

**Application Number** 17/00925/OUT

<b>Proposal</b>	Outline planning permission (all matters reserved) for the erection of 5 dwellings on the land following the demolition of the existing bungalow on the site.
<b>Site</b>	164 Mottram Road Stalybridge and associated land.
<b>Applicant</b>	Mrs E. Leah
<b>Recommendation</b>	Approve, subject to conditions.
<b>Reason for report</b>	A Speakers Panel decision is required due to the call in request made by a neighbouring resident.

**REPORT**

**1. APPLICATION DESCRIPTION**

- 1.1 The applicant seeks outline planning permission (all matters reserved) for the erection of 5 dwellings on the land following the demolition of the existing bungalow on the site.
- 1.2 The applicant has provided the following documents in support of the planning application:
  - Ecological Impact Assessment
  - Design and Access Statement
  - Indicative proposed plans

**2. SITE & SURROUNDINGS**

- 2.1 The application site comprises the bungalow and associated curtilage at 164 Mottram Road and open land to the north and east of that property. The existing dwelling is located in the western portion of the site where land levels have been built up to be relatively flat. In the eastern portion of the site, land levels drop steeply away in a westerly direction from the eastern boundary of the site (fronting Mottram Road) down to the rear boundary of the site. Given the significant change in levels on the site, large retaining walls have been erected on the northern and western boundaries of the bungalow plot. There are trees protected by group Tree Preservation Orders on the land, adjacent to the northern and southern boundaries of the site.

**3. PLANNING HISTORY**

- 3.1 There is no planning history on the site that is relevant to the determination of this application.

**4. RELEVANT PLANNING POLICIES**

**4.1 Tameside Unitary Development Plan (UDP) Allocation**

The site is not allocated and is located within the settlement of Stalybridge

**4.2 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
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

#### 4.3 **Part 2 Policies**

- H2: Unallocated sites
- H4: Type, size and affordability of dwellings
- H5: Open Space Provision
- H7: Mixed Use and Density
- H10: Detailed Design of Housing Developments
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management
- T10: Parking
- C1: Townscape and Urban Form
- C6: Setting of Listed Buildings
- N4: Trees and Woodland.
- N5: Trees Within Development Sites
- N7: Protected Species
- MW11: Contaminated Land.
- U3: Water Services for Developments
- U4 Flood Prevention
- U5 Energy Efficiency

#### 4.5 **Other Policies**

Greater Manchester Spatial Framework - Publication Draft October 2016;  
Residential Design Supplementary Planning Document; and,  
Trees and Landscaping on Development Sites SPD adopted in March 2007.

#### 4.6 **National Planning Policy Framework (NPPF)**

- Section 1 Delivering sustainable development
- Section 6 Delivering a wide choice of high quality homes
- Section 7 Requiring good design
- Section 8 Promoting healthy communities
- Section 11: Conserving and enhancing the natural environment

#### 4.7 **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. **PUBLICITY CARRIED OUT**

- 5.1 Neighbour notification letters were issued in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### 6. **RESPONSES FROM CONSULTEES**

- 6.1 Local Highway Authority – Raises no objections to the proposals subject to the imposition of conditions requiring the laying out (and retention free from obstruction thereafter) of the car parking spaces prior to the first occupation of the development, the retention of pedestrian visibility splays on either side of the proposed access arrangements and the submission of a survey of the condition of the highway.

- 6.2 Borough Tree Officer – The outline plans appear to retain all existing trees that are subject to a Tree Preservation Order (TPO) around the boundary of the site, while some limited planting is indicated to mitigate the loss of non TPO trees in the central area. The plans are, therefore, broadly acceptable, but any reserved matters application should not involve the loss of any TPO trees and specify protection for those to be retained.
- 6.3 Borough Environmental Health Officer (EHO) – no objection to the proposals subject to the imposition of a condition limiting the hours of work during the construction phase of the development.
- 6.4 Greater Manchester Ecology Unit (GMEU) – no objections to the proposals following the results of the additional survey undertaken in relation to the potential impact of the development on bats. Conditions requiring compliance with the Bat Method Statement included in the updated ecological assessment submitted with the application and securing a comprehensive replacement landscaping scheme to mitigate for the loss of the broadleaved trees that have been removed from the site are recommended.
- 6.5 Borough Contaminated Land Officer – Recommends that a standard contaminated land condition is attached to any planning approval granted for development at the site, requiring the submission and approval of an assessment into potential sources of contamination and a remediation strategy.
- 6.6 United Utilities - No objection to the proposed development subject to conditions relating to the details of foul and surface water drainage (including management of maintenance of sustainable drainage systems to be installed) being attached to any approval.

## **7. SUMMARY OF COUNCILLOR AND THIRD PARTY RESPONSES RECEIVED**

- 7.1 Councillor Clive Patrick has written in objection to the application and has indicated that Councillor Liam Billington (both being Ward Councillors) also objects to the proposals for the following reasons:
- The site is not big enough for five of this style of house. Just down Mottram Road on a site far bigger than this site, namely around number 142, Mottram Road, four houses were recently built. Five houses on this site is in our opinion not appropriate to the area.
  - When parts of Stalybridge was flooded back in November 2016, when an immense amount of water ran down Mottram Road and through the gardens of Mottram Road, two houses directly below this site on Early Bank were flooded and residents were forced out of their homes for 8 months. It is our conjecture that if the site of 164 Mottram Road was built on, not only would that site be in danger of flooding but the danger of flooding of these 2 houses on Early Bank would be greatly increased.
- 7.2 4 letters of objection to the proposals have been received, raising the following concerns (summarised):
- There is no mention in the application of the Ancient right of way that runs from Mottram Road all the way down behind the back gardens of the houses of the uneven numbers on Early Bank. In fact it looks like one of the proposed houses looks like it is encroaching on this right of way.
  - In 2016 the gardens of number 7, 9 and 11 Early Bank were flooded and after the water receded, soil washed into the garden of no.11 from the application site, a situation made worse by the loss of numerous trees within the site.
  - The loss of trees from the application site has resulted in a degrading of the biodiversity value of the locality.
  - The Early Bank/Mottram Road junction is dangerous enough due to the speed vehicles drive down Mottram Road. This proposal will result in more traffic on the highway and will make this junction even more hazardous.

- The proposals would result in overlooking into and overshadowing of neighbouring properties and would therefore be detrimental to the residential amenity of those dwellings.
- Within walking distance of the site there are nearly double that number of large properties that have not been immediately purchased, suggesting that the need for new housing in the area is not of sufficient level to outweigh the detrimental impact of the proposals on the environment and air quality.
- Based on section 2 of Tameside's Residential Supplementary Planning Document, houses with four bedrooms or more, in this part of the Borough should be assumed to have at least three car parking spaces. That could mean around 15 vehicles on the site, all of which will access A6018 Mottram Road. The existing traffic flow problems on Mottram Road, particularly during rush hour periods would be exacerbated by the proposed development.
- The neighbouring properties are 3 bed roomed and do not have bedrooms in loft spaces and none on the side of the road most affected by the proposed development have four let alone five bedrooms. The planned houses are not therefore sympathetic to the area and the building of five large detached homes does not contribute to helping provide affordable homes.
- Given the maturity of the protected trees on the site, it is likely that the excavation works involved in the construction of the proposed development would result in harm to the roots of these trees.

## **8. ANALYSIS**

8.1 The issue to be assessed in the determination of this planning application are:

- 1) The principle of development
- 2) The impact on the character of the site and the surrounding area
- 3) The impact upon the residential amenity of neighbouring properties
- 4) The impact on highway safety
- 5) The impact on the ecology and trees
- 6) Other matters

## **9. PRINCIPLE OF DEVELOPMENT**

9.1 For the avoidance of doubt, the land to the north and east of the dwelling is enclosed and is therefore publically accessible. On that basis, the provisions of policy OL4 of the UDP are considered not to be relevant to the determination of this planning application.

9.2 The site is approximately 1 mile from the services and facilities in central Stalybridge. Whilst this is beyond reasonable walking distance, there are regular bus services running along Mottram Road, connecting to these facilities. The bus services along Mottram Road connect to Glossop and Ashton, both of which are locations with a wide range of services, facilities and sources of employment. Residential development surrounds the site and defines the predominant character of the area. The site is therefore considered to be a sustainable location for residential development.

9.3 The site area is just over 0.3 hectares. The erection of 5 dwellings on the site equates to approximately 17 dwellings per hectare. Policy H7 of the UDP states that the Council will encourage schemes to make efficient use of land through development of densities between 30 and 50 dwellings per hectare. Clearly this scheme falls short of this density. However, the developable area of the site is limited by the presence of protected trees on the northern and southern edges and the implications of the dramatic drop in levels on the relationship with neighbouring properties. On that basis, it is considered that a lower density of development is justified in principle in this case.

- 9.4 Following the above assessment, it is considered that the principle of development is acceptable, subject to all other material considerations being satisfied.

## **10. CHARACTER OF THE SITE AND SURROUNDING AREA**

- 10.1 The relatively low density of development proposed is considered to reflect the general pattern of development in the surrounding area. The indicative plan indicates that the frontage properties would be set back significantly from the front boundary of the site with Mottram Road.
- 10.2 Spacing between the plots could be increased to reduce the density of development in the rear portion of the site, subject to a sensitive solution being found to the change in levels on the land. The alternative would be to reduce the size of the properties to increase the spacing between the plots. Ultimately this is an issue to be resolved at the reserved matters stage when the layout, appearance and scale of the development is to be determined.
- 10.3 Conditions requiring details of the existing and proposed ground levels and a construction method statement detailing the extent of the retaining works to facilitate the development are recommended to ensure that the development would respect the character of the surrounding area.

## **11. RESIDENTIAL AMENITY**

- 11.1 At the density proposed, it would be possible to accommodate 5 dwellings on the site and achieve the separation distances to neighbouring properties required by the Residential Design Guide (RDG) (21 metres where habitable rooms face each other and 14 metres where habitable room windows face blank elevations.) Given the dramatic drop in the land levels on the site, these distances may need to be increased when the layout is to be fixed at the reserved matters stage. The dwellings facing Mottram Road in the indicative layout could potentially be pulled further forward without having an adverse impact on the amenity of neighbouring properties through overlooking or overshadowing.
- 11.2 That would allow the properties in the rear portion of the site to be pulled further off the western boundary, where the distances are short in the indicative scheme. Again however, given the fact that the scale and layout are reserved matters, it is considered that the low density of the scheme ensures that these matters can be resolved without undermining the principle of erecting 5 dwellings on the site.

## **12. HIGHWAY SAFETY**

- 12.1 The access to serve the proposed development is one of the matters to be determined at the reserved matters stage and as such no details have been provided with this outline planning application. Given the relatively straight nature of Mottram Road at this point it is considered that an access to serve 5 dwellings could be positioned on the eastern boundary of the site in a way that would achieve the required visibility splays, given the 30 mph speed limit that applies on this section of Mottram Road. Details of how the access would be constructed to accommodate the change in levels on the site can be secured by condition.
- 12.2 The Local Highway Authority has not raised any objections to the proposals, subject to the imposition of a number of conditions. Conditions can be added to the decision notice requiring the submission and approval of a construction environment management plan prior to the commencement of any construction works. Requiring the driveways to be

constructed on a level and from a bound material so as to prevent displacement of material and surface water onto the highway is also considered to be reasonable and a condition to this effect can be added to the decision notice.

- 12.3 Further details of the construction of the access are considered necessary given this would connect to the adopted highway and the nature of land levels on the site. However, a survey detailing the condition of the highway is considered not be reasonable. Any damage caused to the adopted highway during the construction phase of the development could be remedied under powers available to the Council under the provisions of the Highways Act.
- 12.4 At the density of development proposed, there would be sufficient space to provide 3 car parking spaces per dwelling to meet the requirements of policy RD8 the Residential Design Guide. The proposal is located within close proximity of regular bus services connecting to Glossop and Ashton, which run along Mottram Road. The level of car parking provision is therefore considered to be acceptable.
- 12.5 In relation to trip generation, the proposals would result in a net increase of 4 dwellings on the site. Given that the site would be accessed immediately from Mottram Road, a principle access route, it is considered that the number of trips generated by the proposed development would not result in an adverse impact upon the flow of traffic on the highway.
- 12.6 The site is separated from the junction between Early Bank and Mottram Road by the plots at 3 and 5 Early Bank, a distance that would be sufficient to prevent any conflict arising from the intensification of activity on the application site and that junction.
- 12.7 It is therefore considered that the proposals would not result in a severe adverse impact on highway safety and in accordance with the guidance within paragraph 32 of the NPPF, planning permission should not be refused on this basis.

### **13. TREES AND ECOLOGY**

- 13.1 In relation to the impact of the proposed development on trees, there are protected trees on the northern and southern edges of the site. The Borough Tree Officer has no objections to the application, subject to the imposition of conditions requiring protection measures to be installed around these trees and the inclusion of a soft landscaping scheme as part of a reserved matters application. Five dwellings of the scale and siting shown on the indicative site plan may result in construction works within the root protection areas of the trees that are the subject of the group TPO's. The layout and scale of the buildings are to be determined at the reserved matters stage. However, given the low density of the proposals, it is considered that 5 dwellings could be positioned in an acceptable arrangement on the site without extending into the root protection areas of these trees.
- 13.2 The tree survey submitted as part of the application records the presence of broadleaved trees that are reported as recently felled in the ecology survey report. Broadleaved woodland is a priority habitat for conservation in Greater Manchester, and this site is contiguous with the ancient woodland site at Eastwood Clough Site of Biological Importance, which gives this site enhanced nature conservation importance locally. This area of Tameside is characterised by its wooded landscape character. A condition requiring the landscaping scheme to be submitted as part of the reserved matters application to include semi-mature broadleaved trees is considered to be necessary to ensure that the impact of the development on biodiversity is appropriately mitigated.
- 13.3 The applicant has submitted an updated Bat Survey, following the undertaking of additional survey work to verify the conclusions of the initial assessment. A bat roost was recorded as being present on the site. The authors of the submitted report considered that this is most likely to be a small, non-maternity roost used by small numbers of bats. GMEU concur with

this conclusion and consider that the loss of the roost will have a low impact on local bat populations and will not cause significant harm to the conservation status of bats.

- 13.4 Nevertheless all species of UK bats are highly protected and mitigation for harm to bats is required. Section 5.1.2 of the ecology survey report describes a method statement for mitigation of harm to bats. This method statement is acceptable and a condition requiring compliance with these measures during the demolition and construction phase of the development can be secured by condition.

#### **14. OTHER MATTERS**

- 14.1 The Environmental Health Officer has not raised any objections to the proposals, subject to a condition limiting the hours of work during the construction phase of the development. This condition is considered to be reasonable and necessary due to the close proximity of neighbouring properties and can be attached to the decision notice. A condition requiring the submission and approval of refuse storage facilities to serve the development can also be secured by condition.
- 14.2 In relation to drainage, the applicant has indicated on the application form that surface and foul water would be disposed of via connection to the mains sewerage network. Given the scale of the proposed development, it is considered reasonable to condition the provision of a sustainable surface water drainage strategy, as requested by United Utilities. As part of this condition, the requirement that surface and foul water are drained from the site via separate mechanisms can be secured.
- 14.3 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to securing an intrusive ground investigation into potential sources of contamination on the site and approval of a remediation strategy (if required) by condition. Such a condition is considered to be reasonable given the partly undeveloped nature of the site.
- 14.4 In relation to Coal mining legacy, the area is classified as being at low risk in terms of land stability implications. An informative outlining the applicant's responsibilities with regards to this matter can be attached to the decision notice.
- 14.5 In accordance with the Written Ministerial Statement (WMS) of 28 November 2014, no tariff based contributions are to be sought in relation to open space or education provision, as the proposal would not exceed 10 dwellings. The WMS is a material planning consideration, forming part of the Planning Practice Guidance. Given the need to boost the supply of housing in sustainable locations (such as this site which is within walking distance of a regular bus services (providing access to the facilities in Stalybridge town centre) and the public open space at Cheetham Park), as required by Section 6 of the NPPF, it is considered that financial contributions are not necessary to make the scheme acceptable in planning terms.
- 14.6 In relation to the comment made by one of the objectors relating to an ancient right of way on the land, officers have reviewed the definitive map and can confirm that there are no designated Public Rights of Way running through the site or immediately adjacent to its boundaries. The ancient right of way referred to does not therefore have a status that can be protected by the planning process as it is not a designated route. Private rights of way are not a material planning consideration as the right to use such access routes fall to be determined under civil law.

## **15. CONCLUSION**

- 15.1 The proposal is considered to be acceptable in principle given the residential nature of the locality, the sustainable nature of the location and the generally low density pattern of development in the surrounding area. The principle of accessing the development from Mottram Road is considered to be acceptable given the extent of the visibility splays that can be achieved and there would be sufficient space within the scheme to provide the required level of parking.
- 15.2 Subject to compliance with the Method Statement detailed in the updated ecological assessment submitted with the planning application, it is considered that the proposals would not result in an adverse impact upon protected species. The replacement planting to be included as part of a reserved matters application will be required to include semi-mature broadleaved species to compensate for the loss of trees on the site and further biodiversity enhancements to be incorporated within the development. Again, these details can be secured by condition at this outline stage. .
- 15.3 Given the density of development proposed, it is considered that an adverse impact upon the condition of the trees protected by TPO's on the northern and southern edges of the site and the residential amenity of neighbouring properties could be avoided, although this would require amendments to the indicative layout. The layout, scale and appearance of the development are all matters to be determined at the reserved matter stage, with the density sufficiently low to allow the principle of development to be acceptable. All other material considerations are considered to be satisfied.
- 15.4 Following the above assessment, it is considered that the proposals would comply with the aims and objectives of the national and local planning policies quoted above

## **16. RECOMMENDATION**

Grant planning permission, subject to the following 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 means of access, layout, scale, appearance and landscaping of the development.
3. The development hereby approved shall be carried out in accordance with the following approved plans:

1:500 site location plan (Drawing no. 0105\_03\_00E)

4. No development shall commence until tree protection measures to meet the requirements of BS5837:2012 have been installed around all of the trees on the site to be retained (including the trees protected by Tree Preservation Orders within the site and adjacent to the boundaries of the land.) These measures shall remain in place throughout the duration of the demolition and construction phases of the development, in accordance with the approved details.



5. No development, other than site clearance and site compound set up, shall commence until such time as 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 (including controlled waters) 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.

6. 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 and shall include details of the on-going management and maintenance of the system. Foul and surface water shall be drained on separate systems and in the event of surface water draining to the public surface water sewer, details of the flow rate and means of control shall be submitted. The development shall be completed in accordance with the approved details.

7. No development above ground level shall commence until such time as a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- Wheel wash facilities for construction vehicles;
- Arrangements for temporary construction access;
- Contractor and construction worker car parking;
- Turning facilities during the remediation and construction phases;
- Details of on-site storage facilities;

The development shall be carried out in accordance with the approved Construction Environmental Management Plan.

8. No development shall commence until details of the construction of the vehicular and pedestrian access arrangements to serve the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans of the access (including sections and existing and proposed ground levels) indicating the visibility splays to be achieved on either side of the

proposed access into the existing highway. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

9. Notwithstanding the details shown on the approved plans, no development shall commence until scaled plans detailing the existing and proposed ground levels on the site and the finished floor and ridge levels of the dwellings (with reference to a fixed datum point) details of the existing and proposed ground levels and a construction method statement detailing the extent of the regarding works to facilitate the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.
10. No development above ground level shall commence until details of Biodiversity enhancement measures to be installed as part of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved enhancement measures shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.
11. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces have been made available on site and approved in writing by, the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details retained as such thereafter.
12. The landscaping scheme to be submitted as part of the reserved matters application shall include details of the number, species and location of trees to be planted, their size on planting and details of the means of protection. The scheme shall include planting of mature (meeting the dimensions of 'extra heavy standards' as per BS8545:2014 on first planting) native broadleaved specimens within the site.
13. Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.
14. No part of the development hereby approved shall be occupied until details of the means of storage and collection of refuse generated by the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of storage and the means of enclosure. The bin storage arrangements for each dwelling shall be implemented in accordance with the approved details prior to the occupation of that dwelling and shall be retained as such thereafter.
15. The development hereby approved shall be carried out in complete accordance with the mitigation measures detailed in Section 5 (including the timing of tree and vegetation removal) of the Ecological Assessment 04 June 2018 by Urban Green submitted with the planning application.
16. The driveways to serve the development hereby approved shall be constructed from a bound material and on a level that prevents displacement of material or surface water on to the highway and shall be retained as such thereafter.

17. 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 or Public Holidays.

**Reasons for conditions:**

1. Required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.
2. This approval grants outline planning permission only.
3. For the avoidance of doubt.
4. To ensure adequate protection of the tree to be retained on the site as part of the development and the trees on the site that are subject to Tree Preservation Orders.
5. To ensure that the site is suitable for its intended end use and to remove any unacceptable risk to people/buildings/environment from contaminated land as per paragraph 121 of the National Planning Policy Framework.
6. To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with the National Planning Policy Framework.
7. To ensure that the impact of the construction phase of the development would be contained within the site and would not have a detrimental impact on highway safety or the residential amenity of neighbouring properties.
8. To ensure that the access arrangements to serve the development maintain highway safety.
9. To ensure that the development does not have an adverse impact on the character of the surrounding area or the residential amenity of neighbouring properties.
10. To ensure biodiversity enhancements are secured to mitigate the environmental impacts of the scheme.
11. To ensure that the construction materials, boundary treatments and hard landscaping to be installed preserve the character of the surrounding area.
12. To ensure that the proposed soft landscaping scheme is sufficient to mitigate the impact of the development.
13. To ensure that the development maintains highway safety.
14. To provide adequate secure bin storage to serve the development and to safeguard the general amenity of the area in accordance with UDP policy 1.12/1.13/H10.
15. To ensure that any potential impact on protected species during the demolition and construction phase of the development is mitigated.
16. To ensure that the proposals do not result in an adverse impact upon highway safety.
17. In order to protect the amenities of nearby residents in accordance with Unitary Development Plan policies 1.12 and H10.