character areas within the Fairfield Conservation Area, these being:
- the Moravian Settlement,
- Broadway Garden Village,
- Ashton Canal area and
- late 1970s social housing around the central open green space of Moravian Field.
- 9.3 The application site is situated within the Ashton Canal area at Fieldings Wharf where the Fairfield Conservation Area Appraisal describes there being a small group of brick buildings, including a two storey building with its gable end directly onto the Canal, and other modern buildings constructed of reclaimed brick, or altered, but generally adding to the setting of the Canal. No reference is made to the building that the application proposes to replace, which is separated from the canalside by the existing buildings at the Wharf, and so its significance and contribution to the area's character and appearance is limited.
- 9.4 In determining planning applications affecting heritage assets, paragraph 126 of the NPPF requires a local planning authority to take account of the desirability of new development making a positive contribution to local character and distinctiveness, and, in paragraph 135, where the asset is non-designated, the scale of any harm or loss and the significance of the asset.
- 9.5 Because the existing building has little significance as a 'heritage asset' its loss can be accepted in principle so long as its replacement makes a positive contribution to the local character and distinctiveness. These aspects are considered below and found to be acceptable.

10.0 Layout and design

- 10.1 Whilst being taller than the building it would replace, the new house would be lower at both eaves and ridge levels than the neighbouring houses at Fieldings Warf, as is the existing building. The footprint of the new house would be similar to that of the existing building. In terms of scale and the general layout of the immediate locality the new building would therefore be in-keeping with the existing characteristics of its surroundings. Despite having a contemporary appearance, including a full-height glazed opening in the middle of the front wall of the house where there would be the stairwell, so as to provide natural light inside, the house would be built of traditional materials and incorporate design details, such as windows and doors being recessed. For these reasons, in terms of design, it is considered that the new house would integrate comfortably into the existing built and historic environment in which it would be set and the proposal complies with Section 7 of the NPPF and policies 1.3, 1.11, H10 and C1 of the UDP.

11.0 Impact on residential amenity

- 11.1 The car park and flats, at Egerton Mews, behind the building are at a higher level. The rear wall of the building therefore acts as part of the structure retaining the higher land. The existing building protrudes above higher ground level by 2.2m. The new house would protrude above the higher ground level by 3.4m at eaves level and rise to 4.5m above at the ridge of the roof. The new house would then appear as a single-storey building when viewed from Egerton Mews. There being no windows in the rear of the new house, the policy designed to prevent undue over-looking or over-shadowing of neighbours requires that there be a separation distance of at least 10m between the new house and the flats at Egerton Mews. In fact there would be a distance of approximately 12m at the point where these are closest together.
- 11.2 The neighbouring houses fronting on to Market Street are at a higher level also. The setting-in on the north-western side of the first-floor of the new house results in the required separation distance of 14m being achieved. At ground-floor the new house would be further away from these houses than is the existing building.
- 11.3 The design includes a void area at first-floor so as to avoid any direct over-looking towards the neighbouring house in Fieldings Wharf.
- 11.4 The requirements of the Residential Design SPD and UDP Policy H10 in terms of spacing between dwellings is thereby achieved and so there would be no undue impact on existing amenities in this respect.

12.0 Other issues

- 12.1 In order that neighbours should not be unduly inconvenienced during the period of demolition and construction it is recommended that any permission should be conditional, among other things, upon no work commencing until details of temporary vehicle access, parking and turning facilities have been approved by the Council and that these be provided and maintained throughout the period.
- 12.2 As does that of the existing building, the rear wall of the new house would comprise part of the structure that retains the land at a higher level in the car park for the flats at Egerton Mews. Whilst there might be some displacement of the adjacent bin storage facility during demolition and construction this could be reinstated once work is complete.
- 12.3 The existing width of the access lane would be maintained and the single in-curtilage car parking space is considered adequate provision for a house of this size in this highly accessible location on the edge of the town centre.
- 12.4 In respect of the last point raised by the objectors, as Members are aware any impact on property values is not a material consideration in determining the application.
- 12.5 Constituting the redevelopment or reuse of a previously-developed site the proposal is intrinsically a sustainable development.

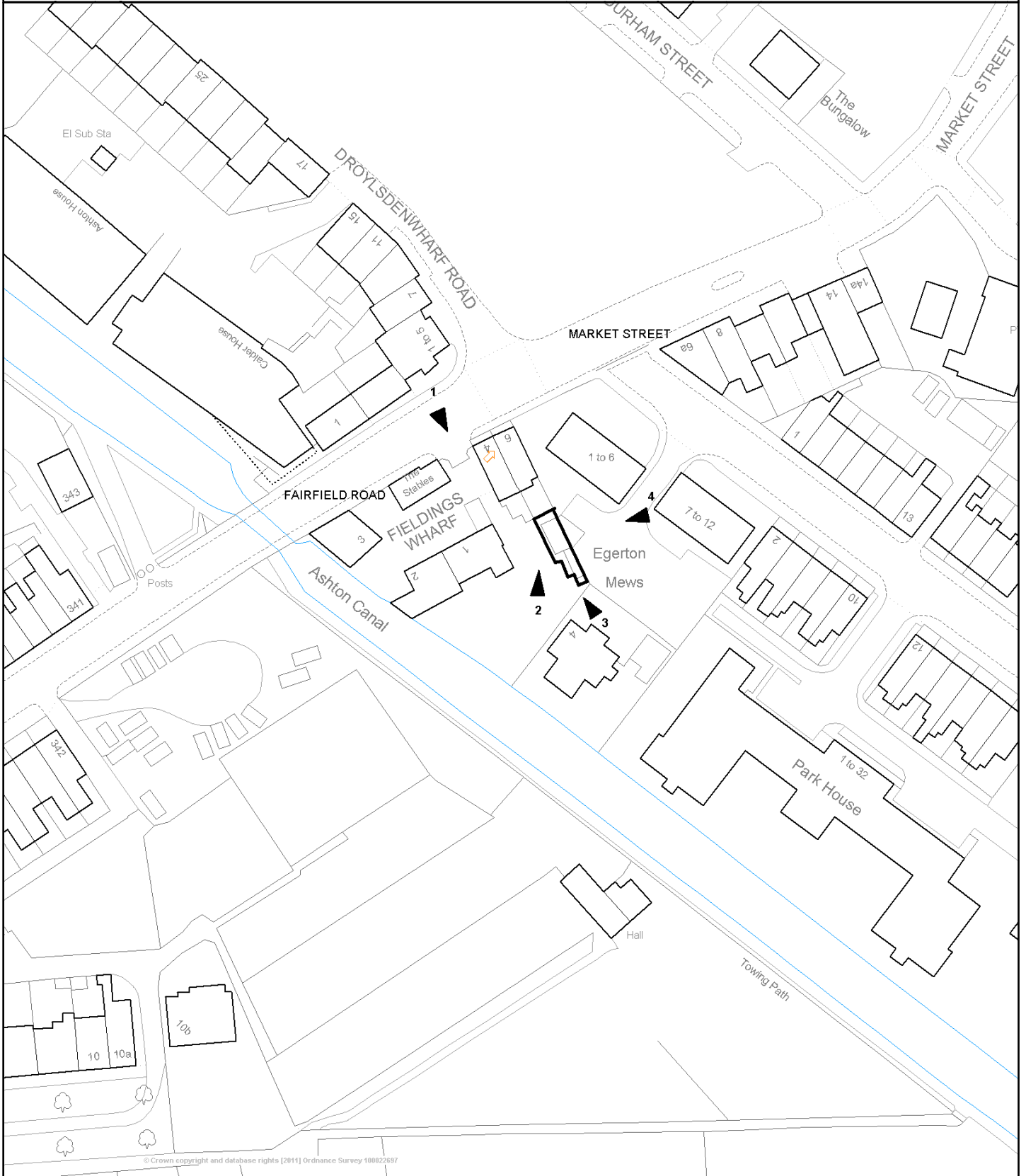
RECOMMENDATION

To grant planning permission subject to the conditions set out below:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. Prior to their use in the development samples or a full specification of the materials to be used in the external finishes to the new house, all external hard surfaces and to the treatment of the site's boundaries shall be submitted to, and approved in writing by, the local planning authority. The development shall then be implemented in accordance with the approved details.
3. All windows and door openings in the house hereby approved shall be constructed with reveals, or recesses, to depth of at least one brick.
4. The house hereby approved shall not be occupied until adequate facilities for the storage and collection of refuse and recyclable materials have been physically provided for the house in accordance with details having been previously submitted to and approved by the local planning authority.
5. The development shall not commence until details of the temporary vehicle access, parking and turning facilities to be provided during the construction period have been submitted to, and approved in writing by, the local planning authority. The measures shall be implemented as the construction period commences and be maintained until completion.
6. No works other than the excavation of the foundations and/or piling works for the development shall be undertaken at the site until the CLS2A Contaminated Land Screening Form has been submitted to, and approved in writing by, the Councils Environmental Protection Unit (EPU). Where necessary, a scheme to deal with any contamination / potential contamination shall be submitted to, and approved in writing by the EPU. The scheme shall be appropriately implemented and a completion report demonstrating this and that the site is suitable for its intended use will be approved in writing by the EPU prior to occupation. The discharge of this planning condition will be given in writing by the Local Planning Authority (LPA) on completion of the development and once all information specified in this condition has been provided to the satisfaction of the EPU.
7. During construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and re-enacting that Order, with or without modification, no windows or dormer windows, other than those expressly authorised by this permission, shall be constructed
9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and re-enacting that Order, with or without modification, express planning consent shall be required for any development referred to in Class A, Class B, Class C, Class D and Class E of Part 1 and Class A of Part 2 of Schedule 2 of that Order.
10. The development hereby permitted shall be carried out in accordance with the following approved plans: those ref. 760-01-100R rev. SWF, 760-01-102R rev. SWF, 760-01-201R2 rev. EJG, 760-01-210R2 rev. EJG, 760-01-211R2 rev. EJG, 760-01-

212R2 rev. EJJ, 760-01-220R2 rev. EJJ, 760-01-221R2 rev. EJJ, 760-01-222R2
rev. EJJ and 760-01- 223R2 rev. EJJ.

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Scale 1/1000 Date 1/6/2016

Centre = 390303 E 397791 N

Application Number: 16/00212/FUL

Photo 1



Photo 2

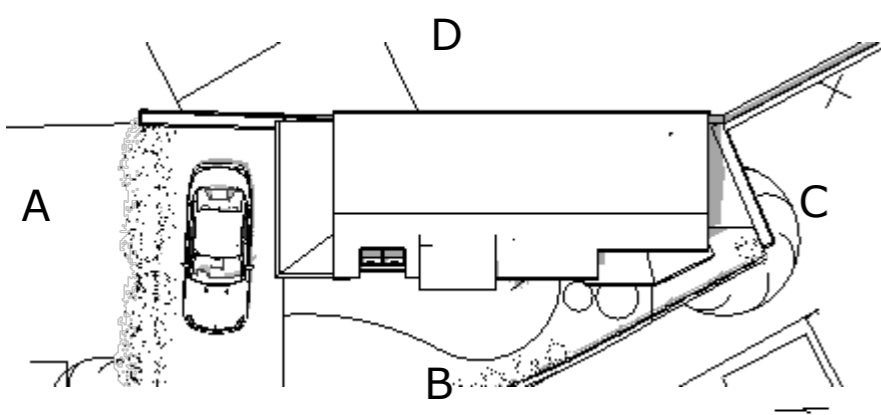


Photo 3



Photo 4





Page 48



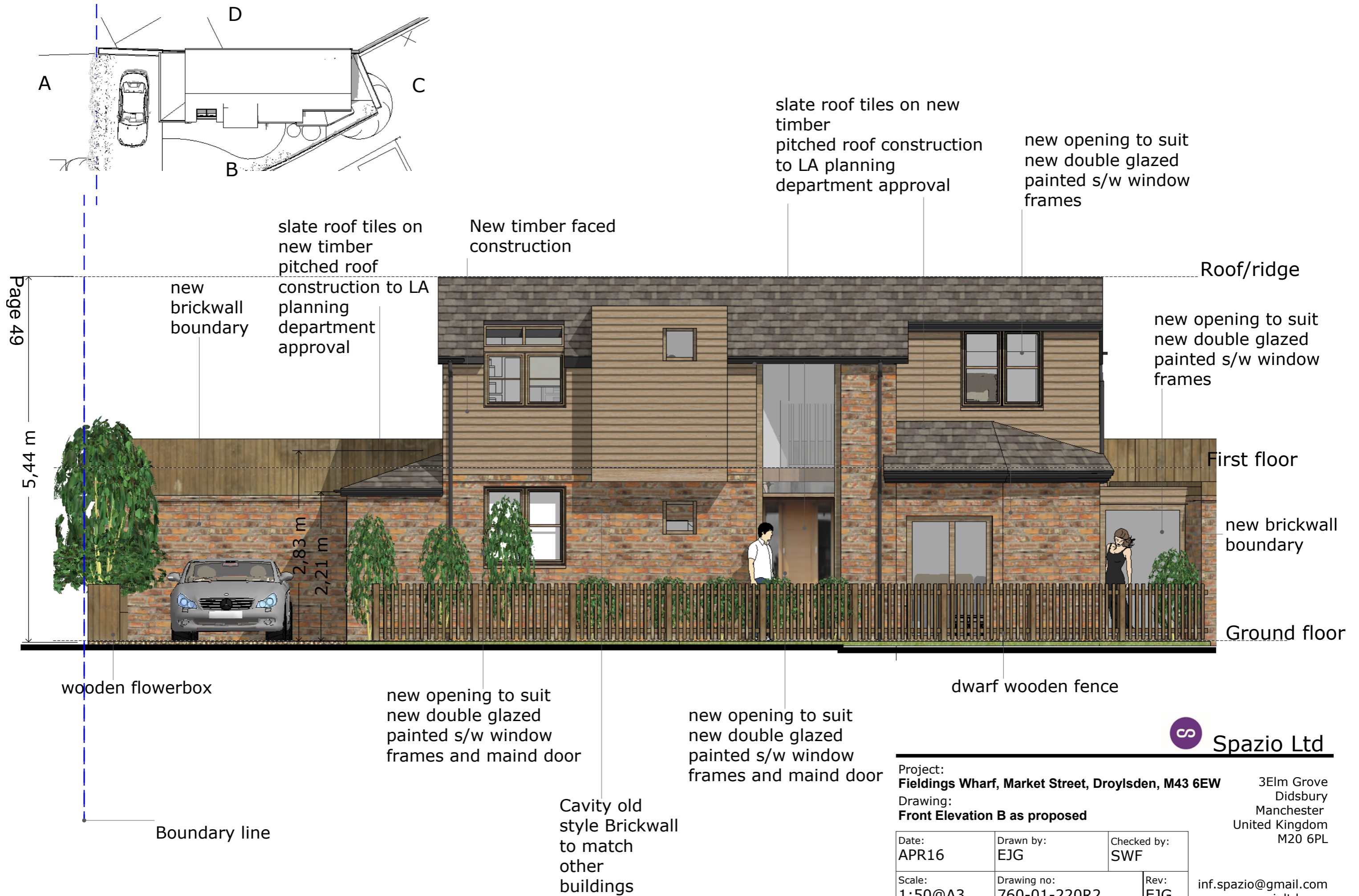
Project: **Fieldings Wharf, Market Street, Droylsden, M43 6EW**
 Drawing: **3D View Elevation BC as proposed**
 Date: APR16
 Drawn by: EJG
 Checked by: SWF

3Elm Grove
 Didsbury
 Manchester
 United Kingdom
 M20 6PL

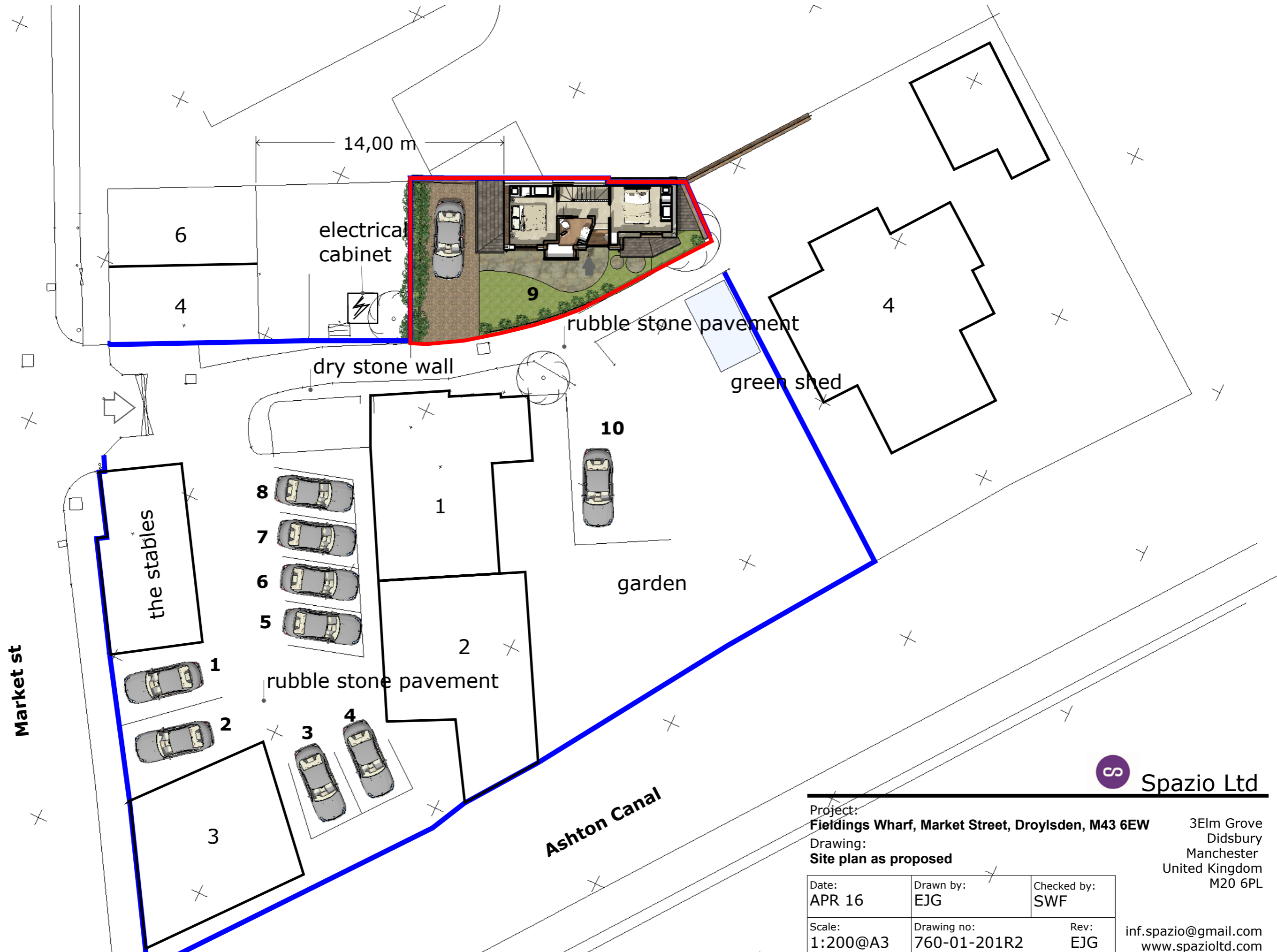
Date: APR16	Drawn by: EJG	Checked by: SWF
Scale: A3	Drawing no: 760-01-256R2	Rev: EJG

inf.spazio@gmail.com
 www.spazioltd.com

3D View Elevation BC as proposed A3



Front Elevation B as proposed scale 1:50 A3



Site Plan as proposed scale 1:200 A3

 Spazio Ltd

Project:
Fieldings Wharf, Market Street, Droylsden, M43 6EW
 Drawing:
Site plan as proposed

3Elm Grove
 Didsbury
 Manchester
 United Kingdom
 M20 6PL

Date: APR 16	Drawn by: EJG	Checked by: SWF
Scale: 1:200@A3	Drawing no: 760-01-201R2	Rev: EJG

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Application Number	16/00349/FUL
Proposal	Erection of 3no. 2.5 storey dwelling houses with parking and garden areas
Site Location	Former sits of 2-10 East Street, Audenshaw
Applicant	Middex UK Ltd, 20 Ravenoak Drive, Manchester
Recommendation	Approve

REPORT

1.0 SITE & SURROUNDINGS

- 1.1** The application site is currently a vacant grassed piece of amenity land and was historically the site of a row of terraced properties. To the north of the site is an electricity sub-station beyond which is a block of maisonettes. Approximately 400 metres to the north is Guide Bridge train station.
- 1.2** The site fronts onto East Street which has two storey residential properties along its eastern side. To the west is the rear of a car showroom, now vacant, which fronts onto Guide Lane linking Ashton town centre to the north with Audenshaw and Denton centres to the south. The area is predominantly residential in character.

2.0 PROPOSAL

- 2.1** The application is for full planning permission for the erection of a row of three 2.5 storey dwelling houses each having one off street car parking space and private gardens. Living accommodation is included within the roof space with a modest sized rear dormer having a pitched roof and ridge below the main ridge.
- 2.2** The properties will be brick built with slate roof of gabled design and would front onto East Street. The development has been set back approximately 1 metre from East Street and it is proposed to construct a 600mm brick wall along the sites eastern boundary with East Street separating the plots front amenity space from the public highway. A 1.8 metre high timber close boarded fence will be erected around the remaining boundary of the site and also between each plot.
- 2.3** Car parking would be provided with a single driveway alongside the gable of plot 1 to the north with two parallel spaces serving plots 2 and 3 alongside the southern gable of the row.

3.0 PLANNING HISTORY

- 3.1** There is no planning history for this site.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation
Unallocated

4.2 Tameside UDP

Part 1 Policies

1.3 Creating a Cleaner Greener Environment

1.4 Providing More Choice and Quality of Homes

1.5 Following the Principles of Sustainable Development

1.6 Securing Urban Regeneration

1.12 Ensuring an Accessible, Safe and Healthy Environment

Part 2 Policies

H2 Unallocated Sites

H4 Type, Size and Affordability of Dwellings

H10 Detailed design of Housing Developments

C1 Townscape and Urban Form

OL4 Protected Green Space

MW11 Contaminated Land

4.3 Other Policies

Residential Design Supplementary Planning Document.

National Planning Policy Framework. (NPPF)

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

As part of the assessment of the application 24 notification letters were sent out to neighbouring properties on the 25th April 2016.

In addition a General Site Notice was posted on site on the 26th April 2016.

6.0 RESPONSES FROM CONSULTEES

Head of Environmental Services – Highways has no objections subject to conditions regarding car parking being provided before occupation of the plots and details of the dropped crossing.

Head of Environmental Services – Environmental Protection has no objections subject to conditions regarding hours of construction and details of facilities for the storage and collection of refuse and recyclable materials.

7.0 SUMMARY OF 3rd PARTY RESPONSES RECEIVED

- 7.1 Four letters of objection have been received and are summarised below;
- development will pose a serious road safety issue with there already being insufficient parking
 - there is no room for lorries or building vehicles to enter East Street with very little turning around space
 - trees have been cut down from the site
 - development will result in loss of light and loss of privacy.
 - applicants live abroad so how will they be contacted by residents with their issues
 - concerned heavy goods and delivery vehicles will damage the road surface (East Street).
 - is there any restriction on what hours and days the site will be open
 - large vehicles will not be able to access street
 - will be changes to the current available parking which will be reduced.
 - no other properties have driveways and this will not be in keeping with the current visual theme of the street.
 - one parking space will not be sufficient.

An objector has requested the application is considered at Speakers Panel.

- 7.2 Councillor Warren Bray has confirmed no objections.

8.0 ANALYSIS

- 8.1 The key issues in deciding this application are;

- 1) The Principle of the Development
- 2) Layout and Design
- 3) Highways and Access

Principle of Development

- 8.2 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development.
- 8.3 The site is unallocated within the UDP proposals map and consequently policy H2 is relevant. Unless other considerations take precedence, the Council would permit the redevelopment of previously developed land for residential use where these are not specifically allocated for the purpose in the development plan. The site is located within an established residential area and its redevelopment constitutes the effective re-use of previously-developed land. The site is within an accessible location with easy links to both bus and train travel and close to many facilities provided by Audenshaw centre to the south and a local primary school to the west. It is also considered the development is sustainable being within an established residential area.
- 8.5 The site provides incidental open space with no formal facilities with its contribution to the wider community limited to a visual open amenity space rather than serving a functional purpose. It is considered this open space is not “demonstrably special to the local community and holds a particular local significance”, as defined by paragraph 77 of the NPPF as reasons to include and retain land as open space. The retention of the site solely for the purpose of limited amenity value for residents immediately adjacent would represent the inefficient use of land within the urban area and would not comply with the Core Principles of NPPF. In addition, UDP policy OL4 does allow for exceptions of development on Protected Green Space where the “retention of the site as green space is not necessary and the site has no special significance to the interests of sport and recreation” In this instance it is considered there is sufficient amenity space given the number and type of greenspaces within easy reach of the site and in particular the Tame Valley to the east and open amenity space to the south. Given the sites limited amenity value and historically being previously developed, it is considered some development could be justified and would comply with paragraph 77 of the NPPF and UDP policy OL4 and therefore would be acceptable in principle.
- 8.6 The redevelopment of this site will deliver quality homes and a development that conforms to policies within the Tameside UDP and accords with the NPPF core principles. In overall terms the principle of developing the site for residential use is therefore considered acceptable.

Layout Scale and Design

- 8.7 The layout of the site provides adequate sized private amenity space with off street car parking and, following amendments being made to the scheme after its initial submission, each plot has now been set back from back of footway to reflect more closely the general layout of the existing properties on East Street.
- 8.8 Each house has an accommodation size of 77 square metres of floor space, which is considered to be an acceptable size for three bed properties and is in accordance with SPD policy RD18. The design of the houses, materials proposed to be used in the external finishes and proposed boundary treatments are considered to be acceptable and in keeping with the area. The provision of the dormers to the rear will maintain the integrity of the street scene with only a roof light to the street elevation with the development in compliance with SPD policy RD2 and UDP policy C1.
- 8.9 The spacing between the proposed and existing houses complies with SPD policy RD5 designed to prevent undue over-looking and over-shadowing of neighbouring properties.
- 8.10 The dwellings will be of a similar scale to neighbouring properties and will maintain the style of a traditional terrace row which is common for the area. The design, appearance and layout of the development conform to the requirements of the Residential Design SPD, UDP Policy H10 and Section 6 and 7 of the NPPF and is therefore acceptable.

Highways and Access

- 8.11 Whilst the development will provide one off-street car parking space for each house, given the sites accessibility, this is considered to be acceptable. The location is within approximately 30 metres walking distance of local bus services along Guide Lane to the west and approximately 400 metres from Guide Bridge railway station to the north.
- 8.12 The Head of Environmental Services – Highways has raised no objections and the parking arrangements and access are considered acceptable and in compliance with UDP Policy H10 and T10 and the Residential Design SPD.

9.0 CONCLUSION

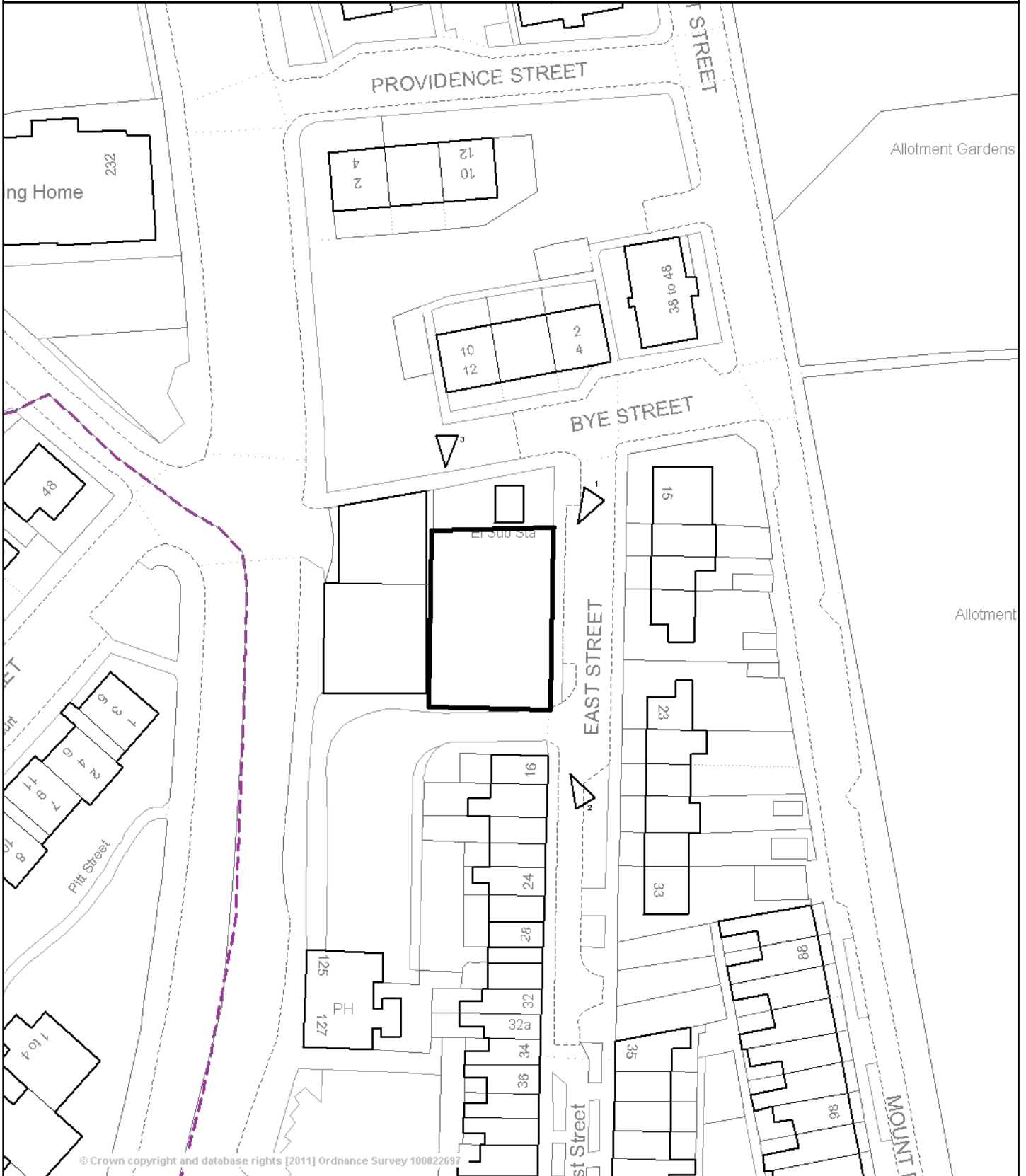
- 9.1 The proposed development complies with local and national planning policies and would contribute to the Borough's housing land requirement whilst redeveloping a site that is currently vacant.
- 9.2 The development would not have any undue impact on local residents by reason of overlooking or loss of amenity and is within a highly accessible location. The development is therefore considered acceptable and recommended for approval.

RECOMMENDATION –

To grant planning permission subject to the conditions set out below:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in accordance with the following approved plans numbered 371P-3.01, 371P-3.02 received on 11th April 2016 and amended drawing numbered 371P-2.01 dated 10th May 2016.
3. All external hard surfaces within the development shall be constructed of porous material or else provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the development.
4. Prior to the occupation of the development, the car parking indicated on the approved plan shall be provided and thereafter kept unobstructed and available for its intended purpose. The car parking areas shall be maintained and kept available for the parking of vehicles at all times.
5. During construction, no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
6. Development shall not commence until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.
 - i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
 - ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
 - iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
 - iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the Local Planning Authority.



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Scale 1/789 Date 7/6/2016

Centre = 392663 E 397049 N

Application Number: 16/00349/FUL

Photo 1

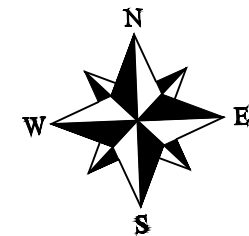


Photo 2

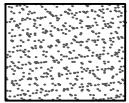
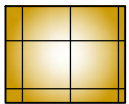






Photo 3





Landscaping Materials Legend

-  Driveway / Parking Colour - Black Tarmac
-  Paving Colour - Buff
-  Grassed Area
-  Parking Bay 2.4 x 4.8m
-  Timber Screen Fence 1.8m high
-  Timber Gate with Key Lock 900mm wide x 1.8m high

PLOT SCHEDULE
3 no HTC3

Rev.A - 10.05.16 - Plots moved back 1m from back of pavement

Page 60

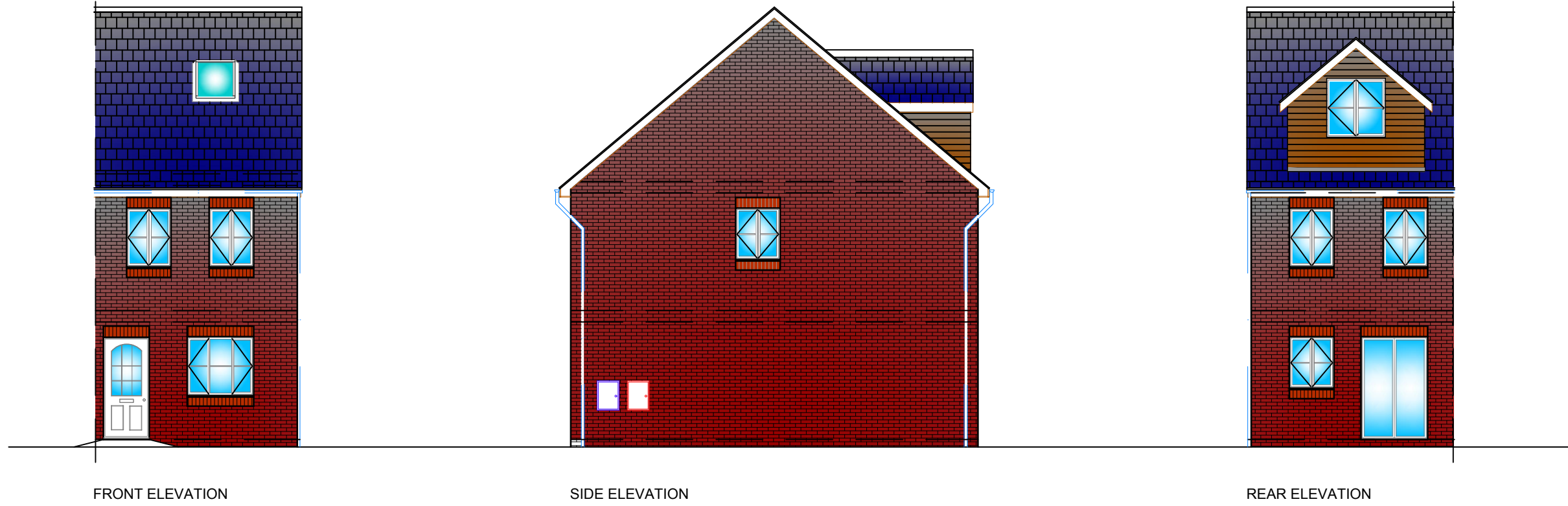
EDIFICE Building Consultants Limited
 email: nick@edificebc.co.uk mobile: 07917125231
 Architecture Project Management Consultancy
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PROJECT
 Proposed Development at:
 Land at East Street
 Audenshaw
 Tameside

DRAWING TITLE
 Proposed Site Layout
 Planning

CLIENT
 Middex UK Ltd

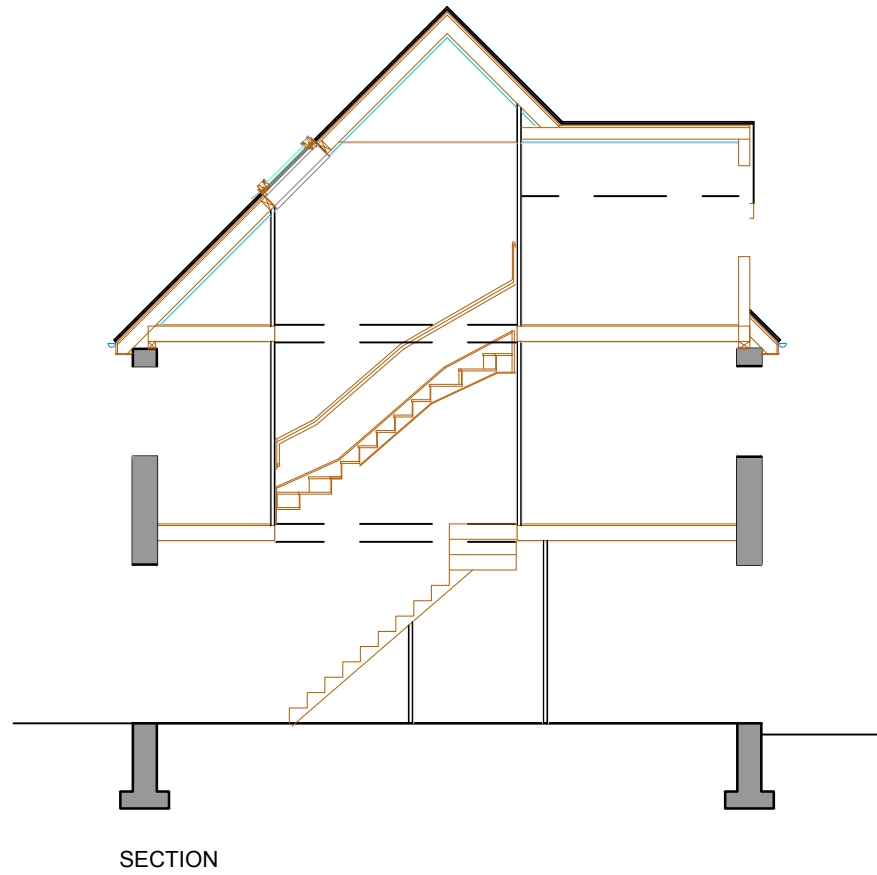
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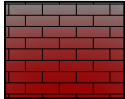
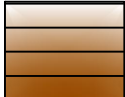

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



SECTION

Elevation Materials Legend	
	Red Brickwork to outside faces of all external walls Colour - Red Smooth
	uPVC Cladding and trims Colour - Timber
	Concrete roofing tiles to roof areas Marley Modern Type Colour - Smooth Dark Grey / blue

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PROJECT

Proposed Development at:
Land at East Street
Audenshaw
Tameside

DRAWING TITLE

House Type C - Elevations
3 Bed 4 Person
77 sq.m
829 sq.ft

CLIENT

Middex UK Ltd

DATE Mar '16

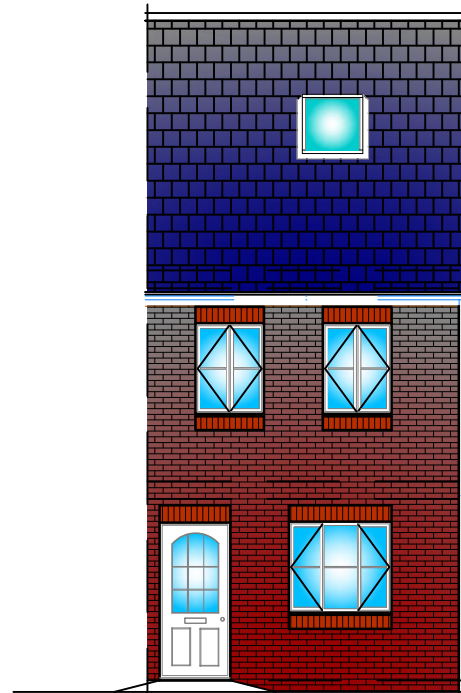
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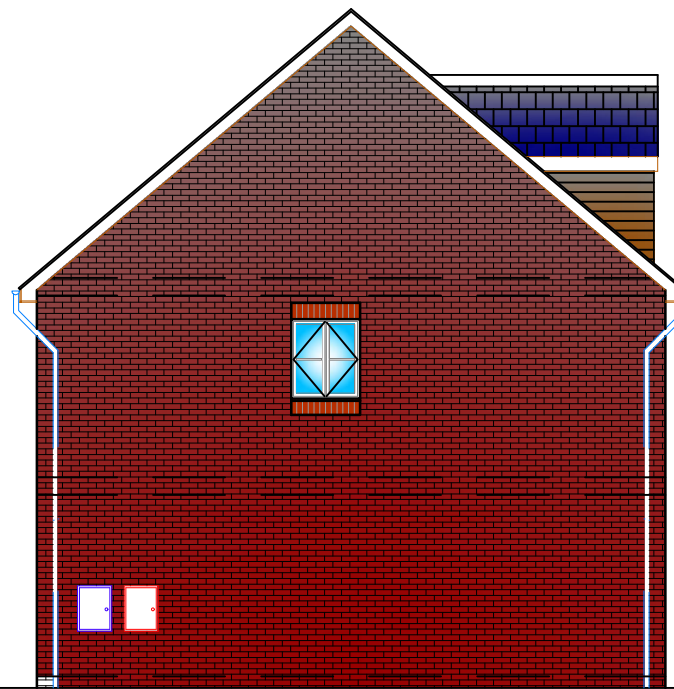
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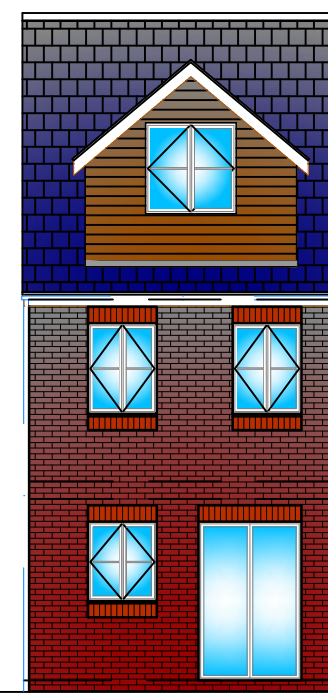
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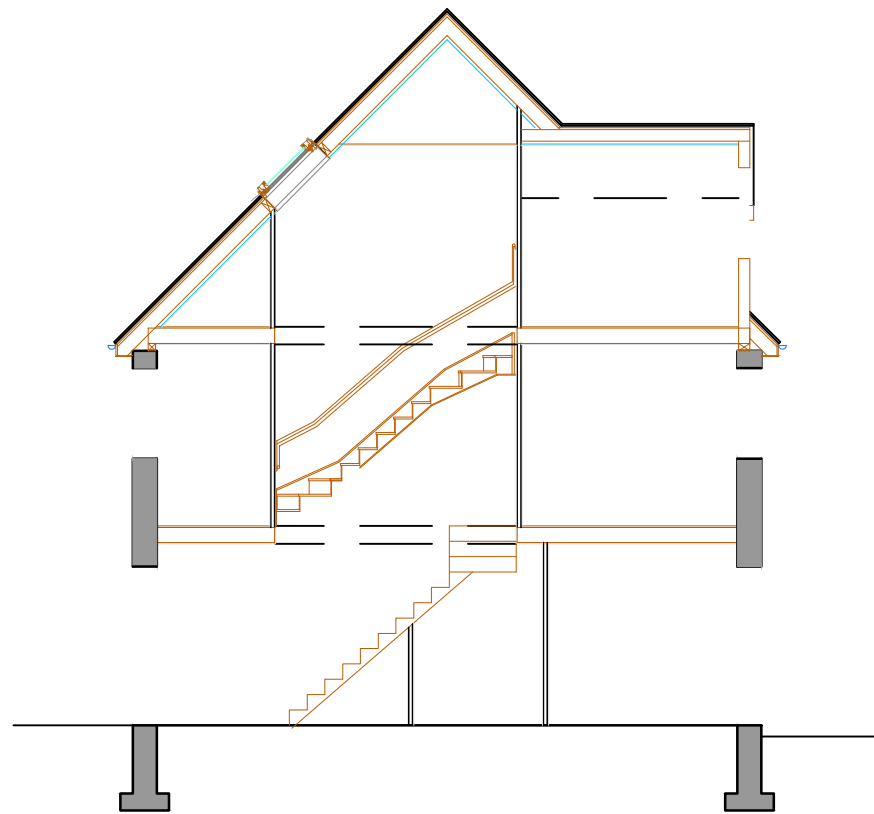
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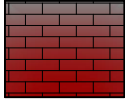
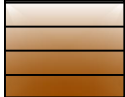

SIDE ELEVATION



REAR ELEVATION



SECTION

Elevation Materials Legend	
	Red Brickwork to outside faces of all external walls Colour - Red Smooth
	uPVC Cladding and trims Colour - Timber
	Concrete roofing tiles to roof areas Marley Modern Type Colour - Smooth Dark Grey / blue

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DRAWING TITLE

House Type C - Elevations
3 Bed 4 Person
77 sq.m
829 sq.ft

CLIENT

Middex UK Ltd

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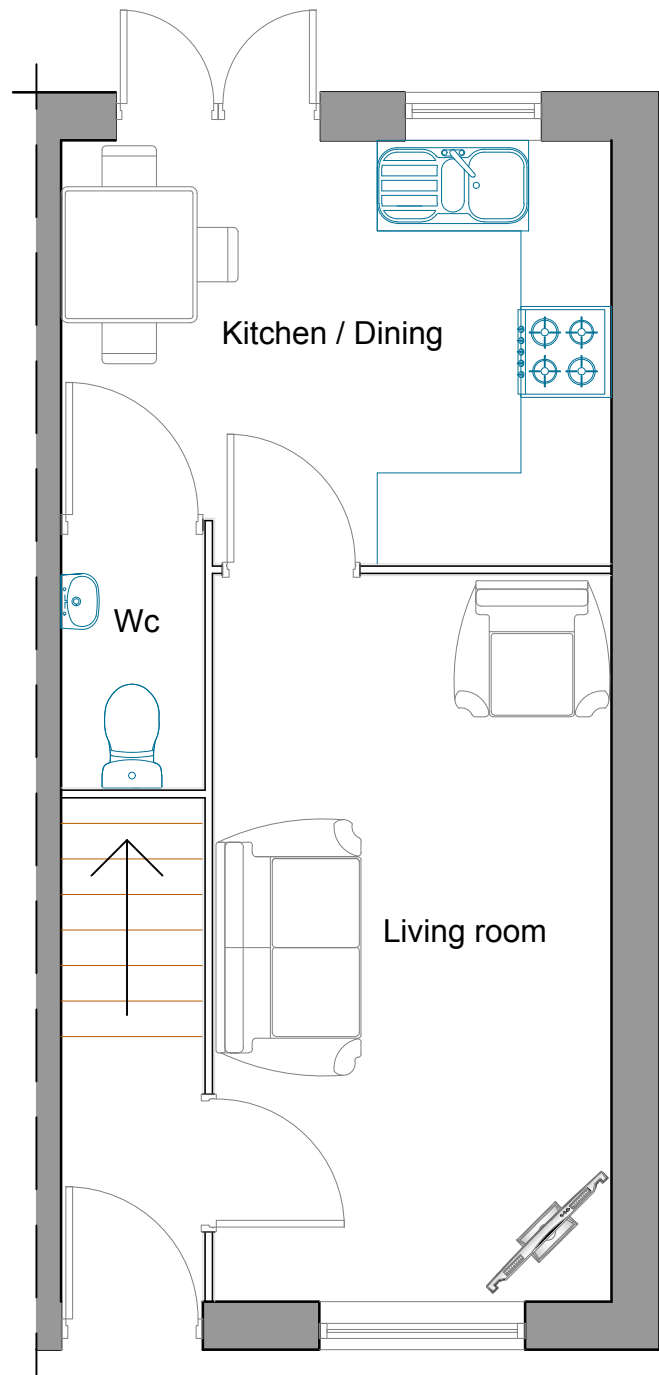
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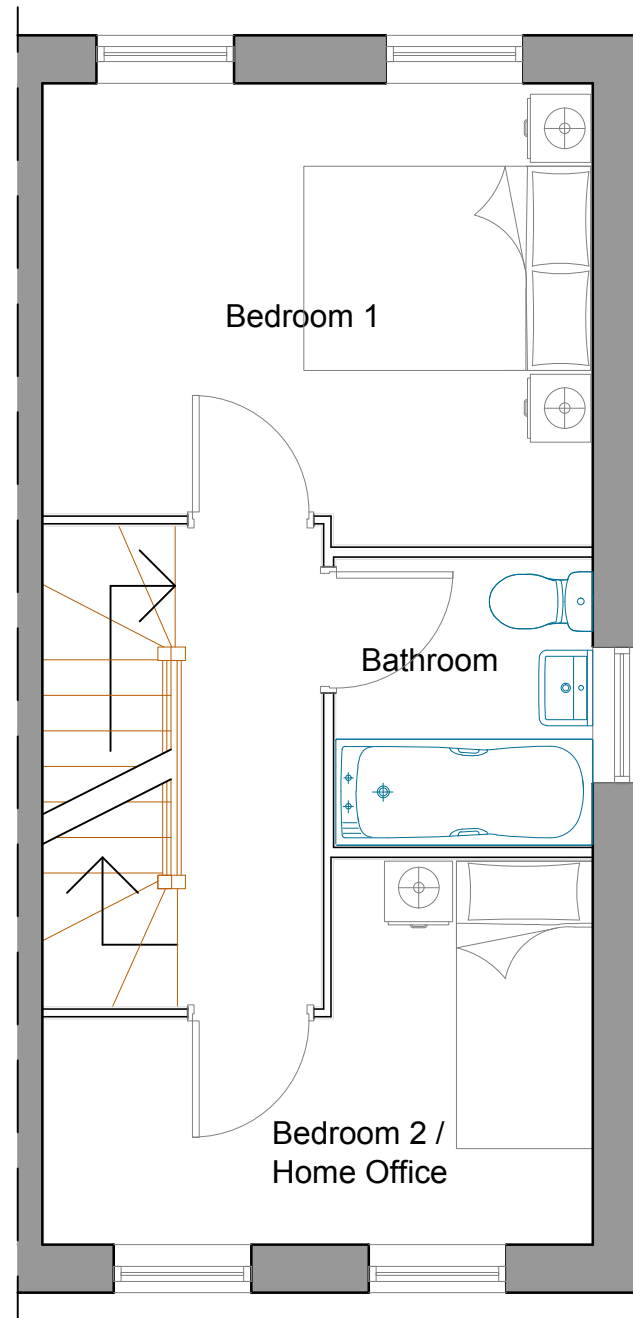
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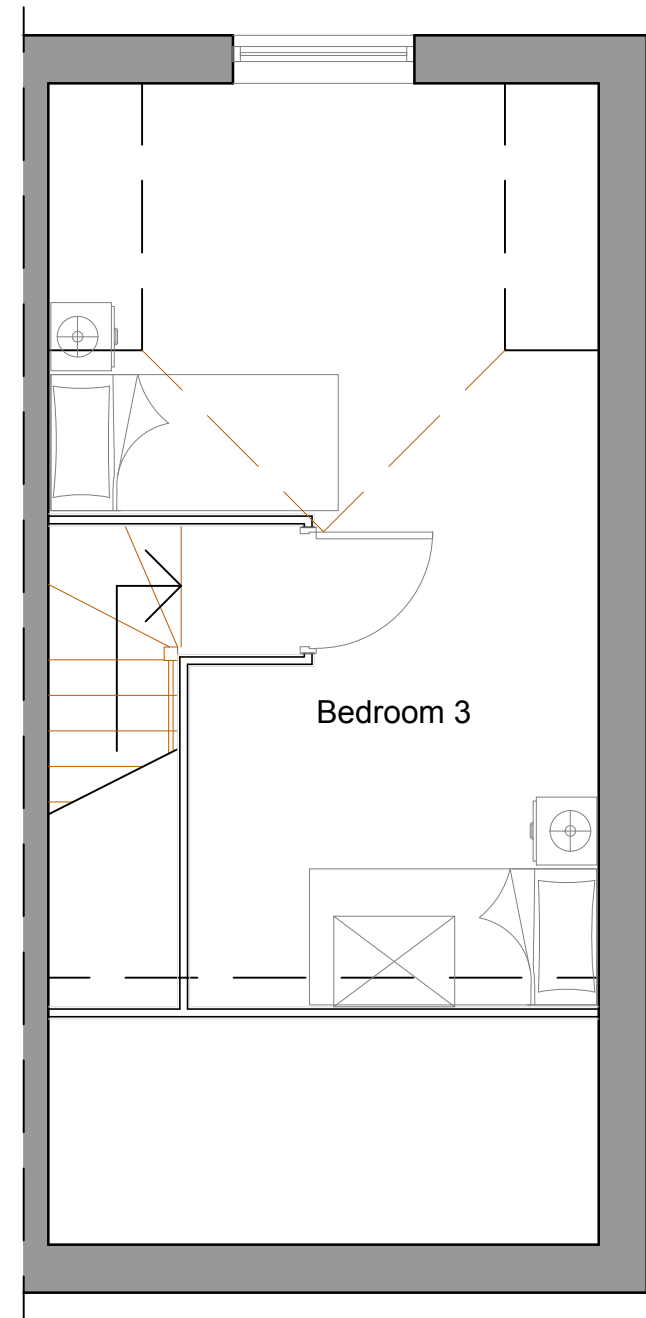
REV



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

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PROJECT

Proposed Development at:
Land at East Street
Audenshaw
Tameside

DRAWING TITLE

House Type C - Floor Plans
3 Bed 5 Person
77 sq.m
829 sq.ft

CLIENT

Middex UK

DATE Mar '16

DRAWN BY NH

SCALE 1:50@A3

DRAWING No

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