

Application Number 18/01102/FUL

Proposal	Full planning application for the redevelopment of the site of the former Moss Tavern Public house through the erection of a 3 storey development comprising 23 residential units with car and cycle parking provision and associated facilities.
Site	Site of the former Moss Tavern Public House, Ashton Road, Droylsden
Applicant	Mr Upall
Recommendation	Grant planning permission, subject to the prior completion of a Section 106 agreement
Reason for report	A Speakers Panel decision is required because the application is a major development.

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for the redevelopment of the site to provide a 3 storey development comprising 23 residential units with associated car and cycle parking facilities.
- 1.2 The scheme proposes 15 x 2 bed units and 8 x 1 bed units. The development would take the form of a 3 storey block, set back from the back edge of the pavement by enclosed amenity space associated with the ground floor units. Vehicular access would be located in the south western corner of the site, connecting to Ashton Road. To the rear of the building, 23 car parking spaces would be provided to serve the development. A total of 16 cycle parking spaces are proposed to be provided in an internal store on the ground floor level of the building.
- 1.3 The scheme has been amended to reduce the height of the building through replacing the pitched roof design with a flat roofed development that would mirror the design of the previously approved scheme.
- 1.4 The applicant has provided the following documents in support of the planning application:
 - Crime Impact assessment
 - Design and Access Statement
 - Arboricultural Impact assessment
 - Desktop flooding/contaminated land report

2. SITE & SURROUNDINGS

- 2.1 The application site is the site of the former Moss Tavern, which has recently been demolished. The site fronts on to Ashton Road in Droylsden. The previous building occupied the south eastern corner of the overall site, with the western portion of the land covered by hardstanding (location of the former car park), the eastern part of the site being an enclosed grassed area. Three storey residential development is located adjacent to the western boundary (accessed via Redesmere close) of the site and there are two terraces of residential development to the north of the site (on Tatton Mere Drive), the southern gables of which face the northern boundary of the application site. Those terraces are two storeys in height.

3. PLANNING HISTORY

- 3.1 17/00216/FUL - Demolition of the existing public house and the redevelopment of the site to provide a 3 storey mixed use development, including 17 residential units and 1 ground floor retail unit, with associated car and cycle parking facilities – approved.
- 3.2 14/00861/FUL - Demolition of existing public house and erection of a four storey apartment building containing 33 no. two bed and 1no. one bed apartments and associated works – application refused and subsequent appeal dismissed.
- 3.3 82/00655/FUL – extensions to form games room, toilets and construction of new access to the highway.
- 3.4 There are other historic planning applications relating to the site but these were associated purely with the public house use and therefore do not affect the proposal being considered in this application.

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Not allocated, within the settlement of Droylsden

4.2 Part 1 Policies

Policy 1.4: Providing More Choice and Quality Homes.

Policy 1.5: Following the Principles of Sustainable Development

Policy 1.6: Securing Urban Regeneration

Policy 1.10: Protecting and Enhancing the Natural Environment.

Policy 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3 Part 2 Policies

C1: Townscape and Urban Form

H1: Housing Land Provision.

H2: Unallocated Sites (for housing)

H4: Type, size and affordability of dwellings

H5: Open Space Provision

H6: Education and Community Facilities

H7: Mixed Use and Density.

H10: Detailed Design of Housing Developments

MW11: Contaminated Land

MW12: Control of Pollution

MW14 Air Quality

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.

T10: Parking

U3: Water Services for Developments

U4: Flood Prevention.

U5: Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft 2019.

The Greater Manchester Combined Authority (GMCA) has consulted on the draft Greater Manchester Spatial Framework Draft 2019 (“GMSF”) which shows possible land use allocations and decision making policies across the region up to 2038. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation which is subject to unresolved objections

Residential Design Supplementary Planning Document
Trees and Landscaping on Development Sites SPD adopted in March 2007

4.5 National Planning Policy Framework (NPPF)

Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 11: Making efficient use of land
Section 12: Achieving well designed places
Section 15: Conserving and enhancing the Natural Environment

4.6 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 and a notice displayed on site, in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

6. RESPONSES FROM CONSULTEES

- 6.1 Borough Tree Officer – no objections to the proposals, subject to 3 of the trees being planted as part of the replacement landscaping scheme to be semi-mature on planting, to ensure adequate compensation for the loss of the existing Weeping Willow tree located in the south western corner of the site. The other trees to be removed are considered not to be worthy of protection and their loss would be adequately mitigated through the planting of a replacement landscaping scheme.
- 6.2 United Utilities: No objection to the proposed development subject to conditions requiring details of foul and surface water drainage (including management of maintenance of sustainable drainage systems to be installed) are attached to any approval.
- 6.3 Greater Manchester Ecological Unit: Overall the ecological constraints on the site are considered to present a low risk. Following demolition of the building, the tree planting on the site represent the only potential constraint in ecological terms. A restriction on the timing of the removal of vegetation on the site can be secured by condition to reduce the risk of disturbing protected species during works associated with the development. Biodiversity enhancements should be sought to compensate for the loss of vegetation that has roosting potential on the site, in accordance with the guidance contained within the NPPF.

- 6.4 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.
- 6.5 Borough Environment Health Officer: no objections to the proposed development, subject to the imposition of conditions limiting the hours of works and deliveries during the construction process, limiting the hours of the commercial premises, restricting the noise associated with the proposed development and mitigating the impact of noise generated by the traffic on Ashton Road on the living conditions of the future occupants of the development. A condition is also recommended requiring the completion of an Air Quality Assessment prior to the commencement of development.
- 6.6 Local Highway Authority: no objections to the proposals subject to the imposition of conditions requiring the laying out of the car parking spaces prior to the first use/occupation of the development and details of measures necessary within the highway to ensure that the proposed access is constructed satisfactorily.
- 6.7 Transport for Greater Manchester: no objections to the proposed development subject to the imposition of a condition requiring a Construction Management Plan to be submitted prior to the commencement of development, to ensure that the storage of materials and the parking of vehicles during the construction process does not have an adverse impact on the safety of the adjacent highway and tram network.
- 6.8 Greater Manchester Police (Design Out Crime Officer): No objections to the proposals, subject to the development being designed, constructed and operated in accordance with the recommendation contained within sections 3.3 and 4 of the Crime Impact Statement submitted with the planning application.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 1 letter of objection was received objecting to the original proposals, raising the following concerns (summarised):
- The proposal is similar in height and density as the scheme refused by the Council in 2015 and dismissed at appeal, due to the impact on the character of the area. This application should be refused for the same reason

A further representation has been received which makes observations regarding the site history but does not raise any objections to the proposals.

8. ANALYSIS

- 8.1 The key issues to be assessed in the determination of this planning application are:

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

9. PRINCIPLE OF DEVELOPMENT

- 9.1 As land that was until recently occupied by a pub and its associated car park (of which the hardstanding remains in situ), the site constitutes previously developed land as defined in the NPPF. The NPPF encourages the re-use of brownfield land and also requires Local Planning Authorities to boost the supply of housing in sustainable locations. This site is within close proximity of the Droylsden tram stop (located to the west of the site on the A662 and there are regular bus services serving stops immediately adjacent to the site, connecting to Ashton and central Manchester. The site is within walking distance of the services and facilities in Droylsden town centre and the extensive public open space at Lees Park is immediately east of the site.
- 9.2 Given these factors, the site is considered to be situated in a highly sustainable location as such the principle of residential development on the site is considered to comply with the provisions of the NPPF, subject to all other material considerations being satisfied.

10. RESIDENTIAL AMENITY

- 10.1 The southern gable ends of two apartment buildings on Tatton Mere Drive face the northern boundary of the application site. Both of those elevations are blank. The eastern portion of the proposed building would be 14.5 metres from the eastern most of the two apartment buildings. The separation distance between the western portion of the proposed building and the western most apartment building on Tatton Mere Drive being approximately 17 metres, reflecting the fact that the gable end of the latter is set further back from the northern boundary of the application site.
- 10.2 These separation distances both exceed that 14 metres required by the Residential Design Guide (RDG) where an elevation with habitable room windows faces a blank elevation and would therefore prevent unreasonable overshadowing of the proposed development. Given the blank nature of the affected elevations of those neighbouring buildings, no unreasonable overlooking could occur into those properties.
- 10.3 The western gable elevation of the building would contain habitable room windows that would face habitable room windows in the corresponding elevation of the apartment building that backs on to the western elevation of the site. However, the separation distance to be retained would exceed the 21 metres required by the RDG to preserve residential amenity in that relationship. On that basis, the proposed development would not result in unreasonable overlooking into or overshadowing of those neighbouring properties.
- 10.4 The neighbouring development to the east is a commercial garage and the properties to the south are separated from the site by the highway. On that basis, the proposals would not result in a loss of amenity to any of those neighbouring properties.

11. CHARACTER

- 11.1 The scheme has been revised to replace the proposed double pitched roof with a flat roofed design, which mirrors to the design of the roof of the extant scheme. This amendment has reduced the bulk of the proposal in comparison with the original submission, which contained a pitched roof, the ridge height of which would have been similar to the height of the scheme that was dismissed at appeal in 2015. Following that amendment, the height of the development is considered not to be incongruous when viewed alongside the height of the adjacent 3 storey buildings.
- 11.2 The proposed development would have a reduced span in relation to the extant scheme, reflecting the fact that no undercroft parking is proposed in this scheme and the removal of the retail unit, with residential accommodation now proposed at the ground floor level. This ensures that an increased separation distance between the western side elevation of the

proposed building and the corresponding eastern elevation of the adjacent flatted development would be appreciable in public views of the site. This reduced span would ensure that the provision of additional units on the site (in comparison with the extant scheme) would not result in a development that would have an overbearing impact on the character of the site or the surrounding area.

- 11.3 The regular proportions and arrangement of the fenestration on the principal elevation would give the building vertical emphasis with the recessed nature of the balconies complementing the regular form of the proposed development. The position of the building within the plot would ensure a strong active frontage would be presented to Ashton Road, with a clearly defined entrance way to the building and low rise brick walls demarcating the defensible space associated with the ground floor units. Subject to details of the materials to be used in the construction of the development, it is considered that the proposal would result in a high quality re-development of this vacant site.
- 11.4 The scheme has been amended to reduce the height of the building through replacing the pitched roof design with a flat roofed development that would mirror the design of the previously approved scheme. This revision has overcome officers concerns regarding the height of the original proposal, which would have been similar in height to the scheme refused planning permission and dismissed at appeal in 2015, as highlighted by the objection received from the neighbouring resident.
- 11.5 Following the above assessment, it is considered that the amended proposals have been design so as to reduce the bulk, scale and massing of the development to an extent that would overcome the reason for refusal and appeal dismissal relating to the impact of the previous proposal on the character of the site and surrounding area and would therefore accord with policy H10 of the UDP.

12. HIGHWAY SAFETY

- 12.1 The proposed access would be taken from Ashton Road in the south western corner of the site. The scheme has been amended to increase the width of the first 10 metres of the access road and to ensure arrangements to provide sufficient aisle width between the spaces proposed in the north western corner of the site, which has required re-organisation of the bin storage arrangements.
- 12.2 The Local Highway Authority has raised no objections to the amended proposals, subject to the imposition of a number of conditions. It is considered reasonable to impose conditions requiring the laying out of the cycle and vehicle car parking spaces as indicated on the submitted plans prior to the operation of any part of the development within each plot and that details of an external lighting scheme are submitted and approved. It is also considered reasonable to condition the submission and approval of management plan relating to the construction phase of the development.
- 12.3 It is considered not to be reasonable to condition the completion of a dilapidation survey as this is a matter than can be controlled under powers available to the Council as Local Highway Authority.
- 12.4 In relation to parking provision, the proposals include 1 car parking space and 10 secure cycle parking spaces within the development. Whilst provision of 1 car parking space per 1 bed unit is considered to be acceptable in relation to the adopted standards, in order to meet the requirements of policy RD8 of the Residential Design Guide, 2 car parking spaces should be provided for each of the 15 x 2 bed units. The site is however considered to be situated in a highly sustainable location, within very close proximity of Droylsden Tram stop and bus services on Ashton Road, both of which provide regular services between Ashton and Manchester city centre.

- 12.5 Given the frequency and ease of access of these alternative modes of transport to the private car, it is considered that the deficiency of the development against the recommended car parking standards would not result in a detrimental impact on highway safety. In accordance with paragraph 109 of the NPPF, planning permission should not therefore be refused on that basis.

13. FLOOD RISK/DRAINAGE

- 13.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities have raised no objections to the proposals subject to the imposition of conditions requiring the foul and surface water drainage mechanisms to be separated and details of a sustainable surface water drainage strategy being approved and implemented. The applicant has confirmed on the application form that foul water would be drained from the development via a connection to the existing main sewer. The Environment Agency has not raised any objections to the proposals.
- 13.2 It is considered that the proposed development would not result in a harmful impact in relation to flood risk, subject to the above details being secured by condition.

14. ECOLOGY AND TREES

- 14.1 In relation to ecology, the GMEU has not raised any objections to the proposals. Following the demolition of the former public house, the only ecological constraint on the land is provided by the tree planting adjacent to the site boundaries. Some semi-mature trees are to be removed but these are non-native species. Conditions restricting the timing of vegetation removal to outside of the bird breeding season and securing native species as part of a replacement soft landscaping scheme, to secure biodiversity enhancements to mitigate the impact of the development are considered to be reasonable and area attached to the recommendation.
- 14.2 In relation to the impact on trees, the proposal would require the removal of 1 tree classified as Category B (of moderate quality) and the removal of 4 trees are Category C (of low quality), with works to be undertaken to a fifth in that category. The Weeping Willow in the south western corner is the highest quality existing tree on the site, located in the south western corner. This tree would be removed to make way for the access to the proposed development. The Borough Tree Officer has not objected to the proposals, subject to the three replacement trees to be planted being semi-mature on planting, with 1 x London Plane and 2 x Cypress Oak included within the mix. Other trees to be removed are located in the north western corner and along the eastern boundary of the site and are considered to be of lower amenity value.
- 14.3 Specific details of the proposed landscaping scheme, along an appropriate maintenance of scheme can be secured by condition.

15. OTHER MATTERS

- 15.1 In relation to environmental health, the EHO has not raised any objections subject to conditions relating to the hours of work during the construction phase of the development and the provision of refuse storage facilities prior to the occupation of the development, in addition to the noise mitigation measures discussed previously in this report. Waste Services have indicated that the bin storage area shown on the submitted plans may not be sufficient to meet the needs of the development. Given that there would be space to provide a larger secured storage area, it is considered reasonable to secure these details

by condition. The other conditions suggested by the EHO are considered reasonable and are attached to the recommendation.

- 15.2 In relation to air quality, the south eastern portion of the site is located within an Air Quality Management Area. The proposed development has the potential to expose future users to elevated pollution levels and impact negatively on existing air quality in the vicinity of the site once occupied, primarily through traffic generation. On the basis that a Construction Environment Management Plan could be conditioned to mitigate any harm arising from that phase of the development, the scheme is considered not to result in an adverse impact on air quality prior to occupation.
- 15.3 The EHO has not objected to the proposals but has requested further information in terms of the impact of the development once occupied. It is considered reasonable to condition details of an electric vehicles charging strategy to serve the development, in order to reduce the emissions produced by the vehicular traffic generated by the development.
- 15.4 The site is not located in a high risk area in relation to coal mining legacy. An informative explaining the responsibilities of the applicant in this regard can be attached to any planning permission granted.
- 15.5 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to securing a detailed investigation into potential sources of contamination on the site by condition. The recommended condition would require any necessary remediation measures to be agreed and implemented prior to the commencement of development. This is considered to be reasonable given the brownfield nature of the site and such a condition is attached to the recommendation
- 15.6 In relation to the potential impact of the development on features of archaeological importance, GMAAS has indicated that following the demolition of the public house which previously occupied the site, there are no features of archaeological significance on the land and as such no further investigation works or conditions are considered necessary in this regard.
- 15.7 In relation to crime prevention, the applicant has submitted a Crime Impact Assessment (CIA) in support of the application. The CIA identified a number of positive elements of the design of the scheme. These include bringing a vacant site back into use, having one communal entrance to the building for visitors, located on the front elevation which is publically visible, with habitable room windows on the front elevation overlooking the highway to provide surveillance of the footway on Ashton Road. The fact that the car parking is provided within the curtilage and that access can be secured to prevent unauthorised access is a further benefit of the proposals in terms of crime prevention.
- 15.8 Leaving this access open is consider to be a potential weakness given that the majority of the car parking spaces are to the rear of the building and the rear entrance to the development are not visible from the street. The details of any gates access can be provided as part of the boundary treatments condition attached to the recommendation. The round floor balcony/patio areas immediately adjacent to Ashton Road are considered to be a potential weakness in terms of ease of access. However, this issue could be improved through the installation of high specification fittings and glazing. A number of further prevention measures, including external lighting and alarm systems are listed in section 4 of the CIA.
- 15.9 The Police Architectural Liaison Officer has not objected to the proposals subject to these measures being incorporated into the scheme. Subject to conditions requiring the submission and approval of an external lighting scheme and requiring Secured by Design Status to have been achieved prior to the first occupation of any of the units, it is

considered that the proposals would not be designed in a way that would facilitate an increase in crime levels.

- 15.10 In relation to financial contributions required to mitigate the impact of the development, the applicant will be required to make a contribution to the provision of open space within the local area, in accordance with policy H5 of the adopted UDP. The contribution from this development is £16,835.85 and this money would be used to fund a scheme for upgrading the pathway network within Lees Park, which is immediately adjacent to the north east of the site.
- 15.11 The open space improvement contribution is considered to meet the CIL regulations in that the scheme is considered necessary to make the development acceptable in planning terms (given the relatively limited amenity space to be provided on site), directly related to the development (as the close proximity ensures that residents are likely to use these facilities) and proportionate in that the sum is based on the size of the development.
- 15.12 A contribution in this regard was not sought in relation to the extant scheme for 17 apartments and a retail unit, due to the fact that the public house remained in situ at the time of determining that proposal. As such the A4 use represented a fall back in terms of the use of the site and anticipated movements associated with such a use had to be taken into account when assessing the impact of the proposed scheme.
- 15.13 In relation to this revised proposal, that fall back does not exist as the building has been demolished and as such the site has a nil use. However, the net increase in residential units above the extant position is 6 apartments. The removal of the retail unit as part of this revised scheme must also be taken into account when assessing highways impact as this element of the extant scheme would have resulted in more frequent trips throughout the day than a residential use. Given this situation, it is considered that a contribution towards an upgrade in highway infrastructure is not necessary to make the scheme acceptable in planning terms.
- 15.14 In relation to other infrastructure, where a proposal exceeds 25 dwellings, policy H6 requires financial contributions towards education and other community facilities where current facilities do not have the capacity to meet the additional population of a proposed development. As this scheme falls below that threshold, financial contributions to these facilities are not being sought in this case.
- 15.15 Following adoption of the Housing Needs Assessment (HNA) for the Borough in August 2018, the Council now has an up to date evidence base on which to seek affordable housing contributions for developments of this scale. The HNA requires 15% of units on the proposed development to be provided as affordable housing. The HNA forms the evidence base behind the application of policy H4 of the UDP, which indicates that affordable housing will be sought on developments of 25 or more dwellings. This scheme falls below that threshold.
- 15.16 However, paragraph 64 of the NPPF states that 'where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area.' The NPPF came into force in July 2018 and is a material consideration from that point.
- 15.17 In this case, there is an extant planning permission in place which includes 17 units, none of which would be affordable. The fall back of the extant permission is a material consideration. That permission pre-dated the updated version of the NPPF, at which point the 10% requirement quoted above was introduced. However, the additional impact of this proposal above the extant permission would be 6 residential units. To apply the 15% threshold to the net increase in units would result require 1 to be affordable.

- 15.18 There would be viability issues around the management of 1 affordable unit in a scheme of otherwise open market dwellings. Given this situation and the limited gain that would arise from applying the affordable housing threshold to the 6 units above the extant permission, it is considered that the harm arising from the lack of affordable housing would not significantly and demonstrably outweigh the benefits that would arise from the scheme, namely the boosting of general housing supply in the Borough in a sustainable location.

16. CONCLUSION

- 16.1 The principle of the redevelopment of the site for residential purposes is considered to be acceptable. The proposal would result in the redevelopment of a brownfield site through boosting the supply of housing in a sustainable location, within close proximity to public transport services to and from Manchester and Ashton, public open space at Lees park and the services and facilities in Droylsden.
- 16.2 Following amendments to the scheme to set the building further back from the Ashton Road frontage, it is considered that the development would not be of a scale, bulk or detailed design that would result in a detrimental impact on the character of the surrounding area.
- 16.3 The revised scheme is considered to preserve the residential amenity of neighbouring properties and the future occupants of the proposed development, subject to the imposition of reasonable conditions. There are no objections to the proposals on highway safety grounds or from any of the other statutory consultees. It is considered reasonable to seek a financial contribution towards the upgrading of off-site open space facilities through a Section 106 Agreement. It is considered unreasonable to pursue the provision of affordable housing as part of the development or a contribution towards off site highway improvements for the reasons explained in the main body of the report.
- 16.4 In weighing up all of the material planning considerations, officers consider that the proposals accord with the relevant national and local planning policies quoted above.

17. RECOMMENDATION

Grant planning permission subject to the prior completion of a Section 106 Agreement to secure the following:

Financial contribution of £16,835.85 towards upgrading the pathway network within Lees Park

Details of the management of the surface water drainage system and public open space within the development

and the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in accordance with the following approved plans:
 - Amended proposed elevations plan (Plan ref. 927 A 104 Rev. C)
 - Amended proposed street scene plan (Plan ref. 927 A 105 Rev. B)
 - Proposed boundary treatment plans and details (Plan ref. 927 A 107 Rev. B)
 - Proposed ground and first floor plans (Plan ref. 927 A 102 Rev. B)

- Proposed second floor and roof plans (Plan ref. 927 A 103 Rev. A)
 - Proposed site layout plan (Plan ref. 927 A 101 Rev. D)
3. Notwithstanding any description of materials in the application form or on the approved plans, no above ground construction works shall take place until samples and/or full specification 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 submitted to, 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.
 4. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (Plan ref. 927 A 101 Rev. D) prior to the first occupation of any of the dwellings hereby approved and shall be retained free from obstruction for their intended use thereafter.
 5. Prior to the first occupation of any of the residential units hereby approved, scaled elevation and section plans (at a scale of 1:20) of the recessed balconies and details of the construction material and finish of the means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The balconies shall be constructed in accordance with the approved details prior to the first occupation of any of the residential units and shall be retained as such thereafter.
 6. Prior to the first occupation of the dwellings, details of all hard and soft landscaping to be installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include scaled plans showing the location of tree planting and a schedule of plants and trees including dimensions, maturity on planting and proposed numbers/densities. The scheme shall indicate the location of 1 x London Plane to be planted on the Ashton Road frontage and 2 x Cypress Oak trees to be planted adjacent to the access road and at the rear of the site. These species shall be heavy stock as defined by BS 3936-1 on first planting. The hard landscaping details shall include the type, colour and texture of the materials. The development shall be carried out in accordance with the approved details.
 7. The approved soft landscaping scheme shall be implemented before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species.
 8. Prior to the first occupation of any part of the development hereby approved, a noise impact assessment and details of the measures to be incorporated within the building to mitigate the impact of noise generated by traffic on Ashton Road shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specification of the mitigation measures to be installed, indicating that noise levels within the building would not exceed existing background noise levels (both measurements to be given in dBA) The approved mitigation measures shall be installed prior to the first occupation of any part of the development and shall be retained as such thereafter.
 9. 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.

10. No development 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.

11. Notwithstanding the details shown on the approved plans, prior to the commencement of development above ground level, details of the refuse storage and collection arrangements to serve the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of the communal storage and the design of the means of enclosure. Details of the capacity if the storage shall also be provided. The bin storage arrangements shall be implemented in accordance with the approved details prior to the occupation of any of the dwellings hereby approved and shall be retained as such thereafter.
12. 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. 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 scheme shall include details of on-going management and maintenance of the surface water drainage system to be installed. The development shall be completed in accordance with the approved details and retained and maintained as such thereafter.
13. No development above ground level shall commence until details of the specific crime prevention measures to be included in an application for Secured by Design Status and evidence that this status has been granted have been submitted to and approved in writing by the Local Planning Authority. The crime prevention measures shall be implemented in accordance with the approved details, prior to the first occupation of any part of the development and shall be retained as such thereafter.
14. Prior to the first occupation of any of the dwellings hereby approved, details of a scheme for external lighting to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a scale plan indicating the location of the lighting to be installed, a LUX contour plan indicating the levels of light spillage and scaled elevations of lighting columns/supporting structures. The external lighting scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings and shall be retained as such thereafter.
15. No development above ground level shall commence until details of an electric vehicle charging strategy for the development has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the number of charging points to be installed, their location within the development and details of the

management and maintenance of these facilities. The electric vehicle charging infrastructure shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings hereby approved and shall be retained as such thereafter.

16. No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless otherwise agreed in writing with the Local Planning Authority.
17. 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 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.
18. 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.