

Application Number:	23/01125/FUL
Proposal:	Erection of part one - part two storey class C3b residential development of 12 no 1bed units, staff area, communal lounges with associated landscaping and car parking.
Site:	The Hollies, Spring Street, Hollingworth, SK14 8NQ
Applicant:	Jigsaw Homes Tameside
Recommendation:	Grant planning permission subject to conditions.
Reason for Report:	The application constitutes a major development.
Background Papers:	The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972.

1. SITE & SURROUNDINGS

- 1.1 The application site comprises a large two storey detached building, known as the Hollies, which formerly offered supported housing for vulnerable people. The site also includes a detached garage. An application has recently been processed for the relevant demolition of this building under Class B of Part 11 of Schedule 2 of The Town and Country Planning General Permitted Development Order 2015 (As Amended).
- 1.2 The current building is primarily of red brick construction under a pitched tiled roof. There is evidence to suggest that the property has previously been extended with the addition of a mono-pitched, rendered gable-end extension and single storey conservatory to the rear elevation. As was evident from the site visit, both the inside and outside of the property are in very poor condition.
- 1.3 The ground levels across the site do vary, particularly to the rear garden area – increasing in height moving in a north-westerly direction. No.5 Spring Street, which shares the common boundary to the north west, is situated at a notably higher ground level supported by a retaining wall and boundary fencing. Additionally, Nos 1-3 Spring Court Mews to the south are situated at a notably lower ground level, with sunken gardens at the rear (around 3m/1 storey lower).
- 1.4 Longdendale High School is located some 200m in distance away at the head of Spring Street, otherwise the site lies within a predominately residential area and is unallocated according to the Tameside Unitary Development Plan (UDP) proposals map.

2. PROPOSAL

- 2.1 This application seeks full planning permission for the erection of a part two storey, part single storey building offering supported housing on an affordable basis as part of a managed residential development scheme comprising 12no. 1 bed units, with a dedicated staff area, communal lounges and associated landscaping and car parking.
- 2.2 The residential development would front Spring Street to the west and take vehicular access at the southern part of the site leading to an existing small area of hardstanding for dedicated parking to the southeast of the building. A private courtyard garden with dedicated bin storage and cycle storage would be located to the rear of the plot.

- 2.3 The proposed detached building, which would primarily be constructed from brick, would support a dual pitch roof with a part two storey, part single storey flat roof overhang to the rear elevation. Areas of the building to the front and side are to be detailed with timber-effect cladding. All windows would be arranged with a vertical emphasis with art stone lintels and sill detailing.
- 2.4 Landscaped green areas would form the site frontage along Spring Street, set behind new boundary treatment (railings).
- 2.5 An affordable housing statement confirms that the development would be owned and managed by Jigsaw Homes who are a Registered Provider partnered with Tameside MBC. The proposed tenure would be 100% affordable on a Social Rent (Supported) tenure.
- 2.6 Jigsaw Homes Tameside will retain ownership of the properties and will therefore be responsible for repairs and maintenance throughout the lifetime of the development. They will manage rental income, tenancy matters and letting the properties at first and subsequent lets, ensuring all s106 requirements and local lettings policies are adhered to.
- 2.7 Housing Growth at Tameside MBC have confirmed their support in principle of 12 x 1B1P supported living apartments for social rent. The accommodation is specifically targeted at addressing a requirement for 1 bedroom accommodation, and the development would form part of an approach to deliver a mixed affordable housing offer by Jigsaw in Tameside. The properties will meet the standards prescribed by Homes England. The accommodation would be allocated through Tameside Homes Choice in accordance with the Council's nomination agreement.
- 2.8 The application has been supported by the following reports:
- Full Plans Package including section and montages
 - Transport Statement and Travel Plan
 - Phase 1 SI, Geotechnical and Geo- Environmental Preliminary Risk Assessment (Desk Study)
 - Coal Mining Report
 - Phase 2 Site Investigation
 - Proposed Drainage Layout and Standard Construction details
 - Exceedance Flow Paths
 - Proposed Permeable and Impermeable Area Plan
 - Drainage Strategy and Maintenance Statement
 - Crime Impact Statement
 - Noise Impact Assessment
 - Ecological Assessments
 - Arboricultural Assessments
 - Landscape Management and Biodiversity Improvement Plan
 - Planning Statement
 - Affordable Housing Statement

3. PLANNING HISTORY

- 3.1 23/01115/NDM - Large 2 story building and detached garage which formerly operated as supported housing for vulnerable people. – Prior Approval not required 24 January 2024 (demolition)

4. PLANNING POLICY

National Planning Policy Framework

- 4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.
- 4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 4.3 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

4.4 Development Plan

The adopted development plan is the Tameside Unitary Development Plan (2004), Greater Manchester Joint Waste Development Plan Document (2012) and Places for Everyone (2024).

Allocation: Unallocated.

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- 1.1: Capturing Quality Jobs for Tameside People;
- 1.3: Creating a Cleaner and Greener Environment;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1.9: Maintaining Local Access to Employment and Services;
- 1.10: Protecting and Enhancing the Natural Environment;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- C1: Townscape and Urban Form
- H2: Unallocated Sites
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N4: Trees and Woodland
- N5: Trees within Development Sites
- N7: Protected Species
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- T11: Travel Plans

- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone (2024)

- JP-S2 Carbon & Energy
- JP-S5 Flood Risk
- JP-S6 Clean Air
- JP-S7 Resource Efficiency
- JP-J1 Supporting Long-Term Economic Growth
- JP-H1 Scale, Distribution and Phasing of New Housing Development
- JP-H2 Affordability of New Housing
- JP-H3 Type, Size and Design of New Housing
- JP-H4 Density Of New Housing
- JP-G7 Trees and Woodland
- JP-G8 A Net Enhancement of Biodiversity and Geodiversity
- JP-P1 Sustainable Places
- JP-P7 Sport and Recreation
- JP-C2 Digital Connectivity
- JP-C3 Public Transport
- JP-C4 The Strategic Road Network
- JP-C5 Street for All
- JP-C6 Walking and Cycling
- JP-D2 Developer Contributions

5. PUBLICITY CARRIED OUT

- 5.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement the application has been advertised as a major development by neighbour notification letters, display of site notice; and advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 One letter has been received from a third party, neither clearly objecting to nor supporting the proposal. The comments received have been summarised below:
- The plans do not provide adequate parking spaces to serve the proposed development without exacerbating the existing dangerous parking problems on Spring Street;
 - Spring Street serves as a parking area by visitors of Market Street and an overflow carpark for Longdendale High School. It is also busy in its own right providing access to the school, a nursery, farm and Hollingworth Cricket Club. At such times, it's often impossible for traffic to flow in both directions simultaneously.
 - Broadly supportive of cycle storage but not relevant to the proposed development given that the site is not within proximity of any cycle paths and roads with cycle lanes. The notion that any visitor to the building might arrive other than by car is unrealistic.
 - Stress that they are in no way opposed to the objectives set out in the planning application and indeed would welcome the development of the site for a useful purpose.

7. RESPONSES FROM CONSULTEES (summarised)

- 7.1 Active Travel England – Confirm that they do not wish to comment on the proposals.

- 7.2 Coal Authority – Confirm the site falls within the Coal Authority’s defined Development Low Risk Area and therefore have no specific comments to make.
- 7.3 Contaminated Land – No objection - Recommend conditions are applied relevant to further site investigations being undertaken.
- 7.4 Environmental Health – No objection - Recommend conditions relevant to construction hours, waste storage, and compliance with the noise limits specified in e3p’s Noise Impact Assessment.
- 7.5 Greater Manchester Archaeology Advice Service (GMAAS) – No concerns. The proposed development does not threaten the known or suspected archaeological heritage. Therefore there is no reason to seek to impose any archaeological requirements on the applicant.
- 7.6 Greater Manchester Ecology Unit (GMEU) – No objections subject to recommended conditions. Confirms that the site has been adequately assessed following best practice guidelines by a suitably experienced ecologist and no further ecological surveys are required.
- 7.7 Greater Manchester Police (Secured by Design team) – Reviewed the Crime Impact Statement and submitted drawings and recommends that the development is built to the Secured by Design Gold Award standards.
- 7.8 Local Highway Authority (LHA) – No objections subject to conditions.
- 7.9 Housing Growth – Already aware of the proposal and fully support it as crucial part of the housing offer in Tameside.
- 7.10 Lead Local Flood Authority (LLFA) – No objections, a condition should be applied requiring the site to be drained in accordance with the drainage hierarchy.
- 7.11 Transport for Greater Manchester (TfGM) – The quantum of development would not trigger the requirement for a highway impact review by TfGM.
- 7.12 United Utilities (UU) – No comments received.
- 7.13 Waste Services – No objections, recommend that secure bin storage is provided as per TMBC standards, as per the submitted plans.

8. ANALYSIS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 The current position is that the Development Plan consists of Places for Everyone (PfE), the policies and proposals maps of the Unitary Development Plan (UDP) and the Greater Manchester Joint Waste Plan Development Document.
- 8.3 The National Planning Policy Framework (NPPF) is also an important consideration. The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision making this means:-
- approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in the Framework indicate development should be restricted.

9. PRINCIPLE OF DEVELOPMENT

9.1 Amongst other things, the NPPF promotes developments for new housing, it also strongly advocates the efficient reuse of brownfield sites within central sustainable locations. Paragraph 128 of the NPPF states that planning policies and decisions should make efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

9.2 This brownfield site is unallocated according to the Tameside Unitary Development Plan Proposals Map and currently in a residential use given that the existing building offers supported housing for vulnerable members of the community. Policy H2 states that unless other considerations take precedence in a particular case, the Council will permit the redevelopment of previously developed land for residential use and the conversion of existing buildings to such use, where these are not specifically allocated for this purpose in the plan. Policy H4 states that the overall provision of new housing in the Borough should incorporate a range of dwelling types, sizes and affordability to meet the needs of all sections of the community and to help create better balanced communities for the future.

9.3 The current proposal will offer supported housing with the proposed inclusion of 12no. 1 bedroom units within a managed residential development. The site lies within a predominately residential area and the proposed use would not be out of keeping with the existing and surrounding uses. The proposal would represent an effective use of land within the urban area which is reasonably well serviced with access to local amenities, employment and transport. The principle of development is therefore considered acceptable, subject to all other material planning considerations being satisfied.

9.4 Maximising the use of urban sites is of further importance given the Council cannot currently demonstrate a 5 year supply of deliverable housing sites. The proposals would also see all the accommodation provided on an affordable basis. This would therefore make a valued contribution to meeting affordable housing needs. This, along with the associated regeneration benefits should carry significant weight in the determination of this application.

10. DESIGN

10.1 The National Planning Policy Framework states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Amongst other matters, paragraph 135 of the Framework requires new development to: function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout, appropriate and effective landscaping; be sympathetic to local character and history and establish and maintain a strong sense of place.

- 10.2 Policies 1.3, H10 and C1 of the Tameside Unitary Development Plan (UDP) are also relevant which cumulatively seek to ensure that such developments are acceptable in terms of integration with the wider area, in terms of residential amenity, and in terms of highway safety and crime, noting:
- a) a design which meets the needs of the potential occupiers, provides an attractive, convenient and safe environment for the local community, and complements or enhances the character and appearance of the surrounding area, and
 - b) suitable arrangements for parking, access to and from the highway, and delivery, refuse and emergency vehicles, including access by pedestrians, cyclists and disabled people, and for convenient access to public transport where appropriate, with no unacceptable impact on the surrounding highway network, and
 - c) suitable landscaping and fencing, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development, ensure privacy and security where necessary, enable discrete storage of wheelie bins and minimise the visual impact on surrounding areas, and
 - d) no unacceptable impact on the amenity
 - e) of neighbouring properties through noise, loss of privacy, overshadowing, or traffic, and
 - f) minimisation of the opportunities for crime and anti-social behaviour.
- 10.3 The Council will also encourage and permit new and innovative design solutions wherever this can be achieved without adverse effects on existing character.
- 10.4 The Tameside Residential Design Supplementary Planning Document (SPD) provides more specific design guidance on new residential development and makes clear that proposals for new development should be drafted with an understanding of a place's character and identity, acknowledging the elements (buildings, features and spaces) that have shaped it and applying a respectful design that complements or enhances it. In particular Policy RD2 of the SPD raises important design cues to consider/respond to in designing a new scheme for development, in respect of: proportions, building lines, street patterns, materials etc. Policy RD20 and RD21 are also important in considering the detailing of buildings/ design of boundary treatments.
- 10.5 With reference to RD2, the scale and proportions of the proposed development is comparable to the existing building on site and retains a similar footprint. The consistent windows, with a strong vertical emphasis at ground and upper floors, break up the perceived mass of the building. The projecting brickwork at ground floor level creates an extended flat archway feature which also adds depth to the façade and the return side elevation creates design interest, whilst also breaking up the large expanse of brickwork.
- 10.6 The existing building lacks any strong architectural detailing and does not contribute significantly to the visual quality of the street scene. The proposed building design will provide interest and positive design features, such as varied roof heights with a combination of both pitched and flat roof styles, as well as increased areas of glazing. When considering the aims and aspirations of Policy H10 of the UDP, officers consider that the new replacement building would enhance and complement the appearance of the wider street scene.
- 10.7 There are a variety of materials used in the construction of neighbouring buildings, including red/buff brick, artificial stone and white render. There is not therefore a predominant material that the proposed building would need to conform with to integrate successfully in its context. The proposed plans indicate the use of a buff brick to the external elevations with white mortar, slate effect roof tiles and Artstone lintels and sills. This light brick material, combined with the partial use of wood effect composite slatted panels at ground floor level, is considered appropriate to the locality and would enhance the wider character of the street scene.

- 10.8 Noting the proposed site arrangement, it is considered that the proposed building follows the established pattern of development along Spring Street and has been orientated on the site to best integrate with the existing grain, building interfaces and street frontages. The scheme also includes soft landscaping along the front of the plot, with new vegetation and boundary treatment, retaining a positive relationship with Spring Street to the west.
- 10.9 Overall, following the above assessment, it is considered that the proposals accord with the relevant provisions of the NPPF, in particular paragraph 135, and UDP Policies 1.3, C1 and H10 with regard to design.

11. RESIDENTIAL AMENITY

- 11.1 The National Planning Policy Framework, in particular paragraph 135(f), seeks to secure a high standard of amenity for existing and future users of land and buildings. In order to prevent undue over-looking between dwellinghouses the Council applies minimum spacing distances that should be maintained between new and existing dwellings. These minimum spacing distances are given by policy RD5 of the Residential Design SPD.
- 11.2 Given that the proposed building is of a similar scale to the existing building, the general impact of the development on the occupiers of neighbouring residential properties would be somewhat similar. However, it is noted that in parts the building height and proximity is greater than existing and, in places, new habitable room windows have been introduced where they do not currently exist. These issues are considered in more detail below.

Nos.1-3 Spring Court Mews

- 11.3 The proposed replacement building is to be situated in a similar location to the existing therefore having a similar visual impact. Although the depth of the building is greater than the existing, the flat roof design significantly reduces the perceived bulk and mass to the rear of the plot. Officers are therefore satisfied that the replacement building would not result in a significant loss of light or appear unduly overbearing or intrusive to neighbouring occupiers, particularly when considering the established relationship and juxtaposition of buildings.
- 11.4 Habitable room windows are to be introduced both at ground and upper floor levels to the gable end of the replacement building. At ground floor, due to the oblique angle and natural ground level changes, these windows would be largely obscured from view from Spring Court Mews therefore raising no significant amenity concerns. At first floor, two new bedroom windows are proposed. These have been amended at the request of officers to be fitted with obscure glazing and with a 'tilt only' opening mechanism, restricting outlook when the windows are opened. This detail has now been indicated on the proposed drawings, and as these rooms are also served by other, clear glazed windows to the front/rear of the building, this was found to be an acceptable solution both for the amenity of future occupiers and for adjacent residential occupiers.
- 11.5 Separate to light, outlook and privacy, it is noted that the scheme involves the main entrance being located to the gable end, opposite the rear of the buildings on Spring Court Mews. In order to mitigate disturbance from the potential increased activity in this location, the scheme proposes the introduction of new planting along the common boundary and the introduction of dedicated parking spaces away from the neighbours' rear gardens. Currently, users of this hardstanding area are free to park anywhere, including immediately along this boundary, giving rise to heightened opportunity and chance of noise and disturbance. The scheme would reduce the potential impact of this identified issue.

No.5 Spring Street

- 11.6 This split level neighbouring property is situated immediately north of the application site and predominately at a higher ground level. The outlook from this property is not considered to be unduly affected by the proposed development, having a similar visual impact to the

existing, and there would be no unacceptable loss of privacy due to window placement/restrictions which have been amended during the course of the application to further reduce any perceived or potential impact.

No.4 Wood Street

- 11.7 The difference between the existing and proposed development on No.4 Wood Street would not be significant. The proposal would introduce two new first floor habitable rooms in closer proximity to No.4. These have been designed into the scheme with an oriel window design such that the view from these windows is directed away from No.4. This arrangement is considered a bespoke and acceptable solution. Officers are also satisfied that the replacement building would not appear unduly overbearing/ oppressive.

Nos.10-18 Spring Street

- 11.8 The replacement building would be situated in a similar position to the existing development, within its plot. The resultant distance between the proposed building and the existing residential properties opposite would exceed 23m. This relationship is considered to be acceptable, in accordance with H10 of the UDP, with buildings on both sides of the road being situated upon ground which rises up alongside the highway.

Residential Environment Created

- 11.9 Internally, the 1-bedroom accommodation would measure between 34m² and 37m² which would fall below the internal space standards set out by the Technical Housing standards - national described space standards (NDSS) by circa 3m² for some of the units. Each of the residential units is well set out and would allow for separate functional living, sleeping and kitchen areas, with dedicated storage provision. Internal communal areas within the building would also provide additional living accommodation with a separate living room at ground floor level, study area and WC.
- 11.10 Outdoor private amenity space is also provided for within the scheme and includes a secure courtyard area to the rear of the plot with seating and landscaped areas. Dedicated space for bin storage and cycle storage is also provided for to the rear of the plot, but is separated from the main communal amenity area so not to appear imposing. The shortfall against NDSS is noted to be marginal and it is recognised that the scheme incorporates and provides other facilities and space as set out above. It will also provide for much needed affordable housing within a managed residential environment.
- 11.11 On the basis of the above assessment, the proposals are considered to be acceptable.

12. HIGHWAY SAFETY & ACCESSIBILITY

- 12.1. The site is located on Spring Street, just off Market Street which is the main thoroughfare through the village of Hollingworth. Market Street forms the A628 which is a major link road through to the M67 connecting Greater Manchester through to South Yorkshire.
- 12.2 Hollingworth is served by frequent bus services through to other towns within the borough, including Hyde, and outside the borough to Glossop. The village is served by local amenities including a GP Surgery, primary school, secondary school, public house, café and bakery.
- 12.3 The current proposals seek to secure 3no off-street parking spaces, one of which will be accessible, utilising the existing hard-standing area to the south east of the plot. The concerns received from a third party in relation to the lack of on-site parking (to support the proposed development) are acknowledged. However the Local Highway Authority (LHA) found that the 3no spaces is broadly in line with the requirements of the TMBC UDP parking standards. Additionally, the LHA is satisfied with the provision of the proposed cycle storage and the actions proposed in the approved travel plan to promote the modal shift to more

sustainable modes of travel which would further mitigate, in the LHA's opinion, the parking provision proposed.

- 12.4 The proposed access/egress from the off street parking spaces onto Spring Street are satisfactory and meets the LHA requirements for max gradients. The LHA notes that the existing access from the development has a slightly reduced visibility splay achieved to the north of the site, which equates to a speed of 20mph for vehicles approaching the junction of Market Street. The reduced visibility is considered acceptable to the LHA, due to the proximity of the access to the junction and the lowered vehicle speed at this point and that there has been no recorded accidents at the location over a 5 year period.
- 12.5 The LHA is satisfied that the vehicle trips generated by the development would be minimal and that based on the information provided the residual cumulative impact on the road network would not be severe, in considering paragraph 115 of the NPPF.
- 12.6 In considering sustainable travel by foot, there are numerous Public Rights of Way located within the vicinity of the development which require upgrades to their existing surfacing, along with way finder signage to promote active travel to and from the development, namely LON/26/10 and LONG/27/20. This is considered in more detail in section 16 of this report.
- 12.7 A travel plan was submitted as part of the proposal with the objective of reducing reliance on the private car, particularly single occupancy use, and generally promoting public transport and reducing environmental impacts. The LHA is satisfied with the initiatives included within the submission document and recommend that the development shall be carried out in accordance with the measures proposed to promote active travel within, in accordance with UDP Policies T1 and T11. A condition on this basis is therefore considered reasonable and relevant to the proposal.
- 12.8 With regard to servicing and waste management matters, the apartments would be serviced from dedicated bin stores accommodated to the rear of the plot. The position and capacities of which have been pre-agreed to be acceptable from the borough's waste management team, and would not create any offsite problems.
- 12.9 Due to the high traffic nature of Spring Street in providing vehicular access to Longdendale High School, and other public amenities, the strict adherence to the provision of a Construction Method Statement (to be conditioned) to ensure that the interests of highways traffic and pedestrians are not unduly prejudiced, is considered necessary in this instance.
- 12.10 To conclude, the access and parking arrangements have been assessed as being acceptable. The site is within a sustainable location which benefits from immediate access to services and transport options. As such, in the absence of any demonstrable adverse impacts, and subject to recommended conditions, the development is considered to adhere to the provisions of policies T1, T7, T8 and T10 of the UDP by providing safe, secure and convenient access for all road users.

13. DRAINAGE AND FLOOD RISK

- 13.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. The site has historically been developed. Surface run-off will not be increased by the development and future residents are not considered to be at risk.
- 13.2 However all developments should include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish.

13.3 National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

13.4 It is therefore recommended that any future drainage plans be carried out in accordance with the drainage hierarchy above. In the interests of securing sustainable drainage systems, it is recommended that this be secured by condition.

14. GROUND CONDITIONS & ARCHAEOLOGY

14.1 The site falls within the Coal Authority's defined Development Low Risk Area, confirmed by the site location plan provided. The Coal Authority have therefore no specific comments to the make on the development but request in the interest of public safety, the applicant's attention should be drawn to the Coal Authority's Standing Advice.

14.2 The Environmental Protection Unit (EPU) have reviewed the submitted documents produced by CRCE and have no objections to the development subject to conditions requiring further site investigations and remediation (if necessary).

14.3 GMAAS have no objection to the proposal and are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis there seems no reason to seek to impose further archaeological requirements on the applicant.

15. LANDSCAPING & ECOLOGY

15.1 Section 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. The application has been accompanied by a Preliminary Bat Roost Assessment, a Bat Survey Report and an Ecological Enhancement Drawing. These assessments were undertaken following best practice guidelines by a suitably experienced ecologist and as such no further ecological surveys were deemed necessary by Greater Manchester Ecology Unit (GMEU). The application was also supported by a Tree Survey and Constraints Report.

15.2 As part of the proposals, 5no. trees are proposed to be removed, including T1, T2, T3 and T5 which have been assessed as Category C trees and would not be considered a constraint to the development. T4 Silver Birch however appeared initially to be of good amenity value by the Council's arboricultural officer. It has been expressed by the applicant that both T4 and T5 are causing damage to the neighbouring property boundary, and due to its elevated position on the site and the relationship between the trees, the proposed building and the proposed retaining wall strategy, the tree would cause significant impact on both the buildability and the future retention of the tree against the building. Hence, without changing the design considerably and thereby losing accommodation which is essential to the Jigsaw management strategy, T4 would be extremely difficult to retain.

15.3 After seeking further justification for the removal of T4, an updated report was commissioned by the applicant. The report confirms that T4 is approaching over-maturity and therefore offers little long term contribution; it is largely obscured from the street scene and therefore offers only limited visual amenity to the public realm; and consequently provides only a limited benefit. The loss of this T4 has been factored into the replanting scheme whereby new replacement planting is proposed to the front of the building. This will contribute positively to

an improved street scene, which will provide substantially better long term public amenity from the replacement tree. The Council's arboricultural officer is satisfied with this approach as the new tree planting will provide adequate compensation and mitigation for the loss.

- 15.4 In considering ecology merits, the building on the site was judged to have moderate potential to support roosting bats, and bat droppings were recorded on the external windowsill of the building, which could have been as a result of foraging bats. Two bat activity surveys were carried out in July 2023 and no evidence of roosting bats was observed. Separately, as originally submitted, no assessment of the potential of the trees on the site to support roosting bats appeared to have been carried out. As trees on site are proposed to be felled as part of the proposals, an additional assessment was carried out. The conclusion of the additional assessment was that the trees on site have negligible potential to support roosting bats. GMEU is therefore satisfied with this conclusion.
- 15.5 Overall, GMEU has recommended a number of conditions to protect and enhance the ecological value of the site, including: protection of all trees to be retained during the construction period; no removal of trees within bat roosting season (March – August inclusive) unless otherwise agreed in writing; installation of biodiversity enhancement measures as per the submitted ecological enhancement plan drawing; and controlled lighting levels in accordance with best practice guidelines. These are all considered reasonable to the development proposed.

16. DEVELOPER CONTRIBUTIONS

- 16.1 In relation to developer contributions, any requirements in this regard must satisfy the following tests (as stated in paragraph 57 of the NPPF):
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 16.2 The scale of the development constitutes a major development, as such there would normally be a requirement to meet Affordable Housing (15%), Green Space and Highways contributions as per the requirements of policies H4 (affordable housing) , H5(open Space) and T13 (highways) of the Development Plan.
- 16.3 In this instance, the affordable housing requirement would be exceeded through the applicant's intention to provide all of the apartments on an affordable basis which would be secured by condition. The delivery of 12 apartments on an affordable (social rent) basis is a significant benefit in the planning assessment.
- 16.4 In addition to the outdoor amenity space provided within the site, with regard to open space facilities, the site is situated in close walking proximity to protected open green space for use by future occupiers, including Hollingworth playground. Given the location of the site, and there being no identified need having regard to the existing/former use of the site, outdoor open space contributions are not considered reasonable in this instance.
- 16.5 Highways requirements include identified improvements to the local Public Rights of Way Network to encourage active travel and sustainable modes of transport. A contribution to support the upgrade of PRow LON/109/10 would support the aims and aspirations of paragraph 96(c) of the NPPF and would enable and support healthy lifestyles. This also conforms to the aspirations of policies JP-P7 and JP-C6 of PFE.

17. NOISE & DISTURBANCE

- 17.1 A noise impact assessment has been carried out and reviewed by TMBC Environmental Health. To safeguard the general amenity of the area in accordance with UDP policy 1.12, it is recommended that all fixed plant and machinery shall meet the noise limits specified in e3p's Noise Impact Assessment, reference 50-997-R1-3.

18. SUSTAINABILITY

- 18.1 The application stresses that the redevelopment of a brownfield site within an accessible urban environment is highly sustainable. There are no issues raised on sustainability grounds, the proposals being deemed as an efficient and appropriate development of the site.

19. OTHER MATTERS

- 19.1 The application has been accompanied with a Crime Impact Statement. This has been reviewed by the Greater Manchester Police Designing out Crime Officer, who has concluded that the contents of the statement are sufficient. The design and layout of the development itself would ensure that good levels of surveillance are achieved across public areas. It is anticipated that the applicant will deliver against the contents of the Crime Impact Statement and this will be secured by a suitably worded planning condition.
- 19.2 The application site is not within a designated Air Quality Management Area. The highly sustainable nature of the location ensures that it is realistic to assume that a significant proportion of trips generated by the development would be via cycle and public transport. Further mitigation would be provided via the inclusion of electrical vehicle charging points and a planning condition requiring details of these facilities.
- 19.3 PfE policy JP-C2 *Digital Connectivity* supports the provision of affordable, high quality, digital infrastructure within Greater Manchester. JP-C2 requires all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple ducting compliant with telecoms standards, to facilitate future-proof gigabit capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties. On this basis, it is recommended that the approved development should be serviced with full digital fibre connections, to fulfil the aims and aspirations of PfE in creating a more integrated network with high quality digital infrastructure. This is recommended to be secured by condition.

20. CONCLUSION

- 20.1 The site is previously developed, brownfield land, and is not allocated for other purposes. The provision of affordable housing within a supported and managed residential environment would be a valuable contribution to Tameside's housing stock.
- 20.2 The design and scale of the development is considered to be acceptable and would be respectful to the established development pattern along Spring Street.
- 20.3 The proposal is considered not to be detrimental to residential amenity, with the relationship between the building and nearby properties being found to be acceptable.
- 20.4 The development would not cause undue impacts to highway safety, it can be safely accessed and serviced from the established highway network and overall levels of parking would be appropriate to the scale of development within an accessible town centre location.

- 20.5 There are no objections to the proposals from the statutory consultees in relation to the proposals which is considered to be an efficient use of an existing urban site.
- 20.6 Overall, when considering the proposal against the policies of the NPPF as a whole the collective benefits associated with the proposal are positive. The development would accord with the main aims and objectives of the development plan and represent sustainable development. There have been no negative economic, social, or environmental impacts identified from the development. The proposal would therefore result in sustainable development in accordance with the relevant policy provisions of the development plan and the NPPF.

RECOMMENDATION

Grant planning permission subject to the following conditions:

- 1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2) The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

PLANS:

- 1321-001-Site Location Plan received 28.12.2023
- 1321-100E-Proposed Site Plan received 27.02.2024
- 1321-101L-Proposed Ground Floor Plan received 27.02.2024
- 1321-102L-Proposed First Floor Plan received 27.02.2024
- 1321-103F-Proposed Roof Plan received 27.02.2024
- 1321-104B-Proposed Unit Type received
- 1321-105F-Proposed Boundary Treatments Plan received 27.02.2024
- 1321-108E-Proposed Landscaping Plan received 27.02.2024
- 1321-200H-Proposed Elevations received 27.02.2024
- 1321-201D-Proposed Elevations received 27.02.2024
- 1321-202B-Proposed Street Scenes received 27.02.2024
- 1321-203D-Proposed Site Sections received 27.02.2024
- 1321-204D-Proposed Building Sections received 27.02.2024
- TR-01-V5-Ecological Enhancement Plan received 27.02.2024

REPORTS:

Transport Statement and Travel Plans:

- 14107-CRH-XX-XX-RP-D-6502_P5_TP- Travel Plan dated December 2023 produced by Campbell Reith consulting engineers received 20.02.2024;
- 14107-CRH-XX-XX-RP-D-6000_P2_TS- Transport Statement dated December 2023 received 28.12.2023

Phase 1 SI, Geotechnical and Geo- Environmental Preliminary Risk Assessment (Desk Study):

- 14107-CRH-XX-XX-RP-LQ-0001 dated September 2023 received 28.12.2023

Coal Mining Report

- Coal Authority Site Location Plan
- CAR1-ZUA-MUI-FIB-8R2 consultants coal mining report

Phase 2 Site Investigation:

- 14107-CRH-XX-XX-RP-LQ-0003_P02 – Land Quality Statement dated December 2023 received 28.12.2023

Crime Impact Statement:

- CIS-The Hollies Spring St 0261023 v1.3 produced by Dobson Owens Security Consultants

Noise Impact Assessment:

- 50-997-R1-3 - Noise Impact Assessment - The Hollies, Hollingworth produced by e3p dated 01.11.2023 received 28.12.2023

Ecological Assessments:

- Bat emergence report 11237-04.09.2023-Version1-SB produced by Amenity Tree Environmental Planning Consultants received 28.12.2023
- 11878 Preliminary Bat Roost Assessment Report-The Hollies, Hollingworth - 20.02.24-sb-V1- dated 20.02.2024 produced by Amenity Tree Environmental Planning Consultants received 15.03.2024;
- 11111 PEA - SB – V1– 31.05.2023 - Extended Phase One Habitat Survey (Preliminary Ecological Appraisal) produced by Amenity Tree Environmental Planning Consultants received 28.12.2023.

Arboricultural Assessments:

- Tree Constraints Report-11111-31.05.2023-SS-V1 produced by Amenity Tree Environmental Planning Consultants received 20.02.2024

Landscape Management and Biodiversity Improvement Plan:

- Tree Survey and Constraints Report produced by Amenity Tree Environmental Planning Consultants received 20.02.2024

Reason: In the interests of the visual amenities of the locality and in accordance with policies of the adopted TMBC UDP.

- 3) Notwithstanding any description of materials in the application, samples and/or full specification of materials to be used: externally on the building; in the construction of all boundary walls and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority prior to their use on site. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of the visual amenities of the locality, in accordance with policies H10: Detailed Design of Housing Developments, OL10: Landscape Quality and Character and C1: Townscape and Urban Form

- 4) Prior to the first occupation of any part of the development hereby approved, the general and recycling bin area indicated on the approved site plan reference 1321-100E, shall be provided in accordance with the approved details and shall be thereafter maintained for their intended purpose at all times.

Reason: To safeguard the general amenity of the area in accordance with UDP policy 1.12: Ensuring an Accessible, Safe and Healthy Environment, 1.13: Meeting Obligations on Minerals, Waste and Energy and H10: Detailed Design of Housing Developments.

- 5) All planting, seeding or turfing comprised in the approved details of landscaping, as indicated on drawing reference 1321-108 revision E, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with UDP Policy C1 Townscape and Urban form , OI10 Landscape Quality and Character and H10 Detailed Design of Housing Developments.

- 6) Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety, in accordance with UDP PolicyT1: Highway Improvement and Traffic Management

- 7) No development (including demolition or site clearance) shall commence until a construction and environmental management plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP must cover the following issues and any other matters the local planning authority reasonably requires:
 - 1) Hours of construction work and deliveries;
 - 2) Phasing of the development;
 - 3) Location of site compound/offices which shall be located to minimise disturbance to the amenity of existing residents outside of the site;
 - 4) Construction traffic management measures including details of access arrangements, turning and manoeuvring facilities, material deliveries, vehicle routing to and from the site, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, contractor parking arrangements and measures to prevent the discharge of detritus from the site during construction works;
 - 5) Measures to control the emission of dust and dirt during construction; and
 - 6) Measures to control noise levels during construction.

Development of the site shall not proceed except in accordance with the approved method statement which shall be adhered to at all times.

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with UDP Policies H10: Detailed Design of Housing T1 Highway Improvement.

- 8) The approved development shall be carried out in strict accordance with the submitted Travel plan The Hollies, Tameside Travel Plan for Jigsaw Homes Tameside Project No. 14107 Dated December 2023. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced in accordance with current national and local best practice guidance and shall include details on the method of operation, appointment of a Travel Plan Coordinator/s, targets, infrastructure to be provided, measures that will be implemented,

monitoring and review mechanisms, procedures for any remedial action that may be required and a timetable for implementing each element of the plan.

Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management and T11 Travel Plans

- 9) The secured cycle storage arrangements shown on the approved site plan reference 1321-100E shall be provided in accordance with the approved details prior to the occupation of the development and shall be retained as such thereafter. The cycle store shall provide secure storage for a minimum of 12no. bicycles.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with UDP Policies T1: Highway Improvement and Traffic Management, T7 Cycling and T10 Parking.

- 10) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National 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. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The strategy shall also include details of on-going management and maintenance arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

- 11) The parking/manoeuvring facilities, indicated on the approved site plan reference 1321-100E shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

Reason: In the interests of highway safety in accordance with policy T1 Highway Improvement.

- 12) Prior to the first occupation of the development hereby approved, the electrical vehicle charging infrastructure, as shown on site plan reference 1321-100E shall be installed and retained as such, in working order, thereafter.

Reason: In the interest of sustainability to encourage electric vehicle ownership in the interests of air quality.

- 13) No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the

environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:

1. Based on the site investigation and detailed risk assessment undertaken in the Campbell Reith Land Quality Statement (dated 13 December 2023), an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.

2. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (1) have been fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 183 of the National Planning Policy Framework.

- 14) Upon completion of any approved remediation scheme(s), and prior to occupation, a verification / completion report demonstrating all remedial works and measures detailed in the scheme(s) have been fully implemented shall be submitted to, and approved in writing by, the LPA. The report shall also include full details of the arrangements for any long term monitoring and maintenance as identified in the approved verification plan. The long term monitoring and maintenance shall be undertaken as approved.

If, during development, contamination not previously identified is encountered, then no further development (unless otherwise agreed in writing with the Local Planning Authority (LPA)), shall be undertaken at the site until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved.

The discharge of this planning condition will be given in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA and occupation of the development shall not commence until this time unless otherwise agreed in writing by the LPA.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 183 of the National Planning Policy Framework.

- 15) No above ground work shall take place until a scheme relevant to the improvement of local footways within the vicinity of the development, namely Public Right of Way route LON/109/10, and a phasing plan or timescale for works to be implemented by, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
- 1) Upgrades to existing surfacing and; and,
 - 2) Details of wayfinder signage.

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

Reason: In the interest of highway safety, in accordance with T1: Highway Improvement and Traffic Management and to promote active travel to and from the development in accordance with paragraph 96 of the National Planning Policy Framework.

- 16) 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.

Reason: To protect the amenities of occupants of nearby properties / dwelling houses in accordance with UDP policies 1.12 and E6.

- 17) All fixed plant and machinery shall meet the noise limits specified in e3p's Noise Impact Assessment, reference 50-997-R1-3.

Reason: To safeguard the general amenity of the area in accordance with UDP policy 1.12

- 18) During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard.

Reason: To safeguard the trees to be retained.

- 19) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason: In accordance with policies N3 and N4 of the Tameside Unitary Development Plan.

- 20) Prior to the first occupation of the development hereby approved, the biodiversity enhancement measures, as identified within the ecological enhancement plan drawing TR-01 revision V5, shall be installed and shall be retained as such thereafter.

Reason: In the interests of biodiversity to ensure sufficient protection is afforded to wildlife in accordance with policy N7: Protected Species.

- 21) Any new external lighting must be designed in line with best practice guidelines: 'Bats and Artificial Lighting in the UK' Guidance Note GN 08 / 23 produced by the Institution of Lighting Professionals 2023, to avoid impacts on nocturnal animals such as bats.

Reason: To protect the ecological value of the site in accordance with UDP Policy N3: Nature Conservation Factors.

- 22) The development hereby approved should be constructed in accordance with the recommendations contained within the submitted Crime Impact Statement, CIS-The Hollies Spring St 0261023 v1.3. The approved works shall be carried out prior to the first residential occupation of the development.

Reason: In the interests of security of both future occupants and visitors to the site.

- 23) The details of an emergency telephone contact number for the site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason: To prevent detrimental impact on the amenity of nearby residents should any issues relevant to disturbance arise.

- 24) Details of landscape management and maintenance responsibilities (management plan) of all communal areas and landscaping features shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development. The management plan shall be carried out in accordance with the approved details.

Reason: In the interests of the general amenity and management of the site.

- 25) All apartments within the approved development shall be provided and occupied on an affordable basis and maintained as such in perpetuity as detailed within the submitted Affordable Housing Statement provided by Jigsaw Homes.

Reason: To meet identified housing need in accordance with UDP policy H5 and paragraph 66 of the NPPF.

- 26) Notwithstanding the submitted details, prior to the commencement of development, details of all retaining structures/ walls within the site and any associated drainage work shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: To ensure land stability and to ensure appropriate drainage measures are put in place.

- 27) All units within the development hereby approved shall be serviced with full digital fibre connections. A statement confirming this shall be submitted to the Local Planning Authority prior to the first occupation of the development.

Reason: To ensure that the employment uses are digitally connected in accordance PFE policies JP-C2 (Digital Connectivity).

INFORMATIVE NOTES

1) STREET NAMES/ POSTAL NUMBERS

The applicant's attention should be drawn to the need to consult the Engineering, Operations and Neighbourhoods, Tame Street Depot, Tame Street, Stalybridge regarding the street names/postal numbers for the proposed development. 0161 342 3417

2) SECTION 278 / 38 AGREEMENT

The applicant's attention should be drawn to the need to consult the Engineering, Operations and Neighbourhoods, Tame Street Depot, Tame Street, Stalybridge 0161 342 3987 regarding entering into a S278 agreement for the proposed entrance into the site off Audenshaw Road and the adoption of the highway within.

3) HIGHWAYS GUIDANCE NOTES FOR DEVELOPERS

When carrying out building works on property near to a public highway it is important to remember that the highway is not part of the building site. There are various statutory requirements relating to highways which may be helpful to such persons to know in advance

- a. Skip permits are available for certain locations where obstruction is not likely to interfere with free flow along the highway.
- b. Similarly hoarding/scaffolding permits may be issued.
- c. Other obstructions of the highway are not permitted, i.e. storage of materials, deposition of rubble, mixing of materials.
- d. Parking/loading or unloading regulations must be observed.
- e. Any damage to any part of the highway or its furniture, or blocking of gullies will be repaired/cleared at the expense of the person causing such damage/blockage.
- f. Water should not be permitted to discharge over a public highway either temporarily or permanently.
- g. The deposition of mud on a highway is illegal and action may be taken against the person causing such deposition (e.g. the driver and/or the owner of the vehicle).
- h. Applications for sewer connections/vehicle crossings over footways should be made in advance of development commencing.

Any persons requiring further assistance in relation to these items should contact the Engineering Service at Tameside Metropolitan Borough Council (tel. 0161-342-3900).

4) WASTE SERVICES

The applicant is advised to contact the Waste Management & Fleet Services Department of the Council to confirm the exact bin requirements for this development.

5) CONTAMINATED LAND

The responsibility to properly address contaminated land issues, including safe development and secure occupancy, and irrespective of any involvement by this Authority, lies with the owner/developer of the site.

6) GMEU

Please be aware that the granting of planning permission does not negate the need to abide by the laws that are in place to protect wildlife. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately and an ecologist/LPA should be contacted.

7) DEVELOPMENT IN LOW RISK COAL AREAS

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

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