

SPEAKERS PANEL (PLANNING)

Day: Wednesday
Date: 13 February 2019
Time: 10.00 am
Place: Guardsman Tony Downes House, Manchester Road,
 Droylsden, M43 6SF

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE	
2.	DECLARATIONS OF INTEREST To receive any declarations of interest from Members of the Council.	
3.	MINUTES The Minutes of the meeting of the Speakers Panel (Planning) held on 16 January 2019 having been circulated, to be signed by the Chair as a correct record.	1 - 6
4.	APPEAL DECISION NOTICES	
a)	APP/G42401/D/18/3214916 - 21 MOSSLEY ROAD, ASHTON-UNDER-LYNE. OL6 9RS	7 - 10
b)	APP/G42401/W/18/3214267 - 29 OLD STREET, ASHTON-UNDER-LYNE. OL6 6LA	11 - 14
5.	PLANNING APPLICATIONS To consider the schedule of applications.	
a)	18/01117/FUL - FORMER HARTSHEAD SECONDARY SCHOOL, GREENHURST ROAD, ASHTON-UNDER-LYNE	15 - 30
b)	18/00772/FUL - 35 STAMFORD ROAD, MOSSLEY	31 - 56
c)	17/00012/OUT - AMENITY AREA ADJACENT TO 25 GROSVENOR STREET, STALYBRIDGE	57 - 82
d)	17/00911/FUL - LAND ADJACENT TO CAVENDISH MILL, CAVENDISH STREET, ASHTON-UNDER-LYNE	83 - 124
6.	URGENT ITEMS To consider any other items, which the Chair is of the opinion should be considered as a matter of urgency.	

This page is intentionally left blank

SPEAKERS PANEL (PLANNING)

16 January 2019

Commenced: 10.00am

Terminated: 11.50am

Present: Councillor McNally (Chair)
Councillors Dickinson, Glover, Pearce, Quinn, Ricci, Robinson
Ward, Wills

Apologies for absence: Councillors Choksi, Gosling and Wild

39. MINUTES

The Minutes of the proceedings of the meeting held on 12 December 2018, having been circulated, were taken as read and signed by the Chair as a correct record.

40. DECLARATIONS OF INTEREST

There were no declarations of interest declared by Members.

41. APPEAL DECISIONS

Application reference/Address of Property.	Description	Appeal Decision
APP/G4240/D/18/3213381 17 Calico Crescent, Stalybridge. SK15 3FL	Single storey side extension.	Appeal allowed.

42. PLANNING APPLICATIONS

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

RESOLVED

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

Name and Application No:	18/00930/FUL & 18/00946/LBC Infinity Property Investing Ltd
Proposed Development:	Change of use of a listed building from B1 (offices) to Sui Generis (12 no unit House of Multiple Occupation) 53 – 55 Stockport Road, Denton. M34 6DB
Speaker(s)/Late Representations:	Councillor A Gwynne spoke in objection to the submitted application. Ms Biden (Agent) spoke in support of the submitted application. Additional/amended information was supplied by the Principal

Planning Officer as follows:

The following paragraphs should now supersede those originally published:

Paragraph:

9.4 – NPPF paragraph 11 states that where a 5yr supply cannot be demonstrated the presumption in favour of sustainable development should apply. For decision making where there are no relevant development plan policies this means granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

9.7 – The Housing Needs Assessment makes no explicit reference to Houses in Multiple Occupation. It does, however, identify a recognised need for one bedroomed accommodation within the Borough. The private rented sector actively addresses housing requirements and at present only 3.5% of the housing stock within Denton South is privately rented which suggests there is no over-concentration of Houses in Multiple Occupation in this locality.

9.8 –The property is located with the Denton town centre boundary but does not fall within a defined Primary Shopping Area. Therefore, the premises are not subject to any protection against proposed changes of use to residential accommodation. The central location within Denton Town Centre means that the site is well located in terms of access to services, employment opportunities and public transport. Taken with the re-use and investment to a prominent listed building, the proposals would achieve the three dimensions of sustainable development (economic, social and environmental) identified within the NPPF through the contribution to the supply of housing within a sustainable location.

10.2 – Section 16 of the NPPF relates to Conserving and enhancing the historic environment. Specifically, Paragraph 192 provides guidance on the desirability of enhancing the significance of heritage assets. It states: *“In determining applications, local planning authorities should take account of:*

- a) *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;***
- b) *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and***
- c) *The desirability of new development making a positive contribution to local character and distinctiveness.”***

UDP policy C5 identifies that alternative uses of listed buildings are acceptable whereby the use would maintain the preservation of the building.

	<p>10.5 – The proposal seeks to retain all existing timber frame sash style windows to reduce the impact on the heritage asset. The replacement door is of a classic Georgian appearance which is in-keeping with the buildings historical character. The details for all external works (including any external flues etc.) can be appropriately controlled by condition.</p> <p>The Principal Planning Officer further added that Andrew Gwynne, MP for Denton and Reddish, had also submitted an objection to the proposed application, expressing his concerns, particularly in respect of levels of anti-social behaviour/crime in the area, the size of the building and lack of outdoor space and inadequate parking provision.</p> <p>The Panel were also made aware of an error in the report which made reference to statistics for the Denton South Ward. The Panel were advised that the site falls in the Denton North East Ward and to therefore disregard references to the Denton South Ward.</p>
Decision:	<p>The decision was to go against officer recommendation to approve, accordingly Members refused the application for the following reasons:</p> <p>Members listened to the arguments for and against the application and were of the view that the proposed change of use of the building from B1 (offices) to a House in Multiple Occupation (HMO) would be harmful to the character of the area and that the applicant had failed to demonstrate that sufficient parking spaces had been identified for the size of the property and number of proposed residents.</p>

Name and Application No	<p>18/00409/FUL</p> <p>Mr N Corbett</p>
Proposed Development:	<p>Use of outbuilding as two-bedroom bungalow</p> <p>Land adjacent to 30 Ivy Cottages, Denton</p>
Speaker(s)/Late Representations:	<p>Councillor Newton and David McGrath spoke in objection to the submitted application.</p> <p>Mr Corbett, applicant, spoke in support of the submitted application.</p>
Decision:	<p>The decision was to go against officer recommendation to approve, accordingly Members refused the application for the following reasons:</p> <p>Members listened to the arguments for and against the application and were of the view that the change of use of the outbuilding to a self-contained dwelling house would, because of the additional activity associated with that use and additional domestic paraphernalia, fail to preserve the openness of the Green Belt which is one of its essential characteristics. It would, therefore, represent 'inappropriate development' which is, by definition, harmful to the Green Belt, and no 'very special circumstances' had been shown to</p>

	exist which demonstrated that this harm was clearly outweighed by other considerations. The application was therefore contrary to Unitary Development Plan Policies OL1 and OL2 which seek to protect the Green Belt from inappropriate development and paragraphs 133, 143, 144 and 146 in the Revised National Planning Policy Framework 2018.
--	--

Name and Application No	18/01015/FUL Mr Halligan
Proposed Development:	Steel arched building to be used a storage and workshop – retrospective Tameside Transmissions, Albert Street, Droylsden. M43 7BA
Speaker(s)/Late Representations:	Mr Berry spoke in objection to the submitted application. Mr Halligan, applicant, spoke in support of the submitted application.
Decision:	Approved subject to the conditions as detailed within the submitted report.

Name and Application No	18/000961/FUL Maple Grove Developments
Proposed Development:	Full planning permission for variation of condition 18 (hours of operation of the units) of planning permission 14/00903/OUT to units 1 (foodstore), 2-6 (larger A1-A5 units) and 7-10 (smaller A1-A5 units). Land bounded by Ashworth Lane and Chain Bar Lane, Mottram
Speaker(s)/Late Representations:	Jean Rudd spoke in objection to the submitted application. Ms Cunningham, Agent, spoke in support of the submitted application The Principal Planning Officer informed Members that four additional letters of objection had been received after publication of the report, which raised concerns in respect of: highways safety; impact on amenity of neighbouring residents with regard to light pollution and noise; and the principle of the development. The Principal Planning Officer added that these issues had been addressed in the report.
Decision:	Approved subject to conditions as detailed within the submitted report.

43. URGENT ITEMS

The Chair advised that there were no urgent items of business for consideration by the Panel.

CHAIR

This page is intentionally left blank

Appeal Decision

Site visit made on 21 January 2019

by A Parkin BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 31 January 2019

Appeal Ref: APP/G4240/D/18/3214916

21 Mossley Road, Ashton-under-Lyne OL6 9RS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Saied Nawaz against the decision of Tameside Metropolitan Borough Council.
- The application Ref 18/00753/FUL, dated 14 August 2018, was refused by notice dated 16 October 2018.
- The development proposed is a rear/side ground floor extension.

Decision

1. The appeal is allowed and planning permission is granted for a rear/side ground floor extension at 21 Mossley Road, Ashton-under-Lyne OL6 9RS in accordance with the terms of the application, Ref 18/00753/FUL, dated 14 August 2018, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Drawing number 3 of 5 - Proposed Ground Floor Plan (amended plan 'extension nearer the front')
 - Drawing number 4 of 5 - Proposed elevations (amended plan 'extension nearer the front')
 - Drawing number 5 of 5 - Section A-A
 - Red edged location plan
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.
 - 4) Full details of the bin storage area for the property shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the first occupation of the development hereby permitted, and thereafter permanently retained.

Preliminary Matters

2. Amended drawings were submitted as part of the planning application process. I have determined this appeal with reference to the submitted drawings that the Council made its decision on.

Main Issues

3. The main issues are the effect of the proposed development on the on the living conditions of nearby occupiers, with particular regard to loss of outlook, and on the character and appearance of the area.

Reasons

Living conditions

4. The proposed development would be a single storey, side and rear 'wraparound' extension on the east and south elevations of a 2-storey semi-detached house. The proposed extension would have a pitched roof and would project some 2.99 metres from the main rear elevation and 2.23 metres from the side elevation of the existing dwelling, almost to the eastern property boundary. A concrete garage to the side and rear of the dwelling, close to the side boundary, would be demolished to enable the proposed extension to be constructed.
5. To the east and side of the appeal building are the rear elevations of terraced houses, Nos 18-22 Park Square. These are 2-storey dwellings with small rear yards, which back onto a footway that runs the full length of the terrace and forms the boundary to the appeal property. The footway is some 1.5 metres wide and is gated to Mossley Road. It serves as a bin storage area for the dwellings on Park Square.
6. The Council states that the proposed development would reduce the separation distance to ground floor habitable rooms at Nos 18-22 from 7 metres to 5 metres. The Council accepts that this would not significantly reduce direct sunlight to Nos 18-22, nor would it reduce the privacy of the occupiers of those dwellings.
7. The Council's reason for refusal states that the proposed extension would be 'located directly adjacent to Nos. 18-22 Park Square', when the submitted drawings show that it would be separated from the rear yards of those properties by the gated footway referred to above. Notwithstanding this point, the Council's concern is that the proposed extension would be a dominant feature, which would reduce the outlook from the rear of Nos 18-22, including the rear yards.
8. The current outlook from Nos 18-22 is limited by the existing appeal building, and in the case of No 18, by the existing garage to the side and rear of the appeal building. The position of the proposed single-storey extension would not create a significantly different outlook.
9. Furthermore, Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development)(England) Order 2015 (the GPDO), sets out what alterations and extensions can be undertaken to a dwelling as 'permitted development', without requiring a planning application to be made. The appeal development, as a result of the 'wraparound' corner part linking the side and the rear parts of the extension together, would not be permitted development. However, I have had regard to what would be allowed as permitted development for separate side and rear extensions at the appeal property. In terms of impact upon the living conditions of the occupiers of Nos 18-22, the difference between the proposed development and what would be allowed as permitted development would not be significant. The 'wraparound' corner

feature would be located in part where the existing garage is currently located and would therefore have a similar impact in terms of outlook.

10. For the reasons given above, the proposed development would not adversely affect the living conditions of neighbouring occupiers, with particular regard to loss of outlook, and would therefore accord with Policies 1.3 (creating a cleaner and greener environment), C1 (enhancement of the built environment), and H10 (detailed design of housing developments) of the Tameside Unitary Development Plan 2004 (TUDP) and with the National Planning Policy Framework 2018 (the Framework) in this regard.

Character and appearance

11. The Council's second reason for refusal is that the proposed development would block the movement of bins from the rear to Mossley Road, and would therefore require bins to be stored at the front of the property prior to collection. No details of a bin store were submitted and an informal arrangement was considered harmful by the Council.
12. The appellant has stated that they would prefer bins to be stored to the rear, and then transported to the road via the footway to the side of the property. This would address the Council's concern. However, the footway is outside the site edged red and no evidence has been provided as to whether such a right of access exists, and whether such an approach would therefore be possible.
13. The area to the front of the house comprises a vehicular driveway and a gravel landscaped area, with hedge and wall to the front boundary. There would be sufficient space for a screened bin store should one be needed. In these circumstances, a condition requiring full details of the bin storage area for the property to be approved by the Council prior to the first occupation of the appeal development would be sufficient to ensure the character and appearance of the area is protected.
14. For these reasons the proposed development would not adversely affect the character and appearance of the area and would therefore accord with policies H10 a) of the TUDP and with Policy RED10 of the Council's Residential Design Supplementary Planning Document 2010, and with the Framework, in this regard.

Other Matters

15. Third party representations have been made in relation to the boundary between the appeal property and the footway to its side. In particular, that vegetation from the appeal property is encroaching into the footway, and restricting access. This matter is beyond the scope of this appeal and I have not, therefore considered it in reaching my decision, as set out above.

Conditions and Conclusion

16. The Council has suggested three conditions in the event that the appeal is allowed, which I have considered in relation to Government guidance. In addition to the standard commencement condition, a condition requiring the development to be undertaken in accordance with specified plans would be necessary for reasons of certainty. A condition requiring the materials to be used in the external surfaces of the proposed extension would be necessary to protect the character and appearance of the area.

17. A condition requiring details of the bin storage area to be provided would also be necessary to protect the character and appearance of the area.
18. For the reasons set out above, I conclude that the appeal should be allowed.

Andrew Parkin

INSPECTOR

Appeal Decision

Site visit made on 21 January 2019

by A Parkin BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 31 January 2019

Appeal Ref: APP/G4240/W/18/3214267
29 Old Street, Ashton-under-Lyne OL6 6LA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr B.S Herian against the decision of Tameside Metropolitan Borough Council.
- The application Ref 18/00628/FUL, dated 9 July 2018, was refused by notice dated 30 August 2018.
- The development proposed is a conversion of first and second floor into 2 studio flats and new shop front on ground floor.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The Council requested that I view the inside of the appeal building when I visited the site. However, the keyholder advised me that the interior had been damaged by a fire some time ago and the stairwell to the upper floors did not appear to be safe. No indication of this had been provided to me prior to my arrival at site. As a result I did not view the upper floors of the premises for reasons of safety. I advised the parties of this situation and sought their comments. The Council confirmed that it was not essential for me to view the interior upper floors of the appeal building. I have consequently determined this appeal on the basis of the submitted information.
3. The appellant notes that the Council found that the design and appearance of the proposed shop front was acceptable, but that no mention was made of it in its decision notice refusing planning permission. The appellant suggests that in these circumstances, the shop front should be granted planning permission, as a split decision if the rest of the appeal proposal is not found to be acceptable. I have considered this in my decision. However, the proposed shop front includes a doorway that would provide a separate access, via new stairs, to the upper floors, and would therefore have a bearing upon the layout of the upper floors for residential use. For this reason, the ground floor shop front is not severable from the proposed use of the upper floors, and in these circumstances a split decision would not be possible.

Main Issue

4. The main issue is the effect of the proposed development on the living conditions of future occupiers, with particular regard to internal floorspace, natural light and ventilation.

Reasons

5. There is no dispute concerning the principle of a residential use above a ground floor shop in an existing building such as this.
6. The proposed development would create a new shop front with a separate access to the upper floors of the building where two studio flats would be created. Studio Flat 1 would be located on the first and second floors and would contain two bedrooms at second floor level. It would have an internal floorspace of some 65sqm. Studio Flat 2 would be located on the first floor, extending into a rear outrigger and would contain a single bedroom. It would have an internal floorspace of some 42sqm.
7. There is disagreement between the parties over the number of potential occupiers of Flat 2. The appellant states that there would be one occupier, whilst the Council notes that the submitted drawings show a double bed, meaning that up to two people could be accommodated. There is no disagreement that Flat 1 would accommodate up to three people, and I note that the submitted drawings show a double bed and a single bed for Flat 1. On the basis of the information before me Flat 2 would be a flat for up to two people.
8. Both main parties refer to the Government's *Technical housing standards – nationally described space standard*¹ document (THS), which contains floorspace standards for different types and sizes of dwellings, accommodating specific numbers of people in a given number of bedrooms. The Council also refers to Policy RD18 of its Residential Design Supplementary Planning Document 2010 (RDSPD), which contains internal floorspace standards.
9. The Council refers to the Written Ministerial Statement (WMS) made in March 2015, which amongst other things addresses space standards. The WMS states *that Existing Local Plan, neighbourhood plan, and supplementary planning document policies relating to ...internal space should be interpreted by reference to the nearest equivalent new national technical standard*. However, compliance is only required where there is a relevant Local Plan policy. The Council refers to Policy RD18 of the RDSPD in this regard. However, the RDSPD is not part of the Council's Local Plan.
10. In light of the above, I have had appropriate regard to the floorspace standards in the THS. Proposed Flat 1 would be below the 70sqm specified by the THS for a 2-storey, 2-bed/3-person dwelling; proposed Flat 2 would be below the 50sqm specified by the THS for a single storey, 1-bed/2-person dwelling.
11. Whilst the floorspace figures are not determinative by themselves, I have had regard to them alongside the layouts of the proposed flats. In addition, beyond the kitchen areas, there is no evidence of built-in storage space within either of the flats. Consequently, freestanding storage units would be needed to meet the needs of the occupiers of the flats. The Council states that given the amount of floorspace would be below the minimum standards set out in the THS, the absence of built-in storage would compound the problem. In this case, and with reference to the proposed layouts, this would be likely to add to the unsatisfactory standard of the internal space, such that future occupiers would feel uncomfortable or cramped.

¹ DCLG March 2015

12. Most rooms within the proposed development would have acceptable levels of natural light and ventilation. However, both flats contain a linear open-plan living area, including a kitchen, with only one window serving each. For Flat 1, the single window would be at one end of a rectangular-shaped open-plan area, and because of its size and position relative to the size and shape of the room, would provide adequate natural light and ventilation.
13. For Flat 2, the kitchen is angled away from, and at a different level to the single window in the lounge area, and there would therefore be little natural light or ventilation in the kitchen area. The appellant says that the size and shape of this kitchen area would mean that it would be used for 'functional purposes' rather than as a habitable space such as for dining. This explains what the consequences of the proposed layout would be for future occupiers, but does not address the harm that would be caused.
14. In my view, the proposed layout of Flat 2 would be unsatisfactory in terms of natural light and ventilation to the kitchen area, where future occupiers could be expected to spend a reasonable amount of time. Whilst ventilation could be improved through the use of extractor fans, no details are provided in this regard, and in any event, this would not address the issue of inadequate natural light.
15. For the reasons given above, the proposed development would adversely affect the living conditions of future occupiers, with particular regard to internal floorspace, and natural light and ventilation². It would therefore conflict with Policy H10 (detailed design of housing developments) part a) of the Tameside Unitary Development Plan 2004, and with the National Planning Policy Framework 2018 (the Framework), in this regard.

Other Matters

16. A previous application for three flats at the upper floors of the property was refused by the Council³ and the current appeal proposal for two flats is said to have been developed in light of this decision. The appellant also states that the alternative to the current proposal would be to leave the upper floors vacant, or to provide a single 'oversized flat'. Notwithstanding these statements, I am only concerned with the proposal before me, which I have determined on its individual merits as set out above.
17. The appellant states that the proposal would be for social housing, which would be affordable and meet a local need, although no details have been provided in this regard. I have therefore had only very limited and non-determinative regard to this matter.
18. The appellant has drawn my attention to open spaces and parks in the vicinity of the appeal site, which future occupiers would be able to use for recreational activity. This would not overcome the harm to the living conditions of future occupiers that I have identified above.
19. The Council has acknowledged that they cannot demonstrate a five year housing land supply⁴. Consequently the presumption in favour of sustainable

² Natural light and ventilation in relation to Flat 2 only

³ Ref 18/00105/FUL

⁴ Required under paragraph 73 of the Framework

development⁵ is engaged. I note what the appellant says regarding the contribution of small developments to the housing supply. However, the benefits of a small increase in the housing supply would not outweigh the harm to the living conditions of future occupiers, as set out above.

20. In this case, the adverse impacts of the proposal would significantly and demonstrably outweigh the benefits.

Conclusion

21. For the reasons given above, I conclude that the appeal should be dismissed.

Andrew Parkin

INSPECTOR

⁵ Paragraph 11 d) ii of the Framework

Application Number 18/01117/FUL

Proposal	Application under section 73 of the Town & Country Planning Act 1990 to vary condition no.6 (location of proposed access) and condition no.9 (Drainage details) applied on approved planning application 17/00719/OUT
Site	Former Hartshead High Secondary School, Greenhurst Road, Ashton-Under-Lyne Tameside
Applicant	Taylor Wimpey Manchester
Recommendation	Approve, subject to conditions
Reason for report	A Speakers Panel decision is required because the application is a major development.

REPORT

1. APPLICATION DESCRIPTION

- 1.1 Outline planning permission has been granted to the Council for residential development of the former Hartshead School site in November 2018. The Council remains the land owner, with the planning permission running with the land. This situation is acknowledged by the applicant who has submitted requisite notice on the Council in their application to vary aspects of the permissions planning conditions. In this regard notice was duly served to the Council's Estates department on the 11/12/2018.
- 1.2 The applicant seeks planning permission for a variation of condition no.6 (Location of proposed access) and variation to the wording of condition no.9 (Drainage details) of planning permission 17/00719/OUT which was approved by Members at the November Speakers Panel.
- 1.3 Condition 06 on the outline decision notice makes reference to a plan detailing the sites entrance (ref: 'SD9501SW prepared by Bill Boaden') as an approved drawing. The approved entrance plan shows vehicular access taken off Greenhurst Road.
- 1.4 The proposal is to retain the access onto Greenhurst Road but in a revised location that would be opposite to Woodlands Road. The proposed replacement drawing, ref: PROP-F03 Hartshead 'Proposed Site Access Arrangement' prepared by Croft shows the revised access location. The applicant confirms that the revised position maintains the relevant visibility standards and the design ensures that there will be no impact on highway safety. The new access would be relocated approximately 35 metres west of the position of the approved access.
- 1.5 Existing wording of condition no.6:
"The development hereby permitted shall be carried out in accordance with the following approved plans: the 1:2500 location plan drawing reference SD9501SW prepared by Bill Boaden and, in so far as it relates to access to the site only drawing ref. HH-CL-5202 'Hartshead Proposed Access Arrangement'".
- 1.6 Proposed wording of condition no. 6:
"The development hereby permitted shall be carried out in accordance with the following approved plans: the 1:2500 location plan drawing reference SD9501SW prepared by Bill Boaden and drawing ref. PROP-F03 Hartshead 'Proposed Site Access Arrangement' prepared by Croft".

- 1.7 Condition 09, as worded on the decision notice, stipulates that no surface water shall be discharged to the public sewerage system either directly or indirectly and that foul and surface water shall be drained on separate systems. Furthermore, it specifies that in the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 10 l/s. The applicant states that the wording is contradictory and places unnecessary restrictions on the developer. It is therefore proposed to amend the wording to allow greater flexibility in agreeing a suitable surface water drainage scheme for the site. The changes proposed would still require the site to be drained in a sustainable manner by treating water at the source.
- 1.8 Existing wording of condition no.9:
“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 unless otherwise agreed in writing by the Local Planning Authority, no surface water shall be discharged to the public sewerage system either directly or indirectly. Foul and surface water shall be drained on separate systems unless otherwise agreed in writing and in the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 10 l/s. The development shall be completed in accordance with the approved details”.
- 1.9 Proposed wording of condition no.9:
“Prior to the commencement of any development, details of foul and surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details which must be based on the hierarchy of drainage options in the National Planning Practice Guidance and must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development shall be completed in accordance with the approved details”.

2. SITE & SURROUNDINGS

- 2.1 The application site is 6.10 hectares in area and is located to the east of Lees Road, Ashton. The site is effectively split into 2 by Greenhurst Road and the footpath which runs to Knott Hill reservoir. Existing residential development lies to the south, east and west of the site fronting Woodlands Road, Lees Road, Greenhurst Lane and St Christopher's Avenue. The area is characterised by a mix of detached, semi detached properties. Ashton Under Lyne golf club and Knott Hill Reservoir lie beyond the boundary of the site to the East.
- 2.2 The site comprises the grounds of the former Hartshead High School which merged with Stamford High School in September 2008. Both schools were subsequently replaced on a new site off Broadoak Road to the west of Lees Road. The former school on the proposal site was subsequently demolished and all that remains of the former school buildings is the concrete foundation slab and tarmac areas which formed the car park and playground areas to the north of Greenhurst Road and the former playing fields located to the south. Some piles of rubble related to the demolition of the buildings also remain on the northern part of the site.
- 2.3 The northern part of the site is set behind a stone retaining wall with a native species hedge on top which fronts Lees Road, behind which the land level rises to the east. The southern part of the site is relatively level but is surrounded by steep banks as the contour of the land rises to the east.

- 2.4 The northern part of the site is currently secured by a mixture of chain link and palisade fencing and is generally unkempt. The southern part of the site which contains the former school playing fields is surrounded by palisade fencing on the northern and eastern sides and by wooden fencing to the southern and western sides where it bounds the rear of existing residential properties fronting Woodlands Road and St Christopher's Avenue.
- 2.5 The site is within 240m of the nearest primary school and 1.3km of the nearest doctors surgery.
- 2.6 The nearest bus stops immediately front the site on Lees Road, a further 4 bus stops are located within 400m of the site. A total of 6 bus services operate from these 5 stops offering access to Ashton, Hurst, Hartshead, Smallshaw, Manchester, Backstones and Stalybridge. The nearest railway stations are located at Ashton and Stalybridge which are approximately 2.9 and 2.7km from the site respectively. Weekday services operate at half-hourly frequencies both westbound to Manchester Piccadilly, once per hour onwards to Liverpool Lime Street, and eastbound towards Leeds and beyond. Extra trains are provided to and from Manchester Piccadilly during peak hours. Monday to Saturday daytimes there are three trains per hour westbound to Manchester Victoria and eastbound to Huddersfield.
- 2.7 As such the site has good access to public transport and it is considered to be a sustainable location for residential development.

3. PLANNING HISTORY

The site history relevant to this application is as follows:

- 3.1 12/00218/NDM – Notification of Demolition of school buildings – Granted April 2012
- 3.2 17/00719/OUT – Outline application for residential development and associated works – Granted November 2018

4. RELEVANT PLANNING POLICIES

- 4.1 **Tameside Unitary Development Plan (UDP) Allocation: Partly Protected Green Space**
Unallocated

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

Part 2 Policies

- H2: Unallocated Sites.
- 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 Layouts
- OL4: Protected Green Space.
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T11: Travel Plans.
- T14 Transport Assessments
- C1: Townscape and Urban Form

C9: Historic Parks and Gardens
N4: Trees and Woodland.
N5: Trees Within Development Sites.
N7: Protected Species
MW11: Contaminated Land.
MW14: Air Quality
U3: Water Services for Developments

4.2 **National Planning Policy Framework (NPPF)**

Chapter 2: Achieving sustainable development
Chapter 6: Delivering a sufficient supply of homes
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change

4.3 **Other Policies**

The Greater Manchester Joint Waste Development Plan Document April 2012
The Greater Manchester Joint Minerals Development Plan Document April 2013
Residential Design Supplementary Planning Document
Trees and Landscaping on Development Sites SPD adopted in March 2007.
Tameside Playing Pitch Strategy

Planning Practice Guidance (PPG)

- 4.4 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 Planning Practice Guidance advises that Local Planning Authorities should adopt a proportionate approach to the advertisement of applications made under section 73 of the Town and Country Planning Act.
- 5.2 As part of the planning application process 142 notification letters were sent out to neighbouring properties on 20th December 2018.

6. **RESPONSES FROM CONSULTEES**

- 6.1 Local Highway Authority – The LHA has noted the minor Junction amendment to the approved planning permission for 17/00719/OUT to vary Condition 06 (Access). With regard to drawing number no PROP-F03, the details shown satisfy the LHA on the grounds that:
- The visibility from the proposed junction onto Greenhurst Road is adequate
 - The capacity of the junction with the minor amendment to the junction will remain the same under the original application
 - There are no further highway safety concerns with regards to the minor Junction amendment
- 6.2 LLFA – The discharge figure of 10 l/s in the original condition appears to have been a general figure for which justification has not been identified. It is advised removing the restriction that no discharges be made to the public sewerage system as this is clearly in conflict with the remainder of the condition and not relevant to the situation.

- 6.3 United Utilities – Agree condition 9 does need varying as it is contradictory and the flow rate is over-restrictive. Recommend that the condition re-worded as follows;

‘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. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 30 l/s’.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 27 objections have been received from neighbouring properties, raising the following concerns:

Condition No. 6 Access / Highways

- It is not clear what the proposal will entail so it's not possible to make a judgement
- Greenhurst Road will have a 10 fold increase in traffic usage, there will be 3 junctions within 50 metres of each other which could be affected by between 264 and 400 additional vehicles. In addition to this there are 2 senior schools and 1 primary school within 200 metres of the proposed junction. This doesn't include additional traffic for deliveries, visitors and services which will also increase road use. This will cause an impact on highway safety. For this reason the traffic measures other than school signage should remain and reassessed once the properties have been built and are occupied.
- The revised access will increase the traffic problems by having a crossroads.
- A 20 MPH speed restriction need to be introduced to Greenhurst Road and a pedestrian crossing near the junction with Lees Road.

Condition No. 9 Drainage

- The condition is perfectly reasonable and should not be relaxed as there is insufficient capacity
- The existing drainage system struggles to cope as it is - so cannot withstand additional houses using it.
- There are current water issues for local residents so any variation to the condition would result in further drainage and groundwater problems.
- There is nothing contradictorily about the restriction on the rate of flow to the existing drainage system that requires any surface water collected to be discharged into the existing system at 10/s. This will ensure an already struggling system will not be overwhelmed under any circumstances. The high-water table on the field has been ignored so have the existing ground problems residents are experiencing.
- All they have done is simply reiterate their aspiration to change conditions free of technical qualification by simply inferring the original wording needs to be changed because there are “contradictions within the wording”. They have not done or wrote anything to address the issue raised. The contractor needs to provide evidence that the rate of flow can be guaranteed at 10 litres per second and this needs to be verified independently by an independent drainage engineer approved by Building Control.
- Taylor Wimpey should be asked to ensure that the flow is achieved via a slow release attenuation tank installation.

General

- Concerned that the outline draft designs shown a new road being built directly against rear garden which is completely unacceptable on both noise and safety reasons.
- Timing of consultation not ideal
- Variations should not be allowed to approved planning applications The applicant is trying renege on their requirements.
- Remain strong objections to building on the former school playing fields. Development should be limited to the footprint of the school.

8. ANALYSIS

8.1 National Planning Practice Guidance promotes flexible options for planning permissions. Section 73 of the Town and Country Planning Act 1990 allows for applicants to apply to the Local Planning Authority to amend or vary conditions placed on a planning consent. Where an application under section 73 is granted, the effect is the issue of a new planning permission, sitting alongside the original permission, which remains intact and unamended. The only restriction under section 73 is that planning permission cannot be granted to extend the time limit within which a development must be started.

8.2 NPPG advises that; 'In deciding an application under section 73, the local planning authority must only consider the disputed condition's that are the subject of the application – it is not a complete re-consideration of the application'. The original planning permission will continue to exist. The principle established on the outline planning consent for the sites residential development remains established and cannot be re-visited under this planning application.

8.3 The applicant is seeking to vary 2 conditions of the original approval which relates to the location of where access future residential development will be taken from and what controls to flow levels should be applied in the event of a connection to the public sewer. These changes include:

- A relocation of the entrance bellmouth 35m (approx.) West of approved location so that it is located opposite Woodlands Road.
- Flexibility to the surface water flow in the event of a connection to the public sewer.

An assessment of the potential impacts must be considered within the context of the extant planning permission.

8.4 If this variation of condition application is approved, it would in effect re-issue the original outline planning permission and as such all of the conditions on that original consent that remain relevant would be re-imposed. Case law from 2002 (Reid v Secretary of State) confirms that conditions can be imposed on variation of condition applications in 2 ways:

1. impose fresh conditions mirroring the original conditions save for the variation; or
2. impose only the varied condition(s) and incorporate the unaffected conditions by cross-reference to the original permission.

Recognising that no approval of Reserved Matters has been granted an acceptance to the variation of the conditions would be subject to the requirement of the other 22 conditions applied on the outline consent.

9. CONDITION NO.6 SITE ACCESS

9.1 The scale of the residential development will be determined through the submission of Reserved Matters. In the context of the local highway the relocation of the access by

approximately 35m represents a modest alteration to the approved details. The revised access as detailed on the submitted drawing works to the parameters of visibility, capacity and safety established on the extant consent. More crucially the Highways Authority have confirmed that they are satisfied with the arrangements noting that the revision would not result in a compromise to highway safety for vehicle or pedestrian users alike. The proposal would therefore not have a material impact upon the operation of the local highway network above those previously considered. The proposed location for the access would therefore comply with UDP Policies T1, T7, T10 and T11 as well as Chapter 4 of the NPPF.

10. CONDITION NO.9 DRAINAGE

- 10.1 The applicant seeks to amend the requirements of the sites drainage by the removal of controls applicable to flow rate of any surface water connection to the public sewer. The proposals are not for the deletion of the condition but rather to reword its requirements. The applicant's justification is twofold; to address contradictions with the original wording, and to remove restrictions on future flow rates of surface water connections. Importantly the requirement for the site to be drained in accordance with the drainage hierarchy with details to be approved by the relevant drainage bodies is not being varied.
- 10.2 Condition no.9 was applied at the request of the drainage bodies (LLFA & UU) consulted on the outline planning permission. The contradiction in the wording relates to the reference that no surface water from the site shall be drained to the public sewerage system, the latter part of the condition then alludes to a connection to the public sewer being accepted on the provision of the forward flow rate being restricted to 10 l/s. It is therefore accepted that the wording of the condition is somewhat ambiguous owing to its positive and negative connotations.
- 10.3 A full flood risk assessment accompanied the Outline Planning the parameters of which are not being revisited. It will remain that all developed areas of the site will be positively drained with any connections to existing infrastructure being via an attenuated system. There is also potential for surface water outfall to be taken via Greenhurst Clough which is located directly north of the site. The variation which applicant seeks does not remove control from the Local Planning Authority. It will remain the condition would only be able to be discharged following consultation and acceptance from United Utilities and the LLFA which will include acceptable to any forward flow rates to any existing drainage infrastructure if deemed necessary.
- 10.4 The concerns within the representations are acknowledged, the rewording of the condition will still ensure that appropriate controls are exercised so that the site is drained in an appropriate and sustainable manner. Consultations undertaken with the LLFA and United Utilities (summarised above) acknowledge that the wording of the condition is overly restrictive and raise no objections to it being reworded.

11. CONCLUSION

- 11.1 The principle of the sites redevelopment for housing has already been established and cannot be revisited under the application. It is only matters relating to condition no.6 and 9 against which a decision can be issued.
- 11.2 Responses from technical consultees have demonstrated clear support for the application and on this basis there would be no reasonable or justified reason to not support the variations as proposed. It will remain that in the revised wording sufficient safeguards would be in place to ensure the development is served with a safe access arrangement and that surface water would be sustainably drained and remain policy compliant.

11.3 In all other respects, the proposed development would remain as previously approved.

12. 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.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the submission of the reserved matters a Masterplan and design code for the development of the site informed by and incorporating the recommendations contained within Section 5 of the submitted Landscape Visual Impact Assessment Dated October 2016 by Carly Tinkler shall be submitted to the Local Planning Authority for approval. The subsequent submission of reserved matters shall be in accordance with the approved Masterplan and design code.

Reason: To safeguard the character and appearance of the area to influence the design of the future layout.

3. Before any development is commenced approval shall first be obtained from the local planning authority with respect to the reserved matters, namely the layout, scale, appearance, and landscaping of the development.

Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

4. The plans and particulars to be submitted with the reserved matters shall include full details of both hard and soft landscape works, inclusive of existing vegetation cover and ancillary built structures. These details shall include:-
 - a) hard - existing and proposed finished levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures [eg: furniture, play equipment, refuse or other storage units, signs, lighting etc], proposed and existing functional services above and below ground [eg; drainage, power, communications cables, pipelines etc indicating lines, manholes, supports etc];
 - b) soft - planting plans, written specifications [including cultivation and other operations associated with plant and grass establishment], schedule of plants [noting species, plant sizes and proposed numbers/densities where appropriate], implementation programme).
 - c) details of bin storage areas
 - d) details of the type, height, position and materials to be used in the construction of any boundary treatments
 - e) details of the pedestrian and cycling environment within the proposed site

Reason: To safeguard the character and appearance of the area in the interests of securing good design

5. Detailed plans shall accompany the reserved matters submission for any phase of the development indicating existing ground levels, finished floor levels of all dwellings and

associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with UDP Policy H10: Detailed Design of Housing Layouts.

6. The development hereby permitted shall be carried out in accordance with the following approved plans: the 1:2500 location plan drawing reference SD9501SW prepared by Bill Boaden and drawing ref. PROP-F03 Hartshead 'Proposed Site Access Arrangement' prepared by Croft.

Reason: For the avoidance of doubt to clarify the site boundary and ensure that a safe access can be achieved.

7. Development shall not commence until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority;
 - i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
 - ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
 - iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
 - iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time.

Reason: To safeguard against the risks of contamination in the interests of future inhabitants.

8. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site including those in the woodland to the North have been enclosed with temporary protective fencing in accordance with BS:5837:2012 Trees in relation to design, demolition and construction. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: To ensure the long-term retention of trees in accordance with UDP Policy N5.

9. 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. In the event of surface water draining to the public surface water sewer,

details of the pass forward flow rate to the public sewer must be provided and approved in writing to the Local Planning Authority with the development carried out in accordance with the approved details.

Reason: To ensure the development is adequately drained in a sustainable manner

10. The gradient of driveways shall not be steeper than 1 in 15.

Reason: In the interests of highway safety in accordance with T1 Highway Improvement and traffic Management.

11. The development shall not commence until details of the wheel cleaning facilities, temporary access, vehicle parking and turning facilities to be provided during the construction period, has been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented and retained in operation through the duration of the building works

Reason: In the interests of highway safety and convenience.

12. Prior to commencement of work on site, the proposed car parking provision shall be submitted to and approved in writing by the LPA. The car parking spaces shall be provided to the full satisfaction of the LPA and thereafter kept unobstructed and available for their intended purposes. Parking areas or driveways must be at least 3.1 metres wide and 6 metres long where in front of house doors or 5.5 metres long where in front of a garage. The areas shall be maintained and kept available for the parking of vehicles at all times.

Reason: In the interests of highway safety and convenience.

13. During demolition and 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: In the interests of the amenity of local residents to minimise disturbance.

14. No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless evidence showing that breeding birds are absent at the site has been provided by a suitably qualified ecologist and approved in writing by the Local Planning Authority.

Reason: To safeguard protected species in accordance with UDP policy N3 Nature Conservation Factors

15. No development other than site preparation works and remediation shall take place unless and until the design of the noise mitigation measures recommended in the Noise Impact Assessment undertaken by Capita, reference CS087106-01, dated 23 June 2016, and submitted as part of the planning application have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied unless the requisite attenuation measures relevant to that dwelling have been implemented in accordance with the approved scheme. The approved remediation measures shall thereafter be retained.

Reason: To protect the amenities of future occupants of the development in accordance with UDP policy MW12 Control of Pollution

16. No development shall be commenced unless and until a full Residential Travel Plan together with measures to secure its implementation and monitoring have been submitted to and agreed in writing with the Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved details.

Reason: To enhance the provision of or access to sustainable modes of transport in association with the development.

17. The development hereby approved shall not be occupied/brought in to use until the road works and traffic management measures necessary to secure satisfactory access to the site have been completed in accordance with details having first been agreed in writing with the Local Planning Authority.

Reason: To secure the provision of satisfactory access to the site and in the interests of road safety.

18. A clear view shall be provided on each side of any site access/drive where it meets the footway or any shared access way. Its area shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway/roadway. It must be kept clear of anything higher than 600mm above the access.

Reason: To allow users of the site access and highway to see each other approaching, in the interest of highway safety.

19. The development hereby permitted shall not be commenced unless and until a scheme of intrusive site investigations, designed by a competent person and adequate to properly assess the ground conditions on the site and establish the risks posed to the development by past coal mining activity has been undertaken and the submission of a report of findings arising from the intrusive site investigations and any remedial works and/or mitigation measures considered necessary submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved report with any necessary mitigation measures implemented in full in accordance with the recommendations of the approved report.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with UDP Policy MW11: Contaminated Land

20. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

Reason: In the interests of the visual amenities of the locality, in accordance with UDP Policy H10 Detailed Design of Housing Layouts

21. The layout to be submitted as part of the Reserved Matters application shall make appropriate provision for an area of on-site children's play and informal recreation. The design and layout of this area and wider development shall incorporate the principles of active design and include a minimum of 5 items of play equipment. Full management responsibilities and maintenance schedules and a programme for installation, shall be submitted for approval in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the agreed timetable for installation.

Reason: In the interests of residential and visual amenity to ensure adequate provision of public open space in accordance with UDP Policy H5 Open Space Provision

22. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future

- i. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units/bed spaces;
- ii. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii. The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing if no Registered Social Landlord involved;
- iv. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

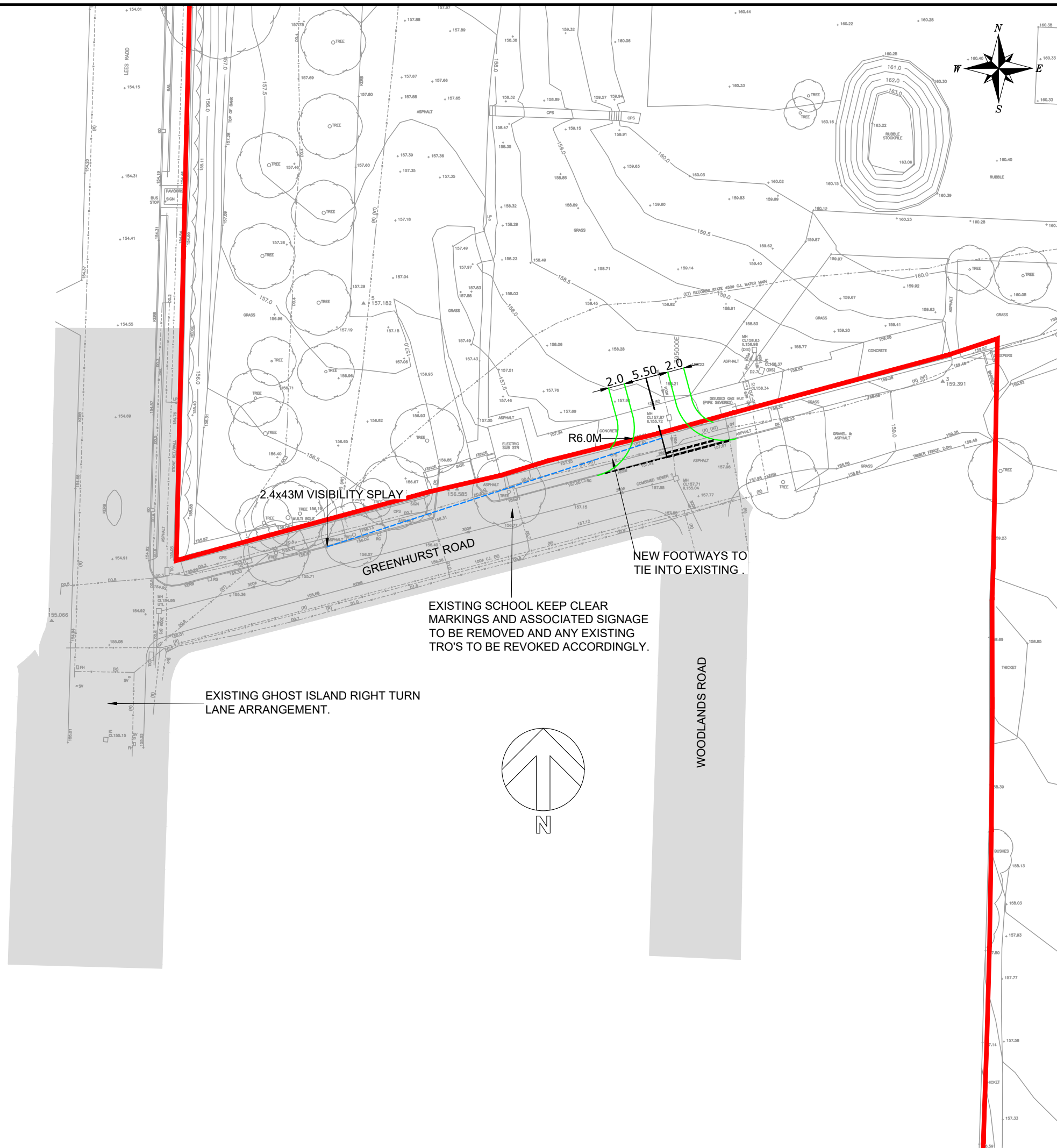
Reason: To meet identified housing need in accordance with UDP Policy H4 Type, Size and Affordability of Dwellings.

23. The development hereby permitted shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of or enhancement to off-site public open space in accordance with Unitary Development Plan Policy H5. The provision or enhancement of the off-site open space shall be provided prior to completion of the development in accordance with the approved scheme.

Reason: In the interests of residential and visual amenity to ensure adequate provision of public open space in accordance with UDP Policy H5.


24. No development shall commence until a suitable air quality impact assessment has been undertaken to determine what the impact of the completed development will have on local air quality. The methodology shall have been approved in writing with the local planning authority prior to the start of the assessment. Any required mitigating measures identified as being necessary shall then be implemented to the satisfaction of the local planning authority prior to the first occupation of the dwellings and shall be retained thereafter.

Reason: To protect the amenities of occupiers of the development and occupants of nearby properties in accordance with UDP policy T14.



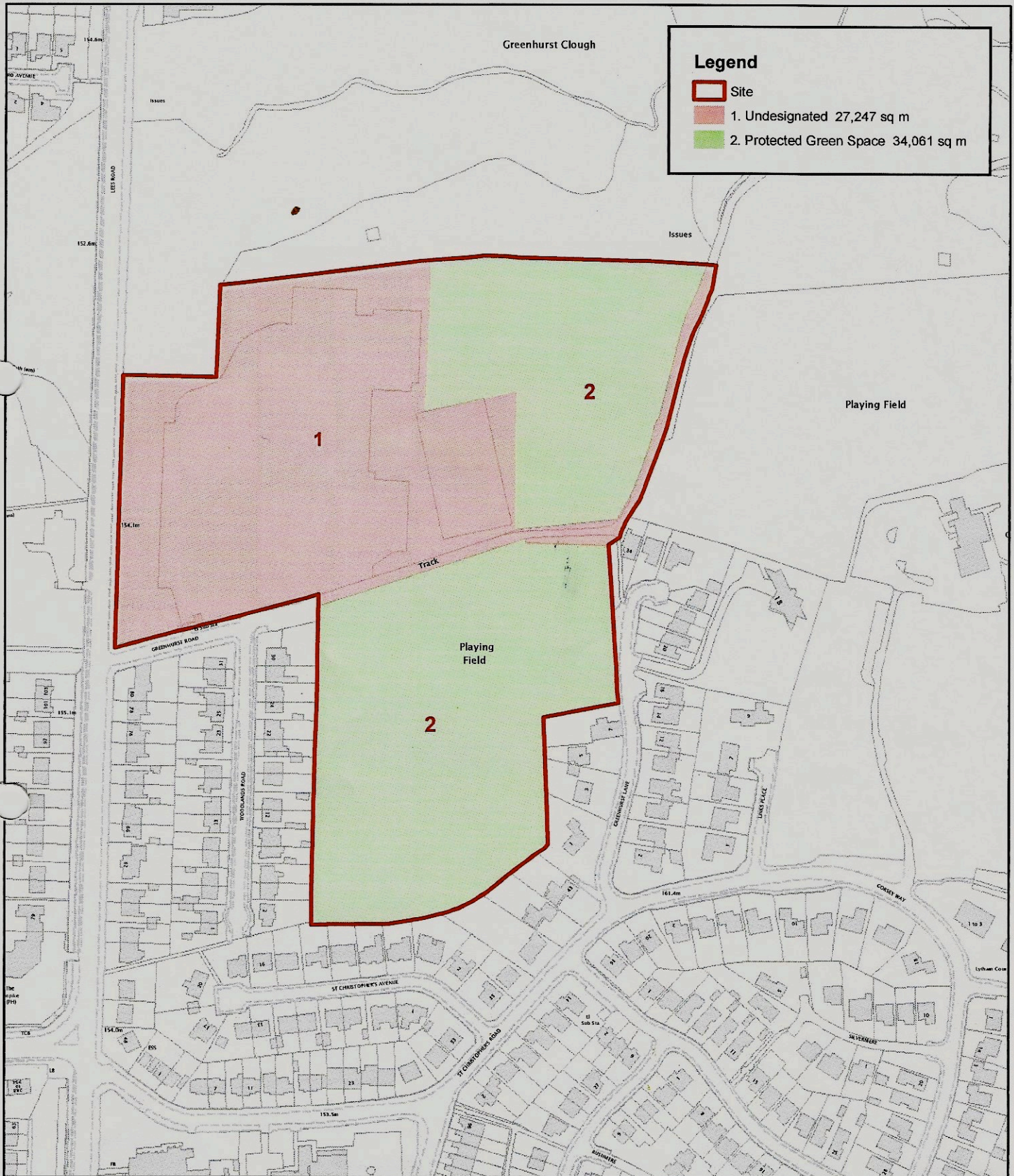
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: TAYLOR WIMPEY				
PROJECT: FORMER HARTSHEAD HIGH SCHOOL, ASHTON UNDER LYNE				
DRAWING TITLE: PROPOSED SITE ACCESS ARRANGEMENT				
SCALES: 1:500 @ A3				
DRAWN: JC		CHECKED: PJW		DATE: NOV 18
Croft Transport Planning & Design Hill Quays 9 Jordan Street Manchester M15 4PY Email: info@croftts.co.uk Tel: 0161 667 3746 Web: www.croftts.co.uk			 CROFT	
DRAWING NUMBER: PROP-F03		REVISION: .		

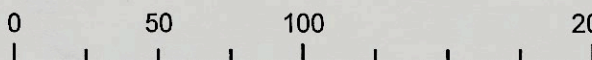
This page is intentionally left blank

Site of Hartshead High School Ashton-under-Lyne



1:2,500

SD9501SW



Page 29

© Crown copyright and database rights 2014
Ordnance Survey 100022697

Plan prepared by Bill Bouden 6/7/2015

Tameside
Metropolitan Borough

Estates & Asset Management Unit
Council Offices
Wellington Road
Ashton-under-Lyne
OL6 6DL

This page is intentionally left blank

Application Number	18/00772/FUL
Proposal	Change of use from a dwellinghouse (use class C3) to a 9 bed House in Multiple Occupation (Sui generis), including minor elevation changes and the installation of a dormer window.
Site	35 Stamford Road, Mossley
Applicant	Mr A Rothwell
Recommendation	Refuse planning permission
Reason for report	A Speakers Panel decision is required because, in accordance with the Council's Constitution the applicant and a member of the council has requested the opportunity to address the Panel before a decision is made.

REPORT

1. SITE AND SURROUNDINGS

- 1.1 The application site comprises of a large red brick terraced property benefitting from a raised basement, ground and first floor and habitable space in the roof. The property is currently empty and was last used as a single family dwelling. The property is situated in a residential area with dwellings adjoining the site on both sides fronting onto Stamford Street.
- 1.2 Stamford Street rises steeply in a northerly direction from its junction with Manchester Road and the land also falls steeply from Hanover Street to the rear of the application site down to Stamford Road. The property is in very close proximity to Mossley railway station to the south and Mossley town centre to the north-west.

2 THE PROPOSAL

- 2.1 The application seeks change of use of the property to a 9 bedroom House in Multiple Occupation (HMO). Four of the bedrooms will have en-suite facilities and 5 will have access to two shared bathrooms. A kitchen/living/ dining space on the lower ground floor and a separate lounge room on the first floor will be shared by all the residents. There is an internal storage room which will be used for bin storage.
- 2.2 The only external changes proposed that require planning permission is the provision of a rear dormer window to serve a bathroom in the roof-space.

3 RELEVANT PLANNING HISTORY

- 3.1 17/00864/FUL, for Change of use from dwelling to 9 bed House of Multiple Occupation (HMO) (Sui generis), including installation of a rear dormer. Refused 25.05.2018. Appeal dismissed 22.10.2018.

4 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation: Unallocated

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

H7: Mixed Use and Density.

H10: Detailed Design of Housing Developments.

T1: Highway Improvement and Traffic Management.

C1: Townscape and Urban Form

MW11: Contaminated Land.

4.4 National Planning Policy Framework (NPPF) (revised 2018)

Achieving Sustainable Development;

Section 2 Achieving sustainable development

Section 5 Delivering a sufficient supply of homes

Section 8 Promoting healthy and safe communities

Section 12 Achieving well-designed places

4.5 Planning Practice Guidance (PPG)

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

4.6 Other Policies

Residential Design Supplementary Planning Document

Technical Housing Standards - Nationally Described Space Standard.

5 PUBLICITY CARRIED OUT

5.1 The application has been advertised by means of neighbour notification letters dispatched to 34 properties on 24 August 2018 and re-consulted on the 19 December 2018 following the receipt of a revised site location plan.

6 RESPONSES FROM CONSULTEES

6.1 Head of Environmental Services (Highways) - It is not considered that the development will have any significant or severe impact on highway safety or operation, such as would warrant refusal.

6.2 Head of Environmental Services (Environmental Health) – Having regard to the recent appeal decision concern raised about the potential for noise and disturbance to occupiers of neighbouring properties and the proposed bin storage area is not of sufficient size to accommodate the required number, and size, of bins required to provide the correct capacity for a 9 bed HMO.

6.3 Mossley Town Council - recommends refusal for the following reasons:

- The proposal is an over-intensive use of the property, which due to its age and position is not suitable for conversion on the scale proposed.
- The development will have a significant detrimental effect not just on the residential amenity of immediate neighbours, and the local community by reason of noise, general disturbance and intensified use of the residential accommodation.
- There are no plans for off-road parking so the development will negatively impact on traffic and pedestrian safety on the already busy and dangerous Stamford Road.
- The character of the neighbourhood comprises family homes. The level of activity resulting from a group of 9 unconnected people is likely to result in more frequent comings and goings and differing patterns of behaviour.
- The property has passing over rights to the adjoining terraced houses. Residents are concerned that 9 unrelated people and their visitors using the space will result in serious detriment to amenity and loss of privacy.
- The proposed additional bathrooms will place an unacceptable burden on the existing infrastructure and drainage systems.
- The proposed development will result in a lack of space and accessibility for potential occupants and the plans represent a significant change to the internal structure of the property and the number of people using that space.
- The residential accommodation proposed does not match local housing need. The proposed HMO is not needed, would be an over-intensive development for the area, and there is a continuing need for family homes in this part of Mossley.

6.4 Councillors - A representation offering objection to the proposals has been received from Councillor Sharif on behalf of the residents of Mossley and requested for a determination at Speakers Panel. Concerns raised are size of the development from a home to a 9 bedroom HMO and the affect it will have on neighbours, parking, traffic, no. of bins and noise.

7 SUMMARY OF THIRD PARTY REPRESENTATIONS

7.1 18 letters of objection have been received from neighbouring properties in the initial consultation and 3 following the re-consultation. Raising the following matters:

- Cause additional pressure on the road in terms of parking;
- Lack of parking leads to congestion;
- No garage or cycle provision;
- Application doesn't comply with Policy in terms of parking standards;
- A HMO is counter to the very nature of this residential, family area and be detrimental to the character of the area and the amenity of neighbouring properties;
- The property should be refurbished, but back to the original family home in keeping with the existing residential ethos of the area;
- Accommodation for nine persons appears excessive and disproportionate to the house in question;
- Additional noise levels that may accompany multiple separate occupants within the same building;
- Concerns about the additional footfall, disturbance, potential intrusion and lack of security across the easement at the back of our terrace owing to increased use of our dual shared access routes through private garden areas;
- Limited refuse storage capacity;
- There are already plenty of apartments on Stamford Road including those currently being built, there is no evidence that this property type is needed;
- Noise and disturbance during construction;

- The proposed development is providing very poor accommodation for people in terms of personal space and communal space and is not compliant with The National Space Standards; Single Bedroom - min.2.15m wide and concern that the bedrooms will be double occupancy and therefore contravene "The National Space Standards". Some of the rooms do not have a window or ventilation?;
- The outside amenity space for tenants is extremely small (smaller than for the previous, refused application);
- The financial costs and loss of value to surrounding properties;
- Increased risk of crime, vandalism and antisocial behaviour;
- Fire risk increased by the amount of occupants that could be in the only kitchen space cooking at any one time. Residents smoking in the rooms increases the fire risk;
- Additional impact on the electricity, drainage and sewage systems;
- Does not meet the policy requirements of H10;
- Additional impact on local services such as NHS, refuse, schools and transport network;
- Reduction in local living standards;
- Precedent set by refusal of scheme previously, no changes to this proposal apart from a management report and does not address previous refusal;
- No need for properties of this type in Mossley;
- In the Management of the House Multiple Occupancy document refers to errors in the waste collection services;
- Why has the work been allowed to continue at the property; and,
- The work is described as Minor development, this is not the case.

Comments received following re-consultation.

- This correction gives further weight to our main objection which the potential overuse of the property and relates to the lack of outside amenity for resident;
- The revised plans now show correctly that the only accessible outside space for this property is a small yard measuring 5.2 metres x 1.8 metres which would not provide a functional area of amenity open space as required by SPD Policy RD11;
- There is no evidence to suggest that the number of bins shown on the plan would be enough for up to 18 occupants of the house or there is any planning-related condition that could be used to ensure that, in shared accommodation, bins would be put out and returned to the store after the refuse has been collected; and,
- There is nothing in this new application, nor in the amended information / plans submitted that has made any attempt to overcome the specific concerns raised by the Inspector.

8 ANALYSIS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission are determined in accordance with the development plan unless material planning considerations indicate otherwise.
- 8.2 The site is unallocated on the Proposals Map associated with the Unitary Development Plan for Tameside (2004).
- 8.3 This application is an identical resubmission to the previously submitted scheme that was refused and subsequently dismissed at appeal. This scheme must be treated on its own merits in accordance with current local and national policies. Consideration must be given to the previous refusal and the recent appeal decision as material planning considerations that have significant weight in the assessment of this current submission.

8.4 The application must be assessed against the following:

1. Principle of development;
2. Character of the area;
3. Intensity of use;
4. Residential amenity; and,
5. Parking and highway safety.

9 PRINCIPLE

- 9.1 The NPPF has a presumption in favour of sustainable development and confirms that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 9.2 The proposed development is for a residential use in a residential area and would make a positive contribution to the Council's Housing Requirements and provides a sustainable reuse of a vacant building. Furthermore, the site is in a sustainable location adjoining existing residential properties in close proximity to the town centre, bus routes and the railway station. On balance, it is considered that the principle of development is acceptable.

10 CHARACTER OF THE AREA

- 10.1 The area surrounding the site is predominantly residential and although the tenure is proposed to be changed the use is still a residential one. In the appeal decision relating to the previous refusal the inspector notes that:

[as] "...there are few HMO's in this part of the borough, and the majority of the surrounding properties appear to be self-contained dwellings. In this context, I do not consider that there would be any significant impact on the character of the area through the introduction of a single HMO."

- 10.2 As such, it is not considered there would be any significant impact on the character of the area resulting from this proposal. However, the impact caused by the intensification of residential use will be considered further below. What should be noted is if more HMO proposals follow in the area than the Local Planning Authority would need to consider those against a cumulative impact.

11. INTENSITY OF USE

- 11.1 The application property is a large Victorian Terrace which originally would have provided generous size accommodation and suited a large family. The existing lawful use of the property is residential falling within Use Class C3 - family home or 6 persons living as a single household. To convert the property into a 9-bedroom House in Multiple Occupation (HMO) would lead to a significant change in the occupancy of the building compared to a family dwelling.
- 11.2 The planning inspector, in their assessment of the earlier scheme, gave considerable weight to the additional impact and frequency of comings and goings of 9 unrelated adults living at the property and that it would be a far more intensive use of the building. It is considered that this would result in an increase in comings and goings, at various times of the day, with a higher incidence of visitors and that this has the potential for increased noise and disturbance and the potential for harm by noise and disturbance to the amenity of neighbouring properties.

- 11.3 The proposed room sizes are shown on the submitted plans as single bedrooms comply with the guidance laid out in the 'Technical Housing Standards - Nationally Described Space Standard' and as a result this part of the proposal is acceptable and there is no evidence to suggest that the living accommodation is sub-standard or of an unsatisfactory quality.

12. RESIDENTIAL AMENITY

- 12.1 UDP Policy H10 requires new development to be of high quality, provide a good standard of amenity for future occupiers, and for there to be no unacceptable impact on the amenity of neighbouring properties.
- 12.2 The decision of both the Speakers Panel (Planning) Committee and the Inspector during the appeal process concluded that the proposal would cause harm by noise and disturbance to the amenity of neighbouring properties due to intensification of use. The impact on amenity would be exacerbated by bedrooms likely being used for recreation, TV watching, listening to music and receiving guests, leading to noise transmission through the shared party walls. As five of the bedrooms adjoin the party wall with No. 37 Stamford Road this has the potential to significantly harm the living conditions of that property. The applicant in their justification has stated that the HMO would be managed to a high standard to prevent this. However, this is not something that can be controlled by planning condition and could not be used to control an unacceptable situation.
- 12.3 Within the applicants' justification is the argument that a 'fall-back' position exists. This is on the basis that the property can be converted to a six bedroom House in Multiple Occupation (HMO) without the need for planning consent. They continue that if this was carried out 5 of the bedrooms would adjoin the party wall with no. 37 Stamford Road. Presumably, with the potential to cause the same level of disturbance as suggested by the Inspector. Whilst the fall-back position is acknowledged the proposal submitted does require planning permission in its entirety and has to be assessed against adopted policies, guidance, and the recent appeal decision which holds significant weight as a material planning consideration.
- 12.4 It would be unrealistic to assume that the impact of the proposal compared to the existing lawfully permitted use would be the same. The revised NPPF (2018) gives weight to this and planning decision must ensure that development must create places that have a high standard of amenity for existing and future users which for the reasons outline above this does not.
- 12.5 With regard to access over the rear easement this is a private matter for agreement between the property owners. There is no reason to suggest that residents from a HMO would require any more or frequent access than would reasonable be required for the existing dwelling or that the nature of access would cause unreasonable disturbance or reduction in security.
- 12.6 The proposed plans for the building show existing window and door openings to be re-used, the only external change being the addition of a dormer window to facilitate a bathroom within the roof space. The proposed external alterations raise no issues with regard to residential amenity and all habitable rooms are shown with external ventilation.

13 PARKING AND HIGHWAY SAFETY

- 13.1 The application site fronts Stamford Road where local residents park their cars on the highway or in an extended layby located across Stamford Road. This road is a bus route and also the main access from that direction towards Mossley town centre.

- 13.2 The application proposes no off street car parking facilities. Any demand generated from the proposed use for car parking would have to be accommodated on street along with the other properties on that stretch of Stamford Road.
- 13.3 There are currently no parking restrictions in the vicinity of the application property and during the day this road appears to be relatively quiet and capable of providing adequate on street car parking. It is acknowledged that traffic levels would be greater in the morning and evening peak hours and demand for parking would be greater at the end of the working day.
- 13.4 The site is in a highly sustainable location on a bus route and in close proximity to Mossley Railway Station and Town Centre. There have been no objections raised to the proposal from the Highways Engineer in terms of the impact of the development on highway and pedestrian safety. It must also be acknowledged that the occupation of the building for its current lawful use would result in demand for parking.
- 13.5 This application is identical to the earlier refused scheme in terms of the proposed number of bedrooms as such the impact of the proposal on the highway network has been considered in relation to the previous scheme. In the appeal decision the inspector noted the lack of allocated parking spaces, alongside the accessible location of the site and that much of Stamford Road and the surrounding streets were free from parking restrictions. In assessing the highways impact the inspector concluded that the development would not lead to nuisance or dangerous parking in the area and as such there was no unacceptable harm to highway safety and the impact of the scheme on the road network was not severe.
- 13.6 Given the highly sustainable location the expected levels of car ownership for occupiers of the scheme would be lower than in other areas. This alongside the significant material consideration of the appeal decision, means, it is considered that the demand for any car parking generated by the proposed use would not result in such severe harm being caused to amenity of existing residents in terms of increased demand for spaces to justify a refusal of planning permission on this basis.

14 OTHER MATTERS

- 14.1 With regard to refuse storage there has been concern raised by the council's environmental health section that insufficient storage for waste and recycling provision has been provided. The plan has been amended during the course of the application to enlarge the refuse area but still falls short of the amount suggested by the Environmental Health Team.
- 14.2 It should be noted that under Council policy a house of multiple occupation would be allocated a single refuse bin of each type. The applicants acknowledged this is insufficient for a House in Multiple Occupation. Within the additional supporting information it states that an annual contract will be undertaken with a private waste company to control the waste with a weekly collection.
- 14.3 The level of waste storage was referenced as part of the reason for refusal on the earlier scheme and was subsequently considered during the appeal process. The Inspector noted that bin and cycle storage would be provided in the garage that fronts onto Stamford Road at basement level and that this is an appropriate arrangement. Taking the significant material consideration of the Inspectors view into account it is considered that there is sufficient space within the curtilage of the site to provide the necessary level of refuse facilities for the building.
- 14.4 Again cycle storage is suggested within the additional information as being provided within the basement of the building. This was also deemed an appropriate location by the

Inspector. It is acknowledged that there is currently no cycle storage provision shown on the submitted plans, though as in many domestic properties, this could be provided within either the basement or the rear garden area. Therefore, if this scheme was to be recommended for approval, then a condition would have been recommended requiring this to be provided prior to the occupation of the building and permanently maintained.

- 14.5 Comments have been received from neighbours regarding the concern that work has continued at the property regardless of the planning decisions made. Any internal work on this property is not considered by the planning system to be development. It is purely the use of the building over and above the existing lawful use as a dwelling house that requires planning permission. As such any work to the property whilst at risk by the applicants that permission will not be granted is not subject to planning control.
- 14.6 Objections regarding the loss of value to existing properties, impact on the drainage and sewage of the additional bathrooms, concern about residents smoking and the character of the residents are not material considerations to be considered when assessing a planning application.

15 CONCLUSION

- 15.1 The site is considered to be situated in a sustainable location, within walking distance of public transport and the services and facilities in Mossley town centre. The proposals would, however, involve the intensification of the use of the property which would be detrimental to the amenity of surrounding properties by causing significant harm to the living conditions with regard to noise and disturbance.
- 15.2 The proposals are therefore considered to be contrary to the provisions of policy H10 of the UDP and paragraph 127 of the NPPF (2018). The level of harm caused by potential for noise and disturbance is considered to significantly and demonstrably outweigh the benefit of contributing to the supply of housing in the Borough. In accordance with the guidance contained within paragraph 11 of the NPPF, planning permission should therefore be refused.

16. RECOMMENDATION

Refuse Planning Permission for the following reason:

1. The proposed House in Multiple Occupation with nine bedrooms occupied by unrelated people would result in a significant intensification of the usage of the existing dwelling-house which would be detrimental to the amenity of occupiers of neighbouring properties. In particular, the increased frequency of comings and goings of occupiers and their visitors likely to be associated with the proposed use, coupled with the internal layout with five bedrooms adjoining the party wall with no.37 Stamford Road, would result in increased noise and disturbance to the occupiers of this property. As such, the proposal is contrary to Policy H10 of the Unitary Development Plan for Tameside and the requirement of the core planning principles of the National Planning Policy Framework to secure a good standard of amenity for all existing and future occupants of land and buildings.



Appeal Decision

Site visit made on 18 September 2018

by Thomas Hatfield BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22nd October 2018

Appeal Ref: APP/G4240/W/18/3204514

35 Stamford Road, Mossley, OL5 0BE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Andrew Rothwell against the decision of Tameside Metropolitan Borough Council.
 - The application Ref 17/00864/FUL, dated 9 October 2017, was refused by notice dated 25 May 2018.
 - The development proposed is a change of use from a dwelling to a 9 bed House of Multiple Occupation (HMO) (Sui Generis), including installation of rear dormer.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. The description of development given above is taken from the Decision Notice rather than the planning application form. This wording reflects changes that were made to the proposal at the application stage to reduce the number of bedrooms to 9 and to create a first floor lounge.

Main Issue

3. The main issue is the effect of the development on the living conditions of neighbouring occupiers with regard to noise and disturbance.

Reasons

4. The appeal property is a large terraced house on the western side of Stamford Road. It is largely surrounded by existing residential properties, and was recently in use as a single family dwelling.
5. The development would convert the property into a 9 bedroom House in Multiple Occupation (HMO). This would lead to a significant change in the occupancy of the building compared to a family dwelling. In this regard, 9 unrelated adults would live at the property, which would be a far more intensive use of the building. This would lead to a significant increase in comings and goings, at various times of day, with a higher incidence of visitors. This pattern of movement has the potential for increased noise and disturbance to neighbours. Moreover, bedrooms would be likely to be used for recreation, TV watching, listening to music, and receiving guests. This would inevitably lead to increased noise transmission through the shared party walls. In

particular, 5 bedrooms would adjoin the party wall with No 37, which has the potential to significantly harm the living conditions of that property. Whilst it is asserted that the HMO would be managed to a high standard, that is not something that can be controlled by planning condition.

6. Separately, the development does not propose any additional parking spaces and would instead rely on existing on-street parking. However, the site is in an accessible location in walking distance of local shops and a train station, and future occupiers may therefore choose not to own a car. Moreover, there are no parking restrictions along much of Stamford Road and many neighbouring streets. In these circumstances, I do not consider that the development would lead to nuisance or dangerous parking in the area. However, that does not overcome my other concerns regarding the development, as set out above.
7. I conclude that the development would significantly harm the living conditions of neighbouring occupiers with regard to noise and disturbance. It would therefore be contrary to Policy H10 of the Tameside Unitary Development Plan (2004), which requires that development results in no unacceptable impact on the amenity of neighbouring properties.

Other Matters

8. The Council states that there are few HMOs in this part of the Borough, and the majority of the surrounding properties appear to be self-contained dwellings. In this context, I do not consider that there would be any significant impact on the character of the area through the introduction of a single HMO.
9. It is proposed that bin and cycle storage would be provided in the garage that fronts onto Stamford Road at basement level. This would be an appropriate arrangement in my view.
10. The proposal was reported to the Council's Speakers Panel (Planning) with an officer recommendation for approval. The Council is not bound to accept the recommendations of officers. It has produced clear reasons for refusal and I share its view that, in respect of its effect on the living conditions of neighbouring occupiers, the proposal is unacceptable.

Conclusion

11. For the reasons given above I conclude that the appeal should be dismissed.

Thomas Hatfield

INSPECTOR



This page is intentionally left blank



This page is intentionally left blank

Application Number: 18/00772/FUL – 35 Stamford Road

Photo 1

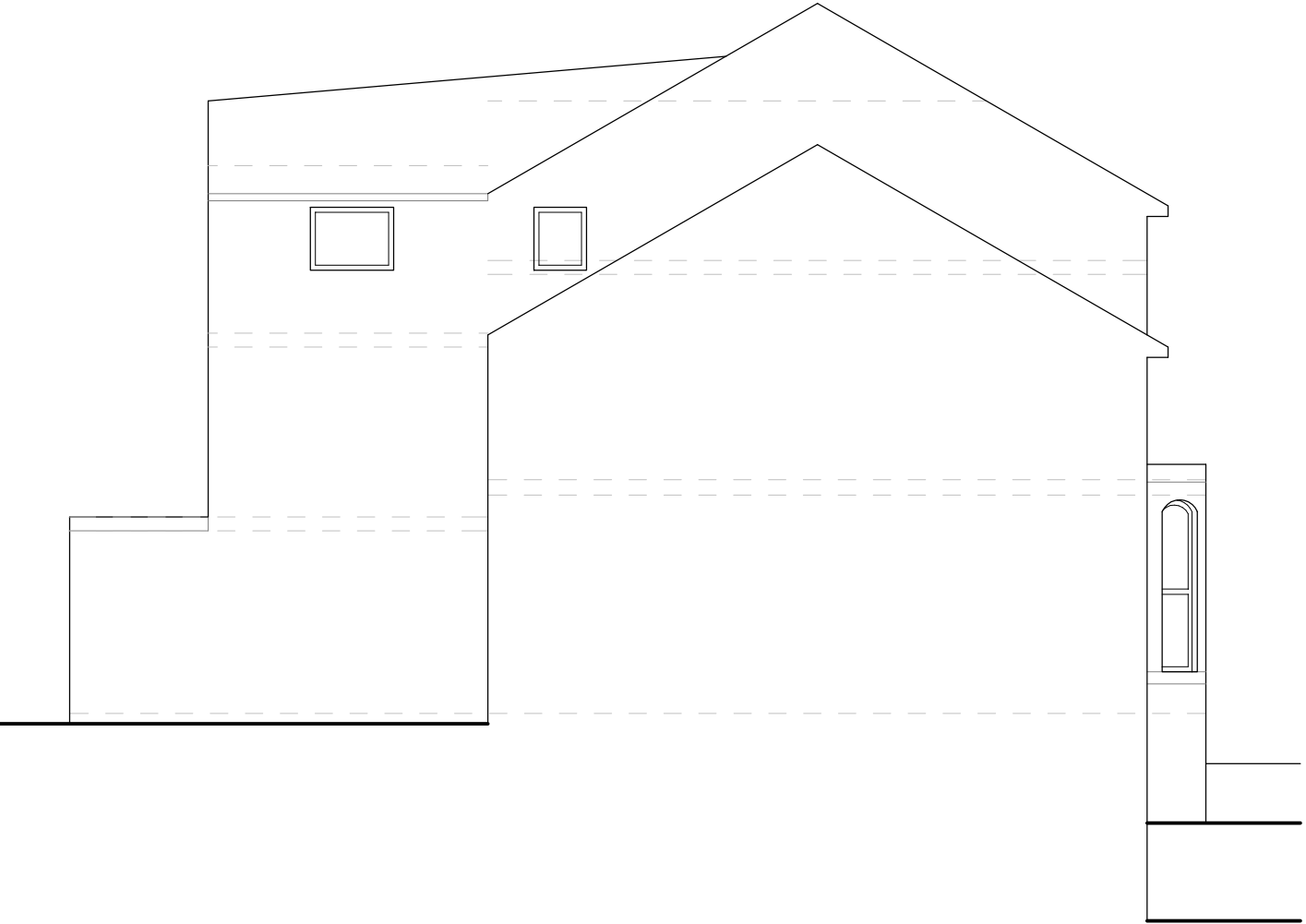
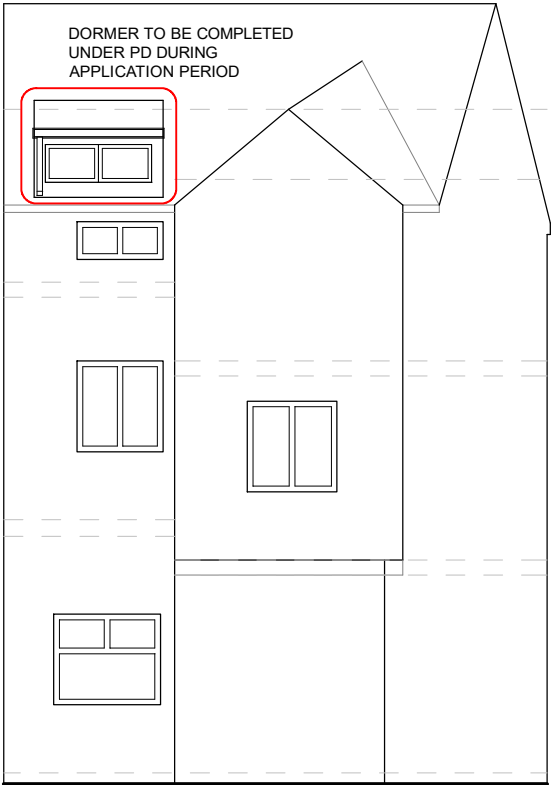
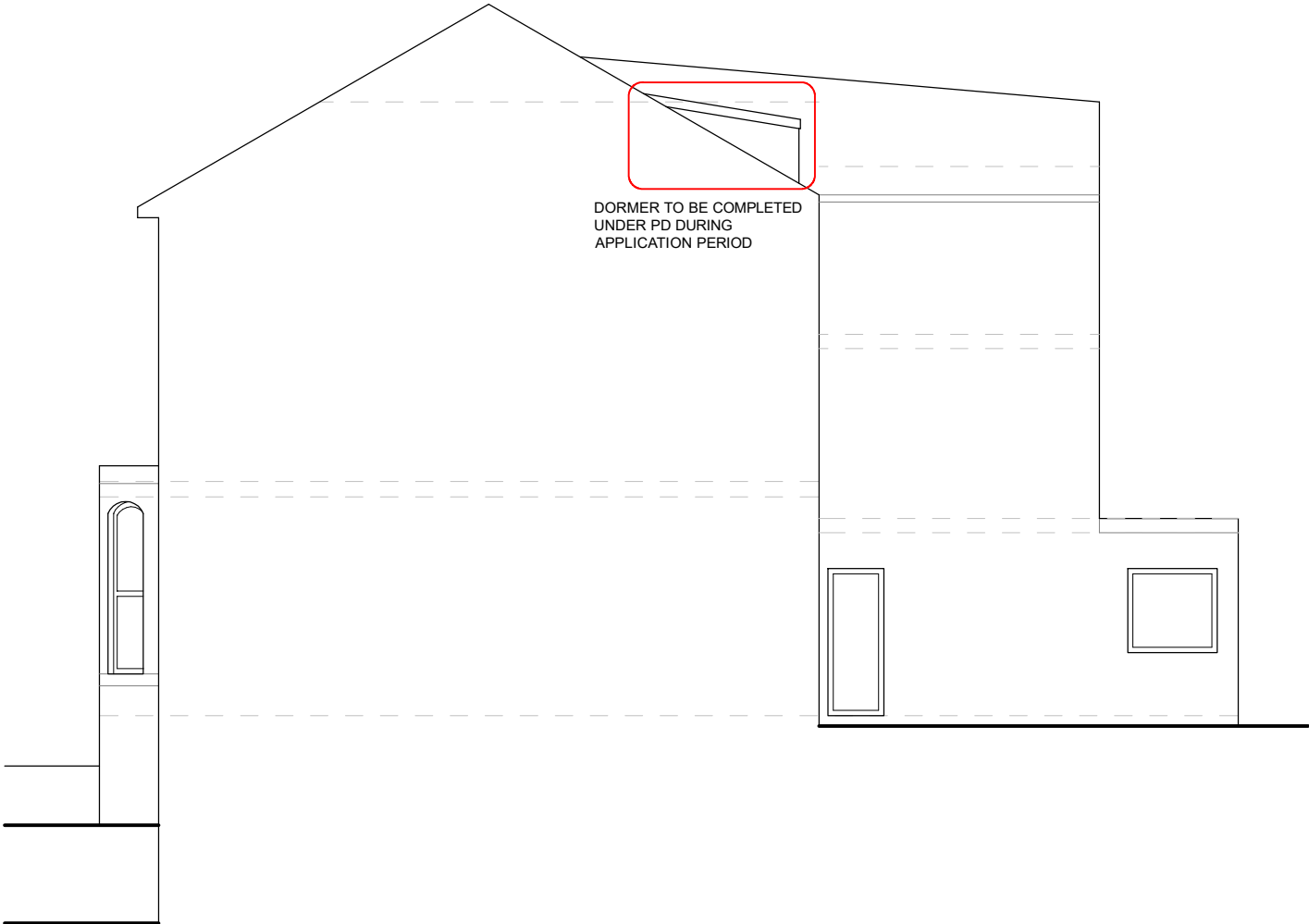
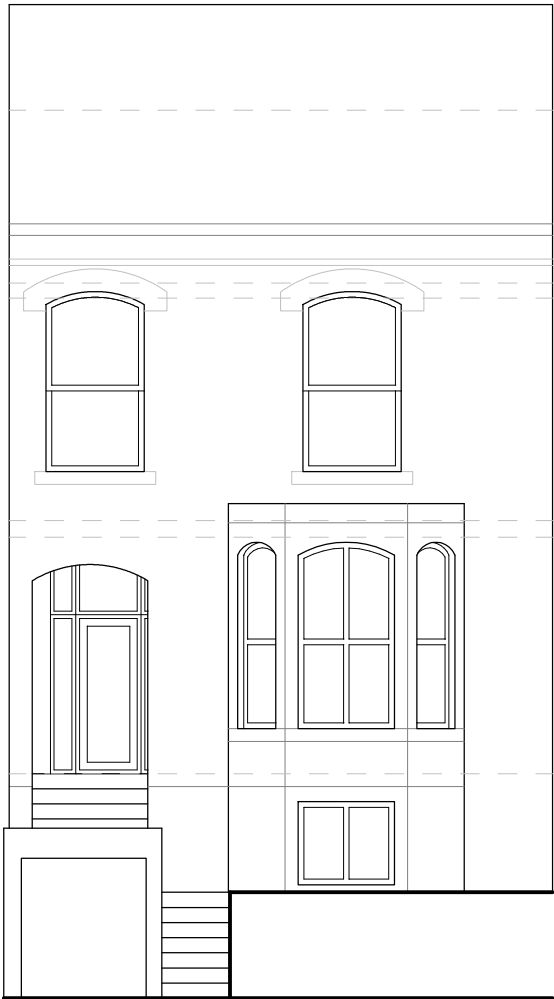


Photo 2



Photo 3





GRANT ERSKINE ARCHITECTS SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING.

ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF GRANT ERSKINE ARCHITECTS AT THE ADDRESS SHOWN BELOW.

NOTES

All work to be carried out in strict accordance with current Codes of Practice, Building Regulations and to the complete satisfaction of the Local Authority. All dimensions to be checked on site prior to work commencing by contractor. All timbers to be treated with wood preservatives before use.

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
-	-	-	-

GRANT ERSKINE ARCHITECTS
Suite 5, 3rd Floor
61 Mosley Street
Manchester
M2 3HZ

07974 099796
0161 236 9761

gpe@granterskinearchitects.com
www.granterskinearchitects.com

Grant Erskine Architects Limited Reg. No. 07477118

PROJECT TITLE 35 STAMFORD ROAD, ASHTON SINGLE DWELLING CONVERSION TO HMO	
PROJECT NUMBER 20170926	
DRAWING TITLE PROPOSED ELEVATIONS	SCALE 1:100 @A3
	DATE 04/10/2017
DRAWING No. (20)A002	REVISION -

This page is intentionally left blank



NOTES

GRANT ERSKINE ARCHITECTS SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING.

ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF GRANT ERSKINE ARCHITECTS AT THE ADDRESS SHOWN BELOW.

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE	PROJECT TITLE	
A - Removed bedroom	MDS	GPE	15/03/18	35 STAMFORD ROAD, AHSTON SINGLE DWELLING CONVERSION TO HMO	
B - Changed beds	MDS	GPE	18/03/18		
C - Amended bin store	MDS	GPE	04/09/18		
D - Amended bin store	MDS	GPE	05/10/18		
				PROJECT NUMBER	
				260917	
				DRAWING TITLE	SCALE
				PROPOSED FLOOR PLANS	1/100@A3
					DATE
					28 SEP 17
				DRAWING NO	REVISION
				(20)A001	D

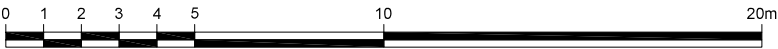
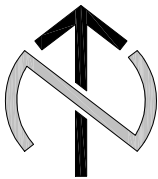
GRANT
ERSKINE
ARCHITECTS

Suite 5, 3rd Floor
61 Mosley Street
Manchester
M2 3HZ

07974 099798
0161 236 9761

info@granterskinearchitects.com
www.granterskinearchitects.com
Grant Erskine Architects Limited Reg. No. 07477118

This page is intentionally left blank



SCALE BAR 1:200

NOTES

GRANT ERSKINE ARCHITECTS SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING.

ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF GRANT ERSKINE ARCHITECTS AT THE ADDRESS SHOWN.

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE	PROJECT TITLE	
A - Revised boundary location	MDS	GPE	08/10/18	35 STAMFORD ROAD, MOSSLEY SINGLE DWELLING CONVERSION TO HMO	
				PROJECT NUMBER	
				20170917	
				DRAWING TITLE	
				SITE PLAN	
				SCALE	
				1:200 @A3	
				DATE	
				09/10/17	
				REVISION	
				A	

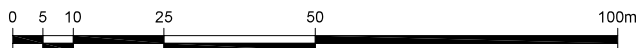
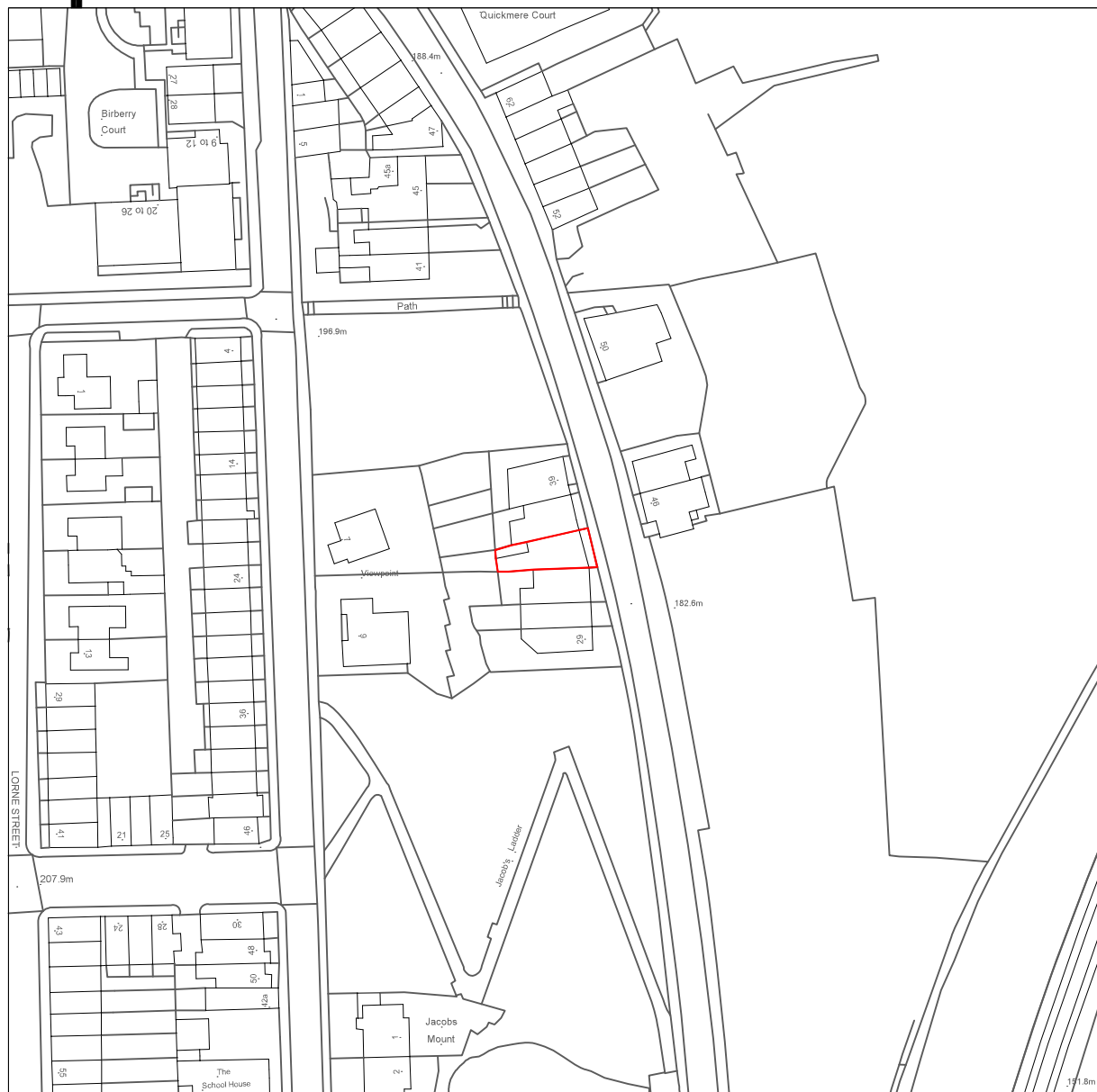
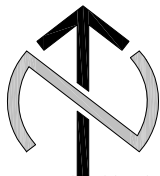
Page 51

(99)A002

GRANT
ERSKINE
ARCHITECTS
Suite 5, 3rd Floor
61 Mosley Street
Manchester
M2 3HZ

07974 099796
0161 236 9761
gpe@granterskinearchitects.com
www.granterskinearchitects.com

This page is intentionally left blank



SCALE BAR 1:1250

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE	PROJECT TITLE
A - Revised boundary location	MDS	GPE	08/10/18	35 STAMFORD ROAD, MOSSLEY SINGLE DWELLING CONVERSION TO HMO
				PROJECT NUMBER 20170917
				DRAWING TITLE LOCATION PLAN
				SCALE 1:1250 @A4
				DATE 09/10/17
				DRAWING No. (90)A001
				REVISION A

- GRANT ERSKINE ARCHITECTS SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.
- ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
- DO NOT SCALE FROM THIS DRAWING.
- ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF GRANT ERSKINE ARCHITECTS AT THE ADDRESS SHOWN BELOW.

**GRANT
ERSKINE
ARCHITECTS**

Suite 5, 3rd Floor
61 Mosley Street
Manchester
M2 3HZ

07974 099796
0161 236 9761

gpe@granterskinearchitects.com
www.granterskinearchitects.com

Grant Erskine Architects Limited Reg. No. 07477118

This page is intentionally left blank



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Scale 1/700 Date 17/4/2018

Centre = 397296 E 402426 N

This page is intentionally left blank

Application Number	17/00012/OUT
Proposal	Outline application (all matters reserved) for residential development comprising of up to 14no. residential flats.
Site	Amenity Area adjacent to 25 Grosvenor Street, Stalybridge.
Applicant	Mr T Mirza
Recommendation	Approve planning permission
Reason for report	A Speakers Panel decision is required because, in accordance with the Council's Constitution the application constitutes a major development

REPORT

1. SITE AND SURROUNDINGS

- 1.1 The application relates to an area of derelict open space located adjacent to 25 Grosvenor Street close to the junction of Grosvenor Street and Trinity Street within the Stalybridge Town Centre Boundary. The site consists of 0.0327ha of previously developed space that is currently derelict, fenced off and unused.
- 1.2 The sites boundaries are defined by Grosvenor Street to the north, a petrol filling station (west), the rear of residential properties on Kenworthy Street to the south and the blank side gable of commercial properties on Grosvenor Street to the east.

2. THE PROPOSAL

- 2.1 The application has been submitted for outline planning consent with all matters reserved for a residential development of up to 14 residential apartments.
- 2.2 The plans which accompany the application indicate an up to four storey development, to reflect the style and character of the adjoining site of the Summer Quay (newly completed) development site to the north. No provision is made for car parking and pedestrian access is (nominally) shown via Grosvenor Street.

3 RELEVANT PLANNING HISTORY

- 3.1 None relevant

4 RELEVANT PLANNING POLICIES

- 4.1 Tameside Unitary Development Plan (UDP) Allocation: Unallocated within the Town Centre Boundary.
- 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
 - 1.6 Securing Urban Regeneration
 - 1.11 Conserving Built Heritage and Retaining Local Identity

1.12: Ensuring an Accessible, Safe and Healthy Environment

4.3 **Part 2 Policies**

H2: Unallocated Sites;
H7: Mixed Use and Density;
H10: Detailed Design of Housing Developments;
T1: Highway Improvement and Traffic Management;
S4: Retail Dominance and Shopping Frontages;
OL4: Protected Green Space;
C1: Townscape and Urban Form;
C2 Conservation Areas;
C4 Control of Development in or adjoining Conservation Areas;
T1: Highway Improvement and Traffic Management;
T10: Parking; and,
MW11: Contaminated Land.

4.4 **National Planning Policy Framework (NPPF) (revised 2018)**

Section 2 Achieving sustainable development;
Section 5 Delivering a sufficient supply of homes;
Section 8 Promoting healthy and safe communities; and,
Section 12 Achieving well-designed places.

4.5 **Planning Practice Guidance (PPG)**

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

4.6 **Other Policies**

Residential Design Supplementary Planning Document;
Technical Housing Standards - Nationally Described Space Standard; and,
Stalybridge Town Centre Conservation Area Appraisal and Management Proposals March 2013.

5 PUBLICITY CARRIED OUT

5.1 The application has been advertised by means of neighbour notification letters dispatched to 34 properties on 18.05.2017 and re-consulted on the 21 December 2018 following the receipt of revised plans and documents.

5.2 A press notice was published on 25.05.2017 and a site notice was displayed on site on 25.05.2017.

6 RESPONSES FROM CONSULTEES

6.1 Head of Environmental Services – Highways: No objections subject to conditions.

6.2 Head of Environmental Services – Environmental Health: No objections subject to conditions.

6.3 United Utilities: Raise no objections subject to recommended conditions that the property is served with separate foul and surface water drainage systems

6.4 Coal Authority: The proposal does not fall with the defined Development High Risk Area. (If this proposal is granted planning permission The Coal Authority's Standing Advice should

be included as an informative note).

- 6.5 Greater Manchester Ecology Unit: The site is of low ecological value. Potential ecological issues can be mitigated by condition and informative regarding Wildlife and Countryside Act, bird nesting, and contributing to and enhancing the natural environment.

7 SUMMARY OF THIRD PARTY REPRESENTATIONS

- 7.1 One letter received following the initial consultation period and another letter from the same address received following the re-consultation raising the following (summarised) matters:

- Total lack of any car parking provision;
- There are limited public parking spaces available nearby;
- Parking in this area is already a major problem which will shortly be exacerbated by the apartments under construction on the opposite side of the street;
- The proposed development of a five storey building with a large service building on the roof is completely out of character for the area;
- The proposed development will completely overlook the retirement homes and garden and will create a major privacy issue;
- The resident's don't object to a residential development here but ask that it be in proportion and in keeping with the surrounding area; and,
- The planning application contains a lot of factual errors.

- 7.2 Comments received following re-consultation:

- The building of a four storey apartment plus an additional floor for the service facilities block on the roof is only 10 meters away from our building and garden;
- Overshadowing and loss of privacy;
- We have no objection to a development which was not so tall, given its very small land footprint the proposed planning is out of proportion; and,
- There is totally insufficient car parking space for the number of units proposed.

8 ANALYSIS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission are determined in accordance with the development plan unless material planning considerations indicate otherwise. Material planning considerations include the NPPF.

- 8.2 The current position is that the Development Plan consists of the policies and proposals maps of the Unitary Development Plan and the Greater Manchester Joint Waste Plan Development Document.

- 8.3 The National Planning Policy Framework 2018 (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 taking 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.

8.4 The site is unallocated by the Proposals Map associated with the Unitary Development Plan for Tameside (2004).

8.5 The application must be assessed against the following

1. Principle of development;
2. Impact on the Conservation Area;
3. Character and Design;
4. Residential amenity; and,
5. Parking and highway safety.

9. PRINCIPLE

9.1 The NPPF (2018) has a presumption in favour of sustainable development and confirms that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

9.2 The condition and appearance of the site is considered to have deteriorated over the course of the application process. It is an untidy and derelict site which is currently serving no positive benefit to the immediate area exacerbated by its prominent location on a corner plot. The application presents an opportunity to address this in a positive manner which adheres to the principles of sustainable development through the reuse of a brownfield site.

9.3 Whilst the site is located within the Town Centre boundary it does not fall within the Primary Shopping Area. As such, the potential retail function of the site is not subject to any protection. It remains that the proposed use would contribute to the vitality and viability of Stalybridge Town Centre by generating a source of footfall and encouraging the occupation of what is otherwise a vacant site which presently detracts from the Stalybridge Conservation Area within a highly sustainable and prominent location. The proposals are therefore considered to be consistent with the relevant UDP and NPPF policies in all regards. As such, the principle of the proposals is considered to be acceptable.

10. IMPACT ON THE CONSERVATION AREA

10.1 In determining planning applications, the NPPF requires applicants to describe the significance of any affected heritage assets and include any contribution made by their setting. The applicant has submitted a Planning Statement which, alongside other supporting documents, seeks to demonstrate the proposed design and contemporary detail is an appropriate solution to the redevelopment of this site.

10.2 Paragraph 185 of the NPPF advises that local planning authorities take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the wider social, economic and environmental benefits that conservation of the historic environment can bring; and, opportunities to draw on the contribution made by the historic environment to the character of a place.

10.3 The NPPF also provides guidance to planning authorities in determining planning applications and includes criteria in order to make a proper assessment. This includes the desirability of new development making a positive contribution to local character and distinctiveness.

- 10.4 The submitted Design and Access and Planning Statements make reference to the character of the area and surrounding land uses. These documents describe in detail the local character of the site and its surroundings and justify the approach taken to its redevelopment.
- 10.5 The Stalybridge Conservation Area Appraisal and Management Proposals Document provides an up to date assessment of the Conservation Area by analysing its built form, historical context and natural setting to define the special interest of the area. It also identifies key positive and negative impacts, erosion of character and potential threats and considers the appropriateness of the Conservation Area boundary. The document makes recommendations for future policy and action by the Council to preserve and/or enhance the area's special character. The appearance of this derelict site clearly harms the character of the Conservation Area and its development with an appropriate and high quality scheme is supported.
- 10.6 A key view in terms of overall townscape is towards Armentieres Square and the canal. The square is an important open civic space providing pedestrian links within the town centre. The recently constructed Summers Quay development provides a contemporary counterpoint to the surrounding historic buildings and also within the town centre and to the east of the site is a modern food store. The approval for the conversion of the former Police station on Corporation Street to apartments is for a contemporary designed building of modern materials and finish. This general modernisation of the town centre is reflected in these recent developments and the contemporary design proposed for this development will further reflect this.

11. CHARACTER AND DESIGN

- 11.1 It is recognised that in its present format the site offers little to the character and quality of the local environment. UDP, NPPF policies and the guidance of the SPD are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making.
- 11.2 Whilst not within the Conservation area the site adjoins the Stalybridge Conservation area boundary across Grosvenor Street and, as such, the development of the site must integrate within its character.
- 11.3 Prior to the submission of the final indicative designs of this scheme, officers have liaised with the applicant in order to design a scheme that is financially viable for the applicant, but importantly delivers a development that complement and integrate with the character of the Conservation Area.
- 11.4 All of the reserved matters (i.e. Layout, Appearance, Scale, Landscaping and Access) are 'reserved' for subsequent assessment. The size of the site, its proximity to the Conservation area and the constraints of the surrounding area will influence the eventual design.
- 11.5 The submitted elevations, whilst only indicative, give a clear indication as to what can be achieved at the site. Insofar as design matters are concerned the application demonstrates that a suitable relationship to the street scene can be achieved with active frontage to the pavement.
- 11.6 Going forward to the reserved matters scheme it would be important to maintain a modern designed building which integrates well into the street scene can add contrast and character to the adjoining Conservation Area. In terms of design reference points then the streetscape within the vicinity is a mix of traditional large scale 2/3 storey commercial properties and the prominent, modern designed Summers Quay development immediately opposite, which is up to 7 stories high.

- 11.7 The materials, detailing and fenestration will be carefully considered in detail through the submission of the Reserved Matters application. However, at this stage, officers consider that the indicative layout gives confidence that the development would achieve a design which would integrate sympathetically with the area.

12. RESIDENTIAL AMENITY

- 12.1 Whilst the design of the site is only indicative, it is important that the site will not have a negative impact upon residential amenity for surrounding residential properties. The applicant has submitted drawings that indicate both the privacy distances and sun path analysis for the existing residential properties in the vicinity.
- 12.2 An objection has been received raising concerns about the impact of the proposed scheme on the existing residential properties and garden areas to the south of the site. The privacy distances between the proposed building and the existing buildings in both Summers Quay to the north and Grosvenor Gardens to the south of the site can be met by the current indicative designs and are in accordance with SPD policy RD5.
- 12.3 The existing residential properties at Grosvenor Garden on High Street are to the south of the application site so by nature of the position will not be overshadowed by the proposed development. The sun path analysis also shows a minimal impact on overshadowing for existing residential properties in Summers Quay to the north when considered against the indicative site layout and position of the proposed building.
- 12.4 The final layout at reserved matters stage would need a detailed considered approach to ensure that the minimal impact on neighbouring amenity is maintained and that the occupants of the dwellings would be served with a good level of amenity with regard to dwelling sizes.
- 12.5 Policy H10 requires that suitable landscaping is achieved on development and the layout dictates that this would be limited. However, the site must be viewed in the context of the urban nature of the surrounding environment which as a town centre supports higher density development. Policy RD11 of the Council's adopted SPD 'Residential Design Guide' requires that all houses should have private amenity space of a size and function suitable for its intended occupants. In the applicant's circumstances weight is attached to the constraints of the site, the re-use of a brownfield site in a sustainable location, and the positive contribution the development would make to the town centres housing stock. It is considered that these benefits weigh strongly in support of the development given the economic, social and environmental benefits it would bring. Importantly, whilst the shortcomings associated with private outdoor amenity standards are acknowledged, these benefits are considered to outweigh this.

13. ACCESS AND HIGHWAY SAFETY

- 13.1 The proposal reserves details of access to be submitted at reserved matters stage. However, it is considered unlikely, due to the size and location of the property, that car parking would be provided within the site.
- 13.2 It must be recognised that whilst up to 14 residential units would potentially generate a need for vehicular spaces the position of the development within the town centre (i.e. a highly sustainable location) should be recognised. However, it would be expected that cycle storage be incorporated into such a development.
- 13.3 The town centre location dictates that the site is highly accessible and meets the test of a sustainable location recognising that it is well served with access to public transport,

services and relevant amenities. The site is within easy walking distance of the bus station and railway station and has ready access to local facilities and services provided by the town centre.

- 13.4 On that basis and with the support of the Head of Environmental Services - Highways the development is not considered to pose any risks to highway safety and the proposals would accord with UDP policy T1. It is not considered that the development would represent a 'severe' risk to highway safety which is the key test referred to in paragraph 109 of the NPPF.
- 13.5 The indicative plans suggest that bins will be stored within an enclosure exact details of which can be secured at reserved matters stage.

14. OTHER MATTERS

- 14.1 The application has been under consideration by the Council for some time prior to presentation of the scheme to the Speakers Panel. Over the course of the application the scheme has been amended by the reduction in 4 units and in height by circa two stories resulting in the indicative drawings suggesting a more appropriate mass, bulk and scale of the proposed building.
- 14.2 The supporting document has been corrected and updated by newly appointed planning consultants to reflect the current submission and the changes and has had regard to the siting and position of the building and its location in close proximity to the Conservation Area.
- 14.3 With regard to drainage no details have been submitted with the application. Conditions are suggested by United Utilities and the details of landscaping and hard surfacing will be detailed at reserved matters stage.
- 14.4 In terms of the potential for contaminated land, the Council's Contamination officers have raised no objections on these matters subject to conditions. Disturbance arising from construction practices could be controlled by way of a relevant condition, in all other respects residential use would be compatible with the locality.
- 14.5 The proposal would be subject to a Section 106 Planning Agreement for commuted sums to mitigate against any impact on offsite highways works, open space provision and affordable housing.
- 14.6 The applicant will be required to make a contribution towards improvements towards open space and highways improvements within the local area, in accordance with policy H5 of the adopted UDP. For open space a contribution of £798.42 per dwelling is to be secured towards playground improvements in Cheethams Park. For highways improvements a contribution of between £347.98 and £835.16 per unit towards electrical vehicle charging points within car parks in Stalybridge. Both contributions will be secured through the Section 106 Agreement.
- 14.7 The requirement for an affordable housing contribution of 15% of units within the development site is also applicable on this site. For 14 units this equates to 2 units and will be secured through a Section 106 Agreement.

15. CONCLUSION

- 15.1 The site is located within a highly sustainable location as demonstrated by its central location with immediate access to services. The development of the derelict site for residential purposes would be readily compatible with the residential nature of surrounding uses and would contribute to the Borough's housing in a period of under supply.
- 15.2 It is considered that the layouts, scale, appearance and massing can be sufficiently and looked at through the details of the Reserved Matters to ensure that a high quality design can be achieved that would make a positive contribution to the local housing stock, in accordance with core principles of the NPPF and compliance of the UDP.
- 15.3 Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission. The proposals represent a highly efficient re-use of a brownfield site that would meet sustainability requirements, and contribute positively to the Borough's housing supply.

16. RECOMMENDATION

Grant subject to the applicant entering into a Section 106 agreement requiring contributions towards Open Space and Highway Works, and requirement for on site affordable housing for specific purposes referred to 14.6 and 14.7, and the following conditions:

1. Application(s) for approval of reserved matters must be made within two years of the date of this permission and the development must be started not later than the expiration of three 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 access, layout, scale, appearance, and landscaping of the development. The landscaping proposals shall be carried out before the buildings are occupied or at such time as the approved proposals may provide, and shall be subsequently maintained to the satisfaction of the Local Planning Authority.
3. Details of the existing and proposed ground levels for the whole site and the proposed finished floor levels shall be submitted with the Reserved Matters application. The development shall be carried out in accordance with the approved details
4. 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.

5. 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:

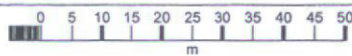
- Wheel wash facilities for construction vehicles;
- Arrangements for temporary construction access;
- Contractor and construction worker car parking;
- Turning facilities during the remediation and construction phases; and,
- Details of on-site storage facilities.

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

6. The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to secure the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures is to be provided to the Local Planning Authority prior to the occupation of any building.
7. No works to trees or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless birds are found to be absent, by a suitably qualified person and details submitted to the local planning authority and agreed in writing.
8. The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, A110 rev 02, A107, A109 rev 02 and A105.
9. Prior to first occupation of the development, a scheme for any television / radio aerial / satellite dish or other form of antenna for the proposed development shall be submitted to and approved in writing by the local planning authority. The development shall be constructed with such approved details.
10. 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.

11. None of the dwellings 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 the required number of bins to be stored within each plot and any communal bin storage areas and scaled plans of the means of enclosure of all bin stores, including materials and finish. 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.
12. Before development commences, a noise impact assessment shall be undertaken, and submitted to the Local Planning Authority for approval, to determine what the impact of noise from the Tesco Petrol Station, other commercial businesses and entertainment venues will have on the occupants of the completed development. The methodology shall have been approved in writing with the Local Planning Authority prior to the start of the assessment. Specific design details of any required mitigating measures identified as being necessary shall be approved in writing by the Local Planning Authority prior to their implementation. The approved mitigation measures shall be implemented prior to the first occupation of the dwellings and shall be retained thereafter. Written proof shall be sent to the Local Planning Authority confirming that all approved mitigation measures have been implemented.
13. Foul and surface water shall be drained on separate systems.
14. 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 unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.
15. Prior to commencement of development a landscape management plan shall be submitted to and approved in writing by the LPA. The plan should include elements to mitigate for loss of trees and bird nesting habitat. The approved plan will be implemented in accordance with the approved details.



OS MasterMap 1250/2500/10000 scale
10 May 2016, ID: BW1-00527023
www.blackwellmapping.co.uk

1:1250 scale print at A4, Centre: 396396 E, 398288 N

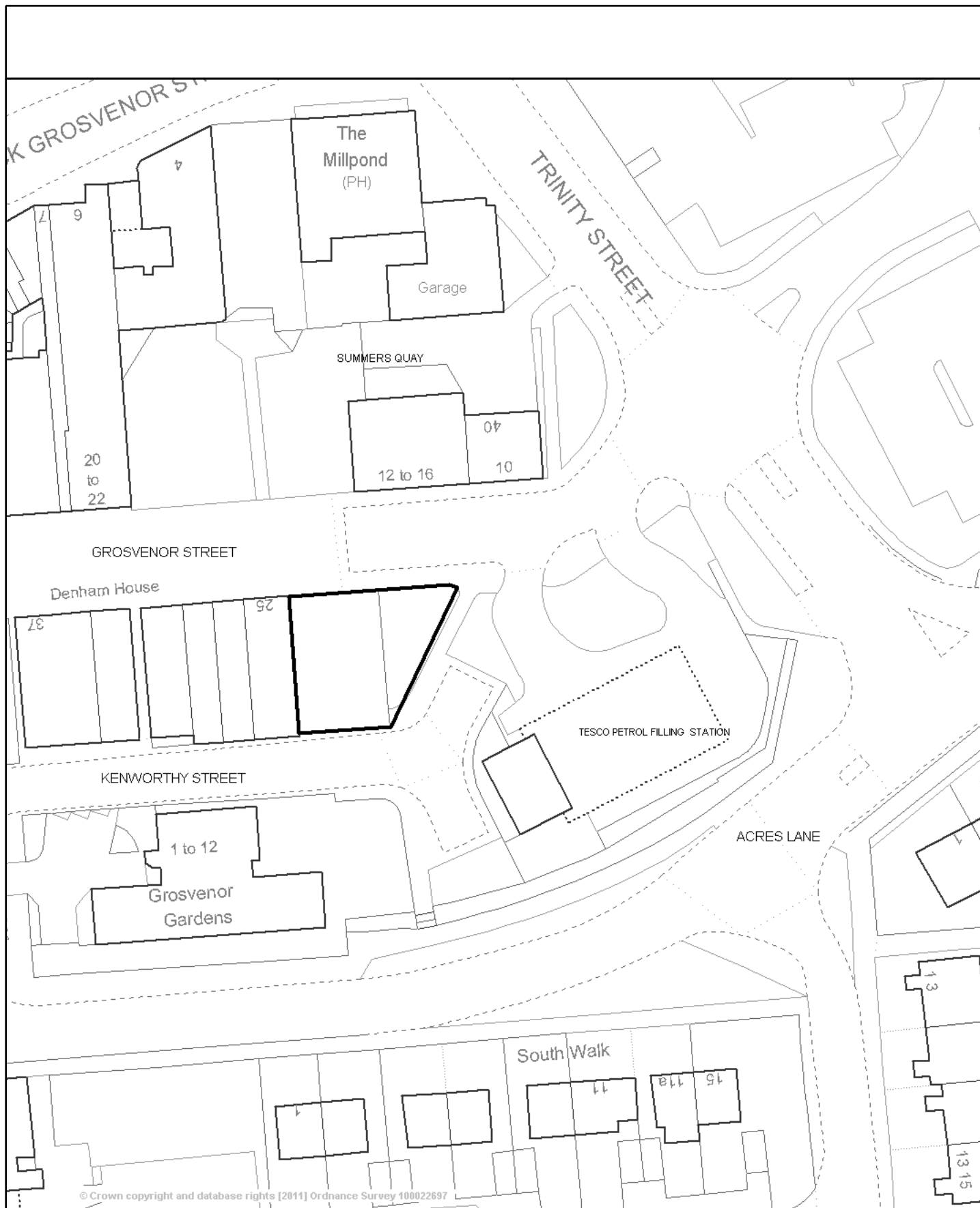
©Crown Copyright and database right 2016
100019980



BLACKWELL'S
www.blackwellmapping.co.uk

TEL: 0113 245 2623
maps.leeds@blackwell.co.uk

This page is intentionally left blank



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Scale 1/678

Date 1/2/2019

Centre = 396410 E 398289 N

This page is intentionally left blank

Application Number: 17/00012/OUT – Grosvenor Street

Photo 1 Looking towards the site from the corner of Trinity Street and Grosvenor Street



Photo 2 Site on the left looking west along Grosvenor Street.



Photo 3 Taken from Kenworthy Street looking north west towards the site and Summers Quay beyond.



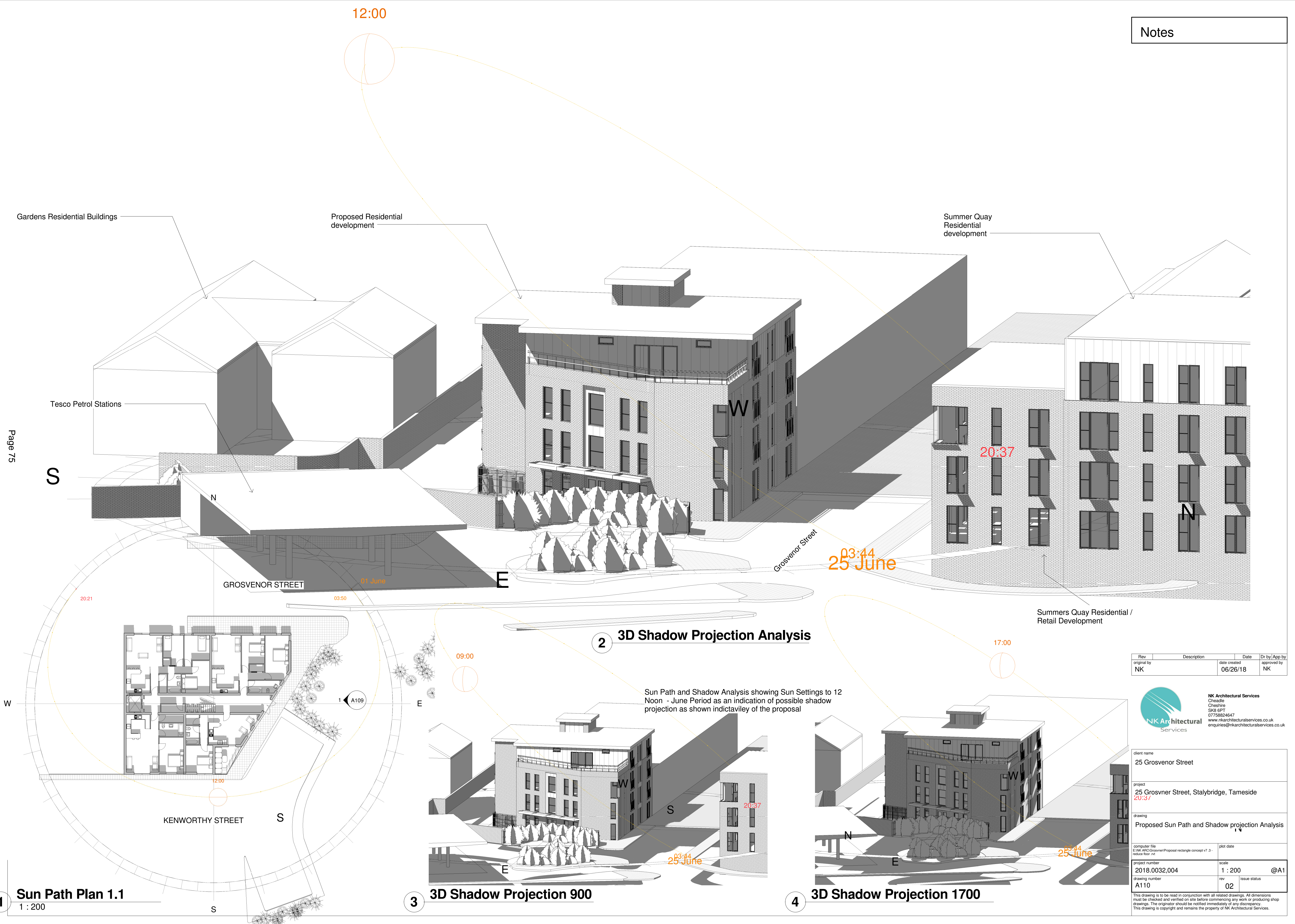
Photo 4 Site on the right looking west along Kenworthy Street.



Photo 5 Looking east towards Trinity Street and Tesco (site on the right)



This page is intentionally left blank



Rev	Description	Date	Dr by/ App by
original by		date created	
NK		06/26/18	NK



NK Architectural Services
Cheshire
SK8 6PT
07758824647
www.nkarchitecturalservices.co.uk
enquiries@nkarchitecturalservices.co.uk

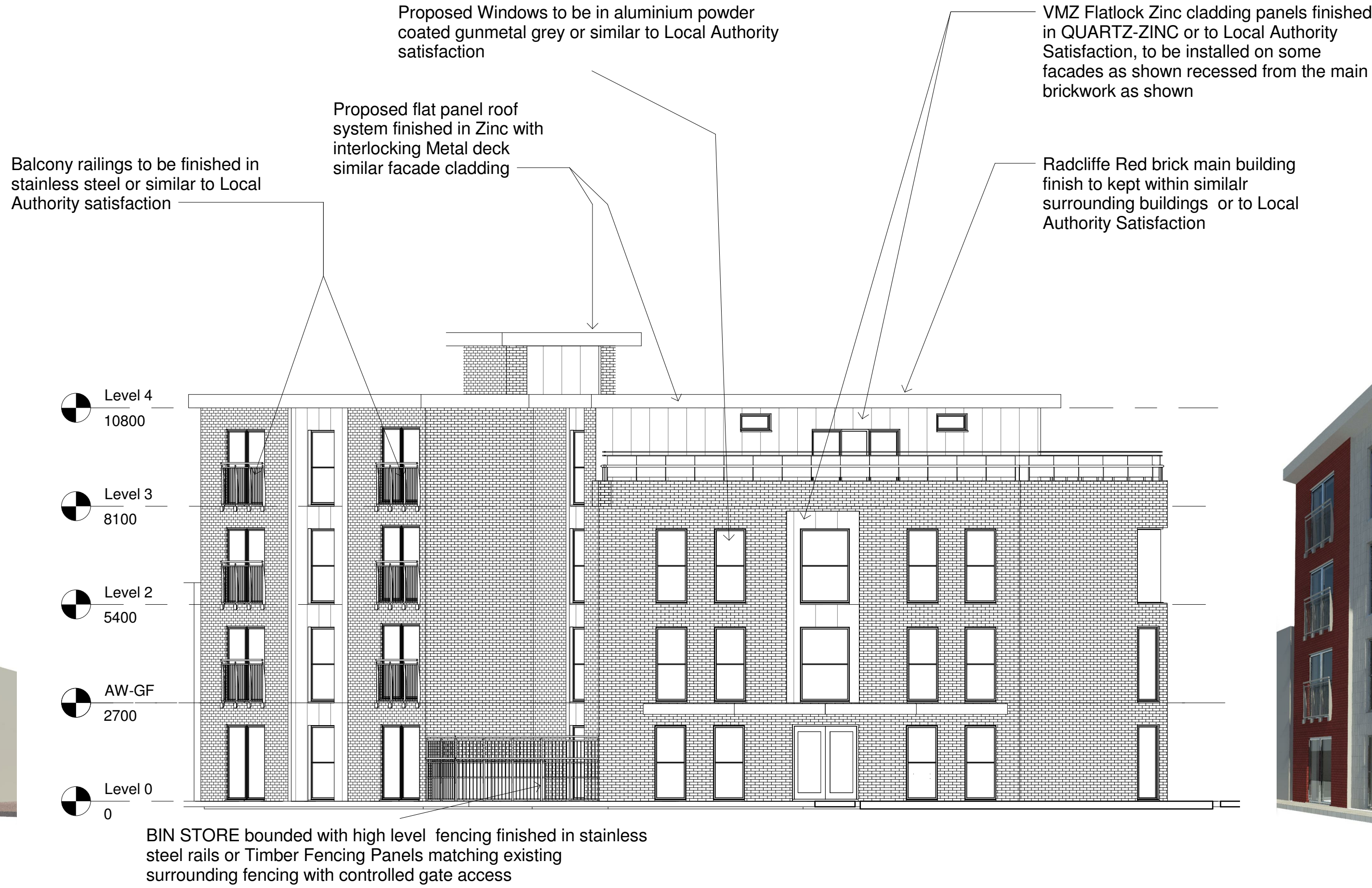
client name	25 Grosvenor Street		
project	25 Grosvenor Street, Stalybridge, Tameside		
drawing	Proposed Sun Path and Shadow projection Analysis		
computer file	E:\nk ARC\Grosvenor\Proposal rectangle concept v7.3 - reduce floor.rvt		plot date
project number	2018.0032.004	scale	1 : 200 @A1
drawing number	A110	rev	02
		issue status	

This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of NK Architectural Services.

This page is intentionally left blank



3 3D View 2_17
1 : 1



6 Elevation 1 - a
1 : 100



7 3D View -3_14
1 : 1



1 South Elevation
1 : 100



4 West Elevation
1 : 100



5 North Elevation
1 : 100

Rev	Description	Date	Dr by/ App by
original by		date created	approved by
NK		14/05/18	NK

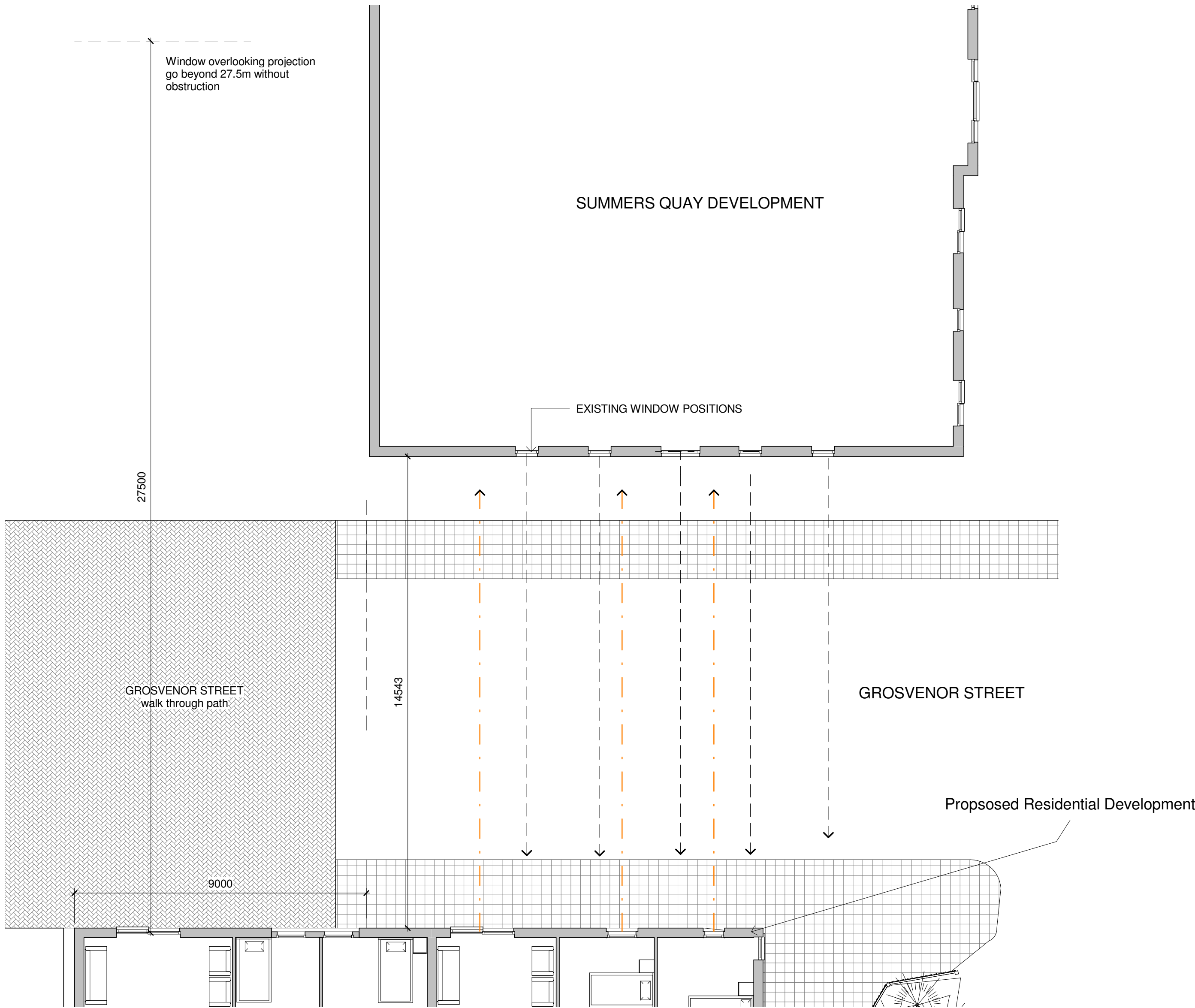


client name			
25 Grosvenor Street			
project			
25 Grosvner Street, Stalybridge, Tameside			
drawing			
Proposed Elevations and Perspective - OPTION 6			
computer file		plot date	
D:\nk\ARC\Grosvner\Proposal rectangle concept v7 3 - reduce floor.rvt			
project number		scale	
2018.0032.004		As indicated @A1	
drawing number		rev	issue status
A105			
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of NK Architectural Services.			

This page is intentionally left blank



1 West Elevation - Extended
1 : 100



2 Window - Overlooking Plan
1 : 100

Rev	Description	Date	Dr by/ App by
original by		date created	
NK		06/24/18	NK



NK Architectural Services
Cheshire
SK8 6PT
07758824647
www.nkarchitecturalservices.co.uk
enquiries@nkarchitecturalservices.co.uk

client name		
OWNER		
project		
25 Grosvnr Street, Stalybridge, Tameside		
drawing		
Proposed Extended Elevatation and Overlooking Plan		
computer file		plot date
E:\nk ARC\Grosvnr\Proposal rectangle concept v7.3 - reduce floor.v4		
project number	scale	
2018.0032.004	1 : 100	@A1
drawing number	rev	issue status
A109	02	
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of NK Architectural Services.		

This page is intentionally left blank

Bohemian Lounge

Summer Quay Development



Image showing existing site view from Grosvenor street

GROSVENOR STREET
(Walkthrough)

GROSVENOR STREET



Image showing existing site view from Kenworthy street

Vapour E Cigs

Proposed Residential
Development

Main Entrance

Tesco Petrol Station

Willow Hospice Shop

Willow Hospice Shop

Four season flowers

KENWORTHY STREET

Grosvenor Gardens

1 SITE PLAN
1 : 100



Rev	Description	Date	Dr by/ App by
original by		date created	approved by
NK		06/10/18	NK



NK Architectural Services
Cheshire
SK8 6PT
07758824647
www.nkarchitecturalservices.co.uk
enquiries@nkarchitecturalservices.co.uk

client name OWNER			
project 25 Grosvner Street, Stalybridge, Tameside			
drawing SITE PLAN			
computer file E:\nk ARC\Grosvner\Proposal rectangle concept v7.3 - reduce floor.rvt		plot date	
project number 2018.0032.004		scale 1 : 50 @A1	
drawing number A107		rev	issue status
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of NK Architectural Services.			

This page is intentionally left blank

Application Number 17/00911/FUL

Proposal	Full planning application for the redevelopment of land surrounding Cavendish Mill to create 50 no. dwellings, with associated landscaping, public space and access roads.
Site	Land adjacent to Cavendish Mill, Cavendish Street, Ashton under Lyne.
Applicant	New Charter (now Jigsaw Homes), 249 Cavendish Street, Ashton under Lyne
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 erection of a 3 storey block of 26 apartments on the parcel of land bound by Bank Street, Bentinck Street and Higher Wharf Street (to the rear of no. 85 Cavendish Street. A further 24 dwellings would be located on the parcel of land to the south west, accessed via Bank Street and extending to the Ashton canal, which runs parallel with the southern boundary of the site.
- 1.2 The applicant has provided the following documents in support of the planning application:
 - Planning Statement
 - Heritage Statement
 - Noise Assessment
 - Ground Investigation and Coal Mining Risk Assessment
 - Air Quality Assessment
 - Design and Access Statement
 - Transport Statement

2. SITE & SURROUNDINGS

- 2.1 The application site is split over 2 parcels of land, part to the north and part to the south west of Bank Street in Ashton under Lyne. The whole of the site is located within the Portland Basin Conservation Area. The land to the north of Bank Street includes no. 85 Cavendish Street, a vacant 3 storey building of brick elevations with stone detailing and a slate pitched roof, at the eastern end of the parcel. The principal elevation of that building fronts onto Cavendish Street on the eastern boundary of the site, with the remainder of that parcel of land currently used for car parking.
- 2.2 The parcel of land to the south west of Bank Street comprises a row of industrial buildings along the western boundary, with most of the land covered by hardstanding. Access to that parcel of land is gained from the northern boundary, where metal railings and gates demarcate the boundary. The southern boundary of the site is tree lined and abuts the banks of the Ashton Canal. Cavendish Mill, a grade II* listed 6 storey building, which contains residential apartments, is located to the east of that parcel of land.

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

Allocated as a Development Opportunity Area under Policy E2 (part 2) and within the Portland Basin Conservation Area.

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 1.7: Supporting the Role of Town Centres
Policy 1.10: Protecting and Enhancing the Natural Environment.
Policy 1.11: Conserving Built Heritage and Retaining Local Identity.
Policy 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3 Part 2 Policies

C1: Townscape and Urban Form
C2: Conservation Areas
C3: Demolition of Unlisted Buildings in Conservation Areas
C4: Control of Development in or adjoining Conservation Areas
C6: Setting of Listed Buildings
E2: Development Opportunity Areas
E3: Established Employment Areas
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
N2: Locally Designated Nature Conservation Sites
N3: Nature Conservation Factors
N4: Trees and Woodland
N5: Trees Within Development Sites
N6: Protection and Enhancement of Waterside Areas
N7: Protected Species
OL10: Landscape Quality and Character
S1: Town Centre Improvements
T1: Highway Improvement and Traffic Management.
T10: Parking
T11: Travel Plans.
U3: Water Services for Developments
U4: Flood Prevention.
U5: Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft 2019
Residential Design Supplementary Planning Document
Trees and Landscaping on Development Sites SPD adopted in March 2007
Employment Land SPD

4.5 National Planning Policy Framework (NPPF)

Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 7: Ensuring the vitality of town centres
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
Section 16: Conserving and enhancing the Historic 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 Greater Manchester Archaeological Advisory Service (GMAAS) – The Grade II* listed Cavendish Mill is significant in its own right but also forms an important component of the Conservation Area. Following revisions to the scheme and the retention of no. 85 Cavendish Street, GMAAS have withdrawn their initial objection, subject to the attachment of a condition requiring an intrusive investigation to be undertaken and any mitigation implemented to ensure that the development would not result in harm to the archaeological significance of the site.
- 6.2 Borough Environmental Health Officer (EHO) – no objection to the proposals subject to the imposition of conditions limiting the hours of work during the construction phase of the development, the implementation of the mitigation measures detailed in the Noise Impact Assessment to ensure adequate protection of the residential amenity of the properties located adjacent to Cavendish Street and the submission of the bin storage arrangements to serve the development. Further information regarding the mitigation of the impact on air quality should be secured by condition.
- 6.3 Greater Manchester Ecology Unit (GMEU) – no objections subject to conditions, including a method statement for the protection of Ashton Canal during the construction process and the submission and approval of details of external lighting to be installed as part of the development to ensure that the biodiversity value of the Canal is retained.
- 6.4 Local Highway Authority – no objections to the proposals subject to the imposition of conditions requiring parking to be laid out as shown on the proposed plans prior to the first

occupation of any part of the development and details of the measures to be put in place to secure satisfactory access to the development.

- 6.5 United Utilities - no objections, subject to the imposition of conditions requiring the submission and approval of a sustainable surface water drainage strategy and the requirement that foul and surface water are drained from the site via separate mechanisms.
- 6.6 Coal Authority – no objections raised, confirm that the site is in an area considered to be of low risk in regard to coal mining legacy.
- 6.7 Borough Tree Officer – no objections to the proposals, subject to a suitable soft landscaping scheme being secured by condition.
- 6.8 Borough Contaminated Land Officer – no objection subject to the imposition of a condition requiring an intrusive investigation into sources of potential ground contamination on the site to be undertaken and any necessary remediation measures to be submitted and approved in writing prior to the commencement of development.
- 6.9 Borough Special Projects Officer (conservation) – objected to the original proposals on the basis of the harm to the character and special interest of the Conservation Area through the demolition of 85 Cavendish Street and the layout and form of the development in the parcel of land adjacent to the Canal. This objection has been removed following the retention of no. 85 and improvements to the design and layout of the scheme.
- 6.10 Historic England – confirm that they do not wish to provide detailed comments on the proposals and that the advice of the conservation and archaeological specialists at the LPA should be sought.
- 6.11 Environment Agency – no objections subject to the imposition of conditions requiring the undertaking of an investigation into sources of contamination on the land and the submission and approval of any necessary remediation prior to the commencement of development.
- 6.12 Canal and Rivers Trust – no objections to the proposals but a number of detailed matters need to be satisfactorily resolved. Further information relating to the ecological impact of the proposals is required prior to the determination of the application. Details of the retaining wall, boundary treatment and construction materials of the development on the southern edge of the site should be secured by condition, along with a Construction Environment Management Plan, to ensure that the development protects the condition of the Canal and enhances the character of the surrounding area.
- 6.13 Natural England – no comments to make on the proposals.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 6 letters of objection have been received to the application, raising the following concerns:
 - There are only two old buildings in the Portland Basin Conservation Area. This application is seeking to demolish one of them.
 - 85 Cavendish Street, known as Cavendish House, first appears on the 1874 map. It was built around 10 years before the neighbouring Grade II* Listed Cavendish Mill and helps to give some context to the mill. The mill was constructed from a similar colour brick and the stone banding below the upper windows of Cavendish House are echoed on the mill. The two buildings, viewed from the road, make an attractive group of buildings of a similar age.

- 85 Cavendish Street was originally used for the manufacture of reeds and healds, which are components for the cotton weaving looms. While such buildings were fairly common at the time, there are not many left today. This is one of the few remaining buildings in Ashton that were associated with the cotton industry, which was an important part of the town's prosperity.
- The building, whilst not being remarkable, is nevertheless of elegant symmetrical design. It is of brick construction with ashlar dressings around windows and with a slate roof. Although the building has in recent times been used for offices and flats, it still retains its wooden loading doors at the top of each side elevation. These, along with mock sash timber windows have helped to retain some semblance of the building's original character.
- Cavendish House has been used as flats at some point in its recent history and I believe serious consideration should be given to retaining the building, giving it a thorough refurbishment and creating good quality flats within. The rear of the building is unattractive, due to earlier demolition of outriggers, so it would be acceptable to join a modern apartment building onto the rear of Cavendish House, possibly allowing for a common entrance, stairs and lift to be shared by the old and new buildings.
- To avoid losing another part of our local heritage, I would urge the Council to refuse the proposal as it currently stands and to indicate to the applicant that consideration would be given to a revised plan that would retain Cavendish House and incorporate it into the design of the development. As it would be perfectly possible to do this, no justification has been provided for permitting the demolition of this historic building in a Conservation Area.
- 85 Cavendish Street is older than Cavendish Mill next to it and reflects the few remaining links to the textile industry. Surely the new developments should be built to reflect the history of the area and the building. The building could still be used for multiple occupancy without changing its character.
- Whilst New Charter wish to develop housing in this area, no evidence has been submitted as part of the planning application that the proposed new buildings will be of a high quality, or in keeping with the heritage of the area. I feel it would be beneficial instead to consider redeveloping the existing building into good quality flats - respecting the heritage of the Portland basin conservation area and paving the way for regeneration of the area that celebrates and respects Ashton's heritage. I feel there is a shortage of high-quality accommodation in Ashton town centre, and, with improved transport links, the Ashton canal nearby linking the area with other areas of historical interest, and the growth of the property market across Greater Manchester, a sensitive refurbishment of the existing building would be far more appropriate and of benefit to the town.
- Some concern in relation to the potential impact of the noise generated by one of the commercial uses adjacent to the west of the site on the residential amenity of the future occupants of the development (particularly units 12 and 13).
- The site is not suitable for high density housing.
- This is the only land now available to enhance Portland Basin's potential value as a heritage centre.
- The land adjacent canal wharf has potential for commerce and tourism.

- The proposed access arrangements from Higher Wharf Street to allow a right turn into Cavendish Street would be detrimental to highway safety and would be hazard for pedestrians and cyclists in the area.

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 on the character of the Conservation Area
- 3) The design credentials of the proposals
- 4) The impact upon the residential amenity of neighbouring properties
- 5) The impact on highway safety
- 6) The impact on ecology
- 7) The impact on flood risk and environmental health
- 8) Other matters

9. PRINCIPLE OF DEVELOPMENT

9.1 The application site is not allocated as an established Employment Area in the UDP. However, the last use of the buildings and land adjacent to the canal was for employment purposes. Therefore, the redevelopment of the site for residential use would result in the loss of an employment site. The proposals must therefore be considered against the criteria of policy E3.

9.2 The policy states that the change of use of such sites to residential or mixed use development will not be permitted unless it is considered that the need for housing and the regeneration benefits of such development outweigh the need to retain the site for employment purposes. The policy states that, in making this assessment, the following factors should be considered:

- (a) The quality and type of employment sites and premises available in the area
- (b) Evidence of demand for employment sites and premises in the area
- (c) The suitability of the site for further employment use in terms of size, physical characteristics, access, traffic impact, and sensitivity of surrounding land uses
- (d) The opportunity which may be presented for new forms of employment as part of a mixed use scheme

9.3 The employment land quality review carried out as part of the evidence base behind the Employment Land SPD identifies the site as being of medium quality. The 2013 Employment Land Review acknowledges that a number of sites (including the site that is the subject of this application) are allocated as Development Opportunity Areas under policy E2. This site is covered by part (2) of that policy and is not one of the sites listed as opportunities for 'significant' employment in the Employment Land Review.

9.4 In addition to this factor, in the more recent Housing and Employment Land Availability report published in 2016, of the 59 sites included in the employment land review, 50 were considered to be of either high or medium quality (a total floorspace in excess of 160,000 square metres.) Whilst the availability of employment land may have reduced since that time, large areas of allocated employment land, including Ashton Moss, 2 miles to the north west of the site, remain to be developed. As of April 2018, there was a supply of approximately 41 hectares of land in the Borough considered to be suitable for development for employment purposes.

- 9.5 It is also acknowledged that there would be regeneration benefits from the development of the site for residential use and it is considered that more intensive industrial uses would potentially result in a detrimental impact on the residential amenity of the apartments in Cavendish Mill to the east and the apartment units to the west of the southern parcel of land. The proposal does not incorporate any employment uses as part of a mixed use scheme. However, there is a need to boost the supply of housing within the Borough and residential is included in the list of appropriate uses for the site under policy E2. These factors, when combined, are considered to outweigh the limited harm arising from the fact that the proposal would not include employment uses in the redevelopment of the site.
- 9.6 The site is considered to be in a sustainable location, within reasonable walking distance of the services and facilities within Ashton town centre, including regular public transport services to and from Manchester and a range of employment opportunities.
- 9.7 The site is located within the defined town centre boundary in Ashton. The redevelopment of the site for residential purposes would not result in the loss of established retail floorspace and would comply with provisions of policy E2 as an appropriate use in broad principle terms. As such, it is considered that the proposals would not result in harm to the vitality of the town centre.
- 9.8 Overall, it is considered that the benefits of boosting the supply of housing would outweigh the harm arising from the loss of employment land in this case. This conclusion is made on the basis that this harm is limited by the supply of alternative employment sites of higher quality, the designation of the site as a Development Opportunity Area where residential would be appropriate and the close proximity of sensitive neighbouring uses. The principle of residential development on the site is considered to be acceptable, subject to the proposals satisfying all of the other relevant material considerations.

10. CHARACTER OF THE CONSERVATION AREA

- 10.1 The site is located within the Portland Basin Conservation Area, which is a designated heritage asset. Paragraph 193 of the NPPF states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.' Paragraph 196 states that 'where a development proposal would lead to less than substantial harm to a designated heritage asset, this harm should be weighed against the public benefits of the proposals....'
- 10.2 Policy C1 of the adopted UDP requires development to preserve or enhance the character of the Conservation Area and policy C3 states that the demolition of unlisted buildings within Conservation Areas that make a positive contribution to the character or appearance of the area will not be permitted (the exception not being relevant to this case).
- 10.3 The adopted Conservation Area Appraisal states that the character of the area is focussed around the watercourses that run through the Portland Basin. A number of key vistas are identified which allow observation of the special character of the area. These include views eastwards along Ashton Canal towards Cavendish Mill, where the southern boundary of the site is visible and views are afforded of the facades of Cavendish Mill and 85 Cavendish Street. The development would be viewed within the context of Cavendish Mill from public views to the north as well as the tow path on the southern side of the Canal.
- 10.4 The Appraisal does acknowledge that the modern industrial units such as those on the western edge of the larger parcel of land incorporated into the application site and those to the north of the site on Hill Street do not contribute positively to the character of the Conservation Area. However, the industrial heritage of Portland Basin is a defining

characteristic of the Conservation Area and the appraisal is clear that further wholesale clearance of buildings that contribute to this character should be avoided.

- 10.5 No. 85 Cavendish Mill is listed within the Appraisal as a key unlisted building and is identified as a building of industrial character and heritage, which forms part of an attractive grouping of 19th Century buildings when viewed alongside Cavendish Mill. In relation to proposals for new developments, the Appraisal indicates that one of the key principles should be the retention of such buildings within the Conservation Area. The Appraisal also indicates that new development should respect the scale, height, massing and traditional materials used in the Conservation Area.
- 10.6 The scheme originally proposed the demolition of no. 85 Cavendish Street. The building is of substantial architectural merit, prominent in scale, utilitarian in form but which ashlar dressings around the windows and main entrance. The building is prominent in public views of this part of the Conservation Area and retains a number of features which demonstrate its industrial heritage (such as the wooden loading doors which remain in situ). Given these factors, the loss of this building was considered to be a significant weakness of the original proposals and would have been contrary to the provisions of policy C3 of the UDP.
- 10.7 The scheme has been amended to exclude no.85 from the application site, with a view to converting the building through a future planning application, as inclusion of this development within the current scheme would exceed the number of units applied for in this application (50). The design and layout of the development to the rear of no. 85 has been revised to improve the relationship with the western boundary of the parcel and allow for an appropriate relationship with the heritage asset to now be retained. The proposed 3 storey apartment building has been increased in height so as to better reflect the tall proportions of no. 85 Cavendish Street and would be separated from the rear elevation of the existing building by an enclosed area of landscaped open space. This would provide amenity space for the future occupants of the development and would ensure that the western elevation of the building would be tight to the boundary between the site and Bentinck Street.
- 10.8 This revised layout provides a much stronger connection between the two parcels of land to be developed by providing a strong frontage to Bentinck Street, from where access is gained into the southern parcel of the site, adjacent to the Canal. The increase in the height and relocation of the apartment building would also improve the architectural flow of the development, with this element of the scheme now corresponding with the dwellings in the north eastern corner of the southern parcel as well as the proportions of the heritage asset at no. 85 Cavendish Street.
- 10.9 The simplification of the two storey dwellings in the southern parcel, through the removal of the gable features originally proposed and the introduction of openings with far greater vertical emphasis results in a synergy between the design of the apartments in the northern parcel and the houses in the southern parcel of the site. These improvements to the design quality of the scheme would be sympathetic to the robust scale and appearance of the industrial buildings that characterise the significance of the Portland Basin Conservation Area.
- 10.10 The treatment of the southern boundary of the application site, adjacent to the Canal has also been significantly improved in the revised scheme. The height of the gabion retaining wall ensures that existing land levels would be reduced significantly, resulting in a more active frontage to the Canal. Ideally from a design point of view, the principal elevations of buildings would front the southern boundary, allowing the front building line to be positioned closer to the Canal.
- 10.11 However, the height of the existing embankment between the watercourse and the site provides a significant constraint on the ability to get access along the southern edge of the development, whilst at the same time dropping the levels so that the buildings would

appropriately address the waterfront. Simply turning the dwellings around would result in less activity on the northern side of these units, weakening the strength of frontage to the internal access road. Given these constraints and the revisions to simplify the design of the units on the southern edge of the development, officers consider that the revised design approach is acceptable.

- 10.12 The treatment of the elevations would be simplified through the deletion of the balconies, the removal of the gable features from the roofplane and the use of window openings to provide vertical emphasis. These amendments have resulted in a development that would enhance the appearance of this part of the Conservation Area, which would be visible in close public views from the existing towpath on the southern edge of the Canal.
- 10.13 The layout of the north eastern corner of the southern parcel has also been significantly improved through amendments to the scheme. In the original submission, none of the units directly faced the junction between Bank Street and Bentinck Street, from where this part of the site would be accessed. The gable of plot 4, the boundary treatment to the side of that plot and access to parking spaces would have resulted in a relatively weak frontage to this prominent view of the site.
- 10.14 The scheme has been amended to propose a terrace of 3 units directly fronting onto Bank Street, with a pair of semi-detached units and a detached unit providing active frontages to the internal access roads. The amendment results in an outward facing treatment of this sensitive corner of the site and strengthens the sense of place through the connection between the directly corresponding elevations of the apartments and the terrace of 3 dwellings on opposite sides of Bank Street. This amendment also avoids a scenario where a boundary wall would form the terminating vista on the northern boundary of the southern parcel when viewed from Bentinck Street, which would have failed to enhance the quality of the built environment or the character of the Conservation area to the degree required by the relevant policies.
- 10.15 Following the above assessment, it is considered that the revised proposals would enhance the character of this part of the Conservation Area, complying with Section 16 of the NPPF and policy C1 of the UDP.

11. DESIGN CREDENTIALS

- 11.1 Section 12 of the NPPF is entitled Achieving well-designed places. Paragraph 127 states that planning decisions should ensure that development achieve the following criteria (those relevant to this proposal):
- developments that will function well and add to the quality of the area;
 - developments that are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - developments that are sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change (such as increased densities);
 - developments that establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places;
 - developments that optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)
 - developments that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 11.2 Paragraph 130 of the NPPF states that ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards....’
- 11.3 Policy E2 of the UDP states that the Council will permit proposals within designated Development Opportunity Areas that are likely to create higher levels or quality of residential provision and bring about significant improvements in the character of the area. In relation to this site, part (2) of the policy refers to the striking landmark of Cavendish Mill and states that ‘The canal/riverside setting...offer potential for further redevelopment on sites within the area.....This could become a key waterside location in Tameside and on the waterways of the North West and it is vital that the area creates a suitably high quality environment and identity, with high quality natural materials used wherever appropriate.’
- 11.4 For the reasons set out in detail in section 10 of this report, the revised proposals are considered to achieve the quality of design required by Section 12 of the NPPF and policy E2 of the UDP. The retention of 85 Cavendish Street, the relationship between that building and the proposed apartments and the synergy between the design and layout of the scheme across the two parcels are considered to respect the historical character of this part of the Conservation Area. The simplification of the elevational treatment of the buildings and the improvement in the proportions of the apartment building in relation to no. 85 would better reflect the industrial character of the area. The amendments to the layout have resulted in active frontages to key junctions and vistas which form a more cohesive development, improving the design quality as required by policy E2 and Section 12 of the NPPF.
- 11.5 The enclosure of streets through the orientation and position of buildings to provide active frontage to key public views and terminating vistas ensures that the revised proposals would create a strong sense of place and the inclusion of a landscaped area of open space between no. 85 Cavendish Street and the new apartment building would provide amenity space to enhance the environment for the future occupants of the development.
- 11.6 The 3 storey height of the buildings on the southern boundary would provide positive interaction with the Canal, a feature which would be strengthened through the significant reduction in the height of the existing embankment on the southern edge of the site. This element of scheme would create the high quality environment along the waterfront required by policy E2.
- 11.7 The quality of materials used in the construction of the development is a matter to ultimately to be controlled by condition. It is considered important that the gabions to the canal side frontage are constructed from stone to ensure a high quality finish in this prominent location within the Conservation Area and in accordance with the aspirations of policy E2. This detail is specified in the recommended materials condition.

12. RESIDENTIAL AMENITY

- 12.1 Following amendments to the scheme to retain no. 85 Cavendish Street and separate that building from the new apartment development by an area of landscaped open space, the relationship between the proposed development and Cavendish Mill has improved in terms of preserving residential amenity. The separation distance would be approximately 14 metres at the point where the corresponding elevations would face each other. After that point, the building line of the Mill splays away from Bank Street, increasing the separation distance to the application site in a westerly direction. Given the oblique angle between the elevations and the fact that the highway bisects the intervening distance, it is considered that the proposals would not result in an adverse impact on the residential amenity of the

existing residents of Cavendish Mill or the future occupants of the proposed development, in terms of either overlooking or overshadowing.

- 12.2 From that point, the building line of the Mill then splays away from Bank Street, with the vast majority of that section of the building exceeding the 14 metre separation distance. Given that a large proportion of the ground floor accommodation is given over to a health facility and offices, it is considered that the proposed apartments would not be of a scale or siting that would result in harmful overlooking into or overshadowing of those neighbouring properties.
- 12.3 The proposed apartment development in the northern portion of the site would not result in an adverse impact on the residential amenity of any of the other neighbouring uses. The applicant has submitted a noise impact assessment, addressing the impact of surrounding commercial uses on the future occupants of that part of the development. The report highlights that, in order to mitigate the impact of noise generated by the public footpath on the canalside and the highway network surrounding the site, a number of units would need to be fitted with higher specification glazing.
- 12.4 The EHO has studied the report and considers that these mitigation measures should be extended to include the rear of the units 33 – 38, to ensure that the impact of noise generated by the commercial operation to the west of the site (currently occupied by Splinter Scenery) does not result in an adverse impact on the residential amenity of the occupants of those units. On the basis, the EHO is satisfied that any adverse impact can be mitigated. Further details of the exact specification of the glazing and ventilation to be installed on the affected plots can be secured by condition.
- 12.5 There would be no windows in the western gable of the property at plot 39 in the south western corner or the eastern gable of plot 50 in the south eastern corner of the southern parcel of the development. On that basis, no unreasonable overlooking could occur into the apartments to the west or the units in Cavendish Mill to the east of that part of the site. Plot 39 would be set behind the rear building line of the apartments to the west of the site and sufficient separation would be retained between the eastern gable of plot 50 and the corresponding elevation of Cavendish Mill to prevent unreasonable overshadowing in both situations. Subject to the implementation of the noise mitigation measures, it is considered that the residential amenity of the future occupants of the proposed dwellings in that part of the site would be adequately protected.
- 12.6 Given that the building at 85 Cavendish Street is to be retained in the revised scheme, the relationship between the rear elevation of that building and the corresponding elevation of the apartments must be considered. Two of the openings on that elevation of the proposed apartment building on all three floors would serve the stairwell, with one opening serving a habitable room on the first and second floors respectively. In both cases, these openings would be secondary windows and could reasonably be obscurely glazed without affecting the many of the future occupiers of the development. This requirement can be secured by condition.
- 12.7 In terms of the relationships between buildings within the development, the separation distances to be retained would be compliant with the RDG with one exception, that being the relationship between the rear elevation of plot 32 and the corresponding gable elevation of plot 29, which does not contain any habitable room windows. The separation distance to be retained in that relationship would be approximately 12 metres, falling short of the 14 metres required by the RDG for this situation. However, following amendments to stagger the relationship between the buildings, the windows in plot 32 that would be directly affected are one bedroom at first floor level and a lounge at ground floor level, which has an additional window in the western elevation.

- 12.8 Given this situation and the relatively short nature of the deficit, it is considered that the fact that this relationship does not fully accord with the RDG guidance is not sufficient to significantly and demonstrably outweigh the benefits of boosting the supply of housing through the redevelopment of a brownfield site. This assessment is made within the context of the fact that the marginal deficiency in this relationship does not adversely affect the residential amenity of any existing neighbouring properties.
- 12.9 Following the above assessment, it is considered that the proposals would preserve the residential amenity of neighbouring properties and the amenity of the future occupants of the development.

13. HIGHWAY SAFETY

- 13.1 The applicant has submitted a Transport Statement in support of the application. On the basis of standard TRICS modelling, the existing lawful use of the site (incorporating 1,726 square metres of B2 floorspace) would generate 17 trips to and from the site during the AM peak and 13 trips to and from the site during the PM peak period. In contrast, using the same modelling, the proposed development is anticipated to generate 21 trips to and from the site during the AM peak and 21 movements to and from the site are anticipated during the PM peak period.
- 13.2 Given the relatively close proximity of the site to Ashton town centre it is considered that the anticipated number of trips by private car throughout the day could be reduced as a proportion of the total due to the accessibility of alternative modes of transport, services and facilities. The Local Highway Authority has not raised any concerns in relation to traffic movements associated with the development, which must be considered within the context of the lawful use. It is considered that the volume of traffic generated by the proposals would not result in a severe impact on the capacity of the highway network as a result.
- 13.3 The Local Highway Authority has not raised any objections to the proposed access arrangements, which have been revised to retain the existing one way system, following the amendment to retain the building at 85 Cavendish Street. Traffic calming measures would be introduced on Bank Street in the form of a raised table surface (the implementation of which will need to be the subject of legal agreements under the provisions of the Highways Act.) Access into the development would be taken via the junction of the A635 and Bentinck Street to then north west of the site. Egress would be via Bank Street and Hill Street to the north of the site, both of which connect to Cavendish Street.
- 13.4 In relation to parking, the site is located within the designated Ashton town centre. Policy RD8 of the RDG indicates a maximum provision of 0.5 to 1 parking spaces for each 1 bedroom unit, 1.5 spaces per 2 and 3 bedroom dwelling and 2 spaces for each dwelling of 4 or more bedrooms in this location. A total of 13 spaces for the 26 apartments would be provided within the ground floor of that building and 2 parking spaces would be provided for each dwelling. The development would therefore achieve the required parking standards, as the lower level of provision for the apartments is considered appropriate in this highly sustainable location.
- 13.5 The proposed plans indicate the location of cycle storage facilities within the ground floor parking area of the apartment development and within the private amenity space between the apartment building and the rear of no. 856 Cavendish Street. Further details of the number of secured cycle parking spaces to be included in these areas can be secured by condition.
- 13.6 TfGM has not raised any objections to the proposals, subject to the imposition of conditions requiring the provision of secured cycle storage as part of the development and the production of a sustainable Travel Plan. They have also commented that investment in

cycle path infrastructure should be secured via financial contributions. A scheme to improve cycling and walking facilities on Hill Street has been identified by engineers as appropriate mitigation in this case.

- 13.7 The Local Highway Authority has not raised any objections to the proposals, subject to the imposition of conditions requiring the proposed car parking arrangement to be laid out prior to the first occupation of the dwellings, the submission and approval of an external lighting scheme and the submission of a survey of the condition of the highway prior to the commencement of development. The parking and lighting conditions are considered to be reasonable and necessary to ensure adequate and safe parking provision is available from first occupation of the development. The latter is considered not to be necessary as this would duplicate powers held by the Council under the Highways Act. A condition requiring the submission and approval of an environment management plan for the construction phase of the development is considered to be reasonable, as are the other recommended conditions and these are attached to the recommendation.
- 13.8 Following the above assessment, it is considered that the proposals would not result in a severe impact upon highway safety and in accordance with the guidance contained within paragraph 109 of the NPPF, should not be refused on that basis.

14. FLOOD RISK/DRAINAGE

- 14.1 The site is located within Flood Zone 1 and is therefore considered to be at a lower risk of flooding. The site sits on an elevated land level in comparison to the Canal immediately to the south of the site. The response from United Utilities to the application does not raise concerns regarding capacity within the sewerage network within the vicinity of the site to accommodate the additional demands of the proposed development.
- 14.2 United Utilities has not objected to the application, subject to the imposition of conditions requiring the submission and approval of a sustainable surface water drainage strategy and the requirement that foul and surface water are drained from the site via separate mechanisms. Both requirements can be combined into one condition, as per the condition attached to the recommendation. The Environment Agency has not raised any objections to the proposals in relation to flood risk.

15. ECOLOGY AND TREES

- 15.1 In relation to ecology, the adjacent section of Ashton Canal which runs parallel with the southern boundary of the site is designated as a Site of Special Scientific Interest (SSSI) and locally as a Site of Biological Importance (SBI). Natural England has not raised any objections to the proposals. GMEU recommend that a condition be imposed to ensure that measures are put in place to protect the Canal during the construction phase of the development.
- 15.2 The Canal and Rivers Trust (C&RT) has recommended that a comprehensive ecological appraisal of the land should be submitted. GMEU has confirmed that a bat survey would not be required having concluded that the buildings are considered to have negligible potential for roosting bats, following an inspection of the site. Given that GMEU consider that the risk to bats is minimal having visited the site, officers consider that further information in this regard is not required to determine the application.
- 15.3 It is however considered necessary to condition a method statement relating to the construction of the retaining wall to be erected on the southern boundary of the land. The C&RT has indicated that close boarded fencing would not be a suitable treatment along the southern boundary of the site with the Canal, from a design and surveillance perspective.

Officers concur with this assessment. A more open form of boundary treatment, such as railings would be more appropriate and would allow the development to have a more positive impact on the character of the Conservation Area. The details of all boundary treatments to be installed can be secured by condition.

- 15.4 A condition requiring the submission and approval of a method statement outlining measures to be put in place to prevent pollution and sediment run-off into the canal during and post construction is also recommended, as are further details of external lighting (to ensure that the biodiversity value of the site and Canal are not diminished through light pollution.) These conditions are considered reasonable and are attached to the recommendation
- 15.5 Details of the biodiversity enhancements to be incorporated can also be secured by condition, in accordance with the guidance within paragraph 175 of the NPPF.
- 15.6 In relation to the impact on trees, the Borough Tree Officer considers that the proposed development would not result in an adverse impact on any trees of significant amenity value. Details of protection measures to be installed around the trees on the southern edge of the site and details of the soft and hard landscaping scheme to be incorporated into the development can be secured by condition.

16. OTHER MATTERS

- 16.1 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.
- 16.2 In relation to air quality, the eastern edge of the site is located within an Air Quality Management Area. The applicant has submitted an Air Quality Assessment in support of the planning application. The report concludes that during the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. Following assessment of the potential impacts, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and associated activities was predicted to be not significant.
- 16.3 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. Dispersion modelling was therefore undertaken to predict pollutant concentrations as a result of emissions from the local highway network. Results were subsequently verified using local monitoring data. The modelling indicated that concentration levels of gases from emissions were within accepted air quality limits at all locations across the development.
- 16.4 The Assessment concludes that the site is therefore considered suitable for residential use from an air quality perspective. 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. 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.
- 16.5 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.

- 16.6 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
- 16.7 In relation to the potential impact of the development on features of archaeological importance, GMAAS has indicated that the industrial history of the site gives it some significance in this regard. The Greater Manchester Historic Environment Record has one entry falling within the development proposal site. This is no. 5843 for Higher and Lower Bank Mill which were built around 1823. These mills were demolished, in the 1930s, but given the lack of subsequent development of this part of the site it can be anticipated that there will be significant below-ground industrial archaeological remains.
- 16.8 GMAAS considered that insufficient information was submitted with the original application to inform mitigation strategies, either to preserve in situ or archaeologically excavate and record the potentially significant archaeology. Following revisions to the scheme and the retention of no. 85 Cavendish Street, it is considered reasonable to attach a condition requiring an intrusive investigation to be undertaken and any mitigation implemented to ensure that the development would not result in harm to the archaeological significance of the site. Such a condition is attached to the recommendation.
- 16.9 In relation to crime prevention, the revised layout ensures that active frontages are presented to the junctions between Higher Wharf Street and Bentinck Street and between Bentinck Street and Bank Street, which enhances natural surveillance of the entrance into the development and would mitigate the fact that the rear boundaries of plots 27-32 do not back onto the perimeter boundaries of the site.
- 16.10 The revised layout also provides active frontage to each of the internal access roads serving the development. The 3 storey height of the rear elevations of the buildings along the boundary of the site with the Canal would provide surveillance of the towpath area and the rear boundaries would be secured through appropriate treatment. The change in levels down to the Canal would remain sufficient to prevent access despite being significantly reduced in comparison with the existing situation. Details of the change in levels are to be secured by condition. It is considered necessary to condition the specific measures to be installed as part of the development to reduce the risk of crime. Such a condition is attached to the recommendation.
- 16.11 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 £41,579.53. This would be allocated towards improvements to public open space within the vicinity of the site, including enhancements to the landscaped area around Ashton Old Baths, enhancements to landscaping at the entrance to St. Petersgate and improvements to the condition of the boundary walls around the public open space at Whitelands Road.
- 16.12 A contribution of £9,875.42 towards highway improvements can be secured through the Section 106 Agreement. This is considered to offset the impact of the development on the capacity of the highway network. A scheme to improve cycling and walking facilities on Hill Street has been identified by engineers as appropriate mitigation in this case.
- 16.13 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. The Education department have not been able to identify a suitable scheme

to mitigate the impact of this development within Ashton. The nearest school expansion project is in Denton but officers consider that seeking a contribution from this development towards that scheme would not meet the CIL regulations due to the distance between the application site and Denton. As such, a contribution towards education provision is not to be sought in this case.

- 16.14 The open space and highway improvement contributions are considered to meet the CIL regulations in that they are necessary to make the development acceptable in planning terms (given the relatively limited amenity space to be provided on site, the additional traffic to be generated and the additional demand for school places), 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.
- 16.15 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. 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. This application pre-dates the adoption of the HNA and the Cabinet report states that the affordable housing levy would only be applied to 'new' applications.
- 16.16 Given that the NPPF is significantly more recent than the UDP policy, officers consider that the 15% affordable housing requirement should apply in this case.
- 16.17 The applicant in this case is a Registered Social Landlord and the proposed development would be based on 100% affordable housing. As planning permission is attached to the land, it is considered necessary to ensure that any development achieves the 15% affordable housing provision required by the up to date policy. The provision of affordable housing within the development is a significant public benefit, which weighs in favour of the proposals.

17. CONCLUSION

- 17.1 The principle of the redevelopment of the site for residential purposes is considered to be acceptable. The established use of the site is for employment purposes. However, since the land and buildings were last in active commercial use, Cavendish Mill has been converted to include residential use and there are apartments to the west of the site. These neighbouring developments provide a constraint to noise sensitive uses. In addition, there is an extensive area of allocated employment land at Ashton Moss which remains undeveloped and the Development Opportunity Area allocation indicates that residential uses would be a suitable use on this site.
- 17.2 Following amendments to the scheme, including the retention of no.85 Cavendish Street and improvements to the layout, scale and design of the scheme, officers consider that the proposals would enhance the character of this part of the Conservation Area, complying with policies C4 and E2 of the UDP and the relevant sections of the NPPF.
- 17.3 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.

- 17.4 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.

18. RECOMMENDATION

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

Financial contribution of £41,579.53 towards improvements to public open space within the vicinity of the site, including enhancements to the landscaped area around Ashton Old Baths, enhancements to landscaping at the entrance to St. Petersgate and improvements to the condition of the boundary walls around the public open space at Whitelands Road

Financial contribution of £9,875.42 towards a scheme to improve cycling and walking facilities on Hill Street

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

15% affordable housing provision

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/details:

1:1250 Site location plan (drawing no. CAV-MA-00-XX-DR-A-0001 Rev. 1)

1:200 Proposed site plan (drawing no. CAV-MA-00-XX-DR-A-0002 Rev. 12)

1:100 House Type B1 overview plan (drawing no. CAV-MA-00-ZZ-DR-A-0300 Rev. 3)

1:100 House Type F Overview plan (drawing no. CAV-MA-00-ZZ-DR-A-0100 Rev. 1)

1:100 House Type F2 Detached Overview plan (drawing no. CAV-MA-00-ZZ-DR-A-0801 Rev. 1)

1:100 House Type F and F2 Terrace Overview plan (drawing no. CAV-MA-00-ZZ-DR-A-0802 Rev. 1)

1:100 House Type F and F2 Corner Overview plan (drawing no. CAV-MA-00-ZZ-DR-A-0803 Rev. 1)

1:200 Cavendish House floor plans (drawing no. CAV-MA-00-ZZ-DR-A-0500 Rev. 5)

1:100 Cavendish Elevation plans (drawing no. CAV-MA-00-ZZ-DR-A-0501 Rev. 6)

1:50 Cavendish House typical apartment floor plan (drawing no. CAV-MA-00-ZZ-DR-A-0502 Rev. 1)

House Type F

3. 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.

- 4. Notwithstanding any description of materials listed in the application or detailed 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 (including the retaining wall on the southern boundary of the site, which shall be constructed from natural stone), 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.
- 5. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (1:200 Proposed site plan (drawing no. CAV-MA-00-XX-DR-A-0002 Rev. 12), prior to the first occupation of any of the dwellings hereby approved and shall be retained free from obstruction for their intended use thereafter.
- 6. Prior to the first occupation of any part of the development hereby approved, details of the boundary treatments to be fully installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans of the treatments and details of the construction material and the finish to be applied. The boundary treatments for each dwelling shall be installed in accordance with the approved details prior to the first occupation of that dwelling.
- 7. 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.

- 8. Notwithstanding the details shown on the approved plans, 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.

9. Notwithstanding the details submitted with the planning application, no above ground development shall commence until full details of a scheme of hard and soft landscaping to be incorporated into the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following specific measures:

- A plan showing the location of all trees/hedges/shrubs to be planted, details of the species mix, the number of specimens to be planted, spacing between them and their height on planting
- A plan showing the location and construction material of all hard surfacing.

The landscaping scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings hereby approved.

10. The approved scheme of 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.
11. 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.
12. 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.
13. Notwithstanding the details submitted with the planning application, no development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:
- scaled plans showing the elevations of the development into which noise attenuation measures are to be installed, including those properties adjacent to the southern (adjacent to the Canal), western (adjacent to commercial uses) and northern (fronting Higher Wharf Street) boundaries of the site
 - manufacturer's specifications of the glazing and trickle vents to be installed within the openings of the units in the above locations.

The noise mitigation measures 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.

14. No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Tameside Planning Authority.

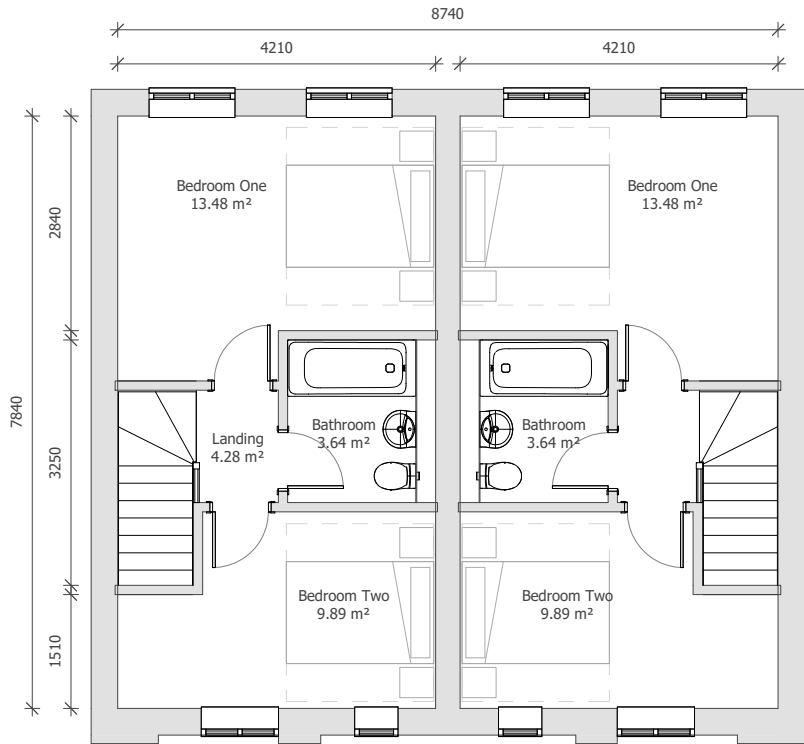
The WSI shall cover the following:

1. An archaeological desk based assessment.
 2. A phased programme and methodology of site investigation and recording to include:
 - archaeological evaluation through trial trenching (subject to a new WSI).
 - dependent on the results from the evaluation trenches, a targeted more detailed area excavation and recording (subject to a new WSI)
 3. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
 4. Deposition of the final report with the Greater Manchester Historic Environment Record.
 5. Dissemination of the results of the archaeological investigations commensurate with their significance.
 6. Provision for archive deposition of the report and records of the site investigation.
 7. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.
15. No development shall commence until an Environmental Construction Method Statement detailing how pollution of the Canal adjacent to the southern boundary of the site is to be avoided during the construction phase of the development has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
16. No development above ground level shall commence until a Crime Impact Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall detail the specific crime prevention measures to be installed as part of the development to ensure that the scheme achieves the requirements of the document Secured by Design Homes 2016 or guidance which supersedes that document. 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.
17. 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.

18. 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.
19. 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. The splays must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.
20. 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.
21. 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.
22. No development shall commence until plans at a scale of 1:20 of the window openings (including details of the surrounding cladding) have been submitted to and approved in writing by the Local Planning Authority. The details shall include a section plan showing the thickness of the frames and the depth of the recess of the frames from the outer face of the host elevation. The development shall be carried out in accordance with the approved details and retained as such thereafter.
23. No development shall commence until elevation and section drawings of the retaining walls (including existing and proposed ground levels, with reference to a fixed datum point) and method statement detailing how the retaining wall is to be constructed 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 retained as such thereafter.
24. No development shall commence until a method statement relating to the construction of the retaining wall to be erected on the southern boundary of the site (adjacent to the Canal) has been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled cross section plans showing the relationship between the retaining wall and the Canal and details of the foundations of the structure. The development shall be carried out in accordance with the approved details.
25. 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) 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.
26. The windows in the eastern elevation of the apartment building that forms part of the development hereby approved shall be fitted with obscured glazing (to meet Pilkington level 3 in obscurity as a minimum) and shall be non-opening below 1.7 metres above

the internal floor level of the room that they serve. The development shall be retained as such thereafter.

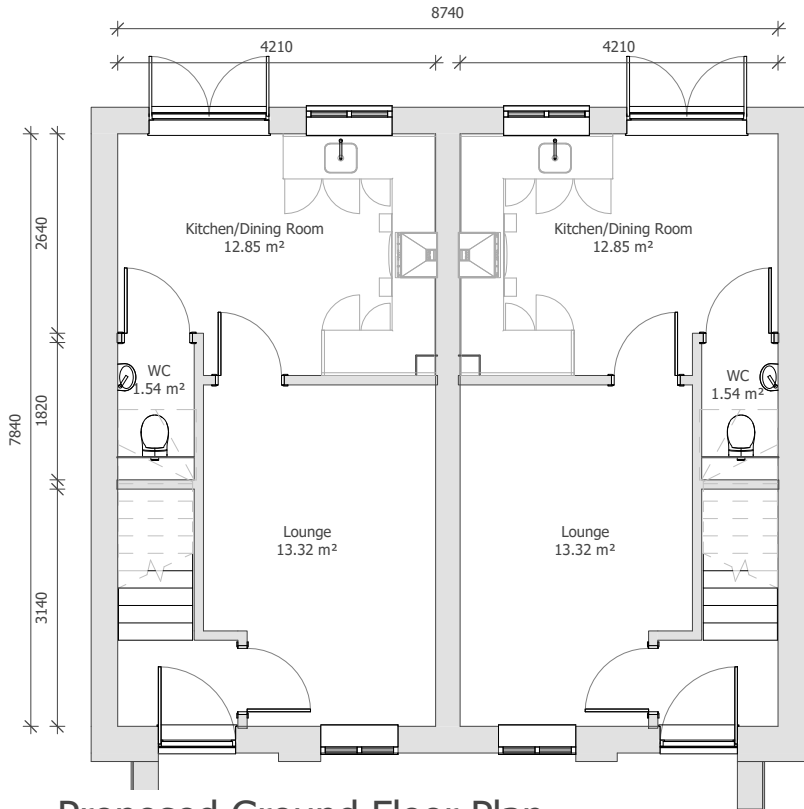
27. Notwithstanding the details shown on the approved plans, no development above ground level shall commence until details of the secured cycle storage facilities to serve the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location and elevations of the external storage facilities and details of the total number of cycle storage spaces to be provided. The cycle storage shall be provided in accordance with the approved details prior to the first occupation of any part of the development and shall be retained as such thereafter.



Proposed First Floor Plan
1 : 100



Front Elevation
1 : 100



Proposed Ground Floor Plan
1 : 100



Rear Elevation
1 : 100

Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information hereon in is the copyright of Millson Associates Ltd. Copying in full or part is forbidden without written permission from Millson Associates Ltd.

Additional Information:		
Area Schedule		
Level	Area (Metric):	Area (Imperial):
Ground Floor	33.630 m²	361.985 ft²
First Floor	33.630 m²	361.985 ft²
	67.259 m²	723.970 ft²

Drawing:	House Type F Overview
Client:	Jigsaw Homes Group Ltd.

Drawing Number:		
CAV - MA - 00 - ZZ - DR - A - 0100		
Drawn:	Scale:	Date:
LJ	1 : 100	07/12/2018
Approved:	Size:	Rev:
RB	A3	1
Status:	Planning	

1	First Issue	RB	07/12/2018
Rev	Revision History	By	Date

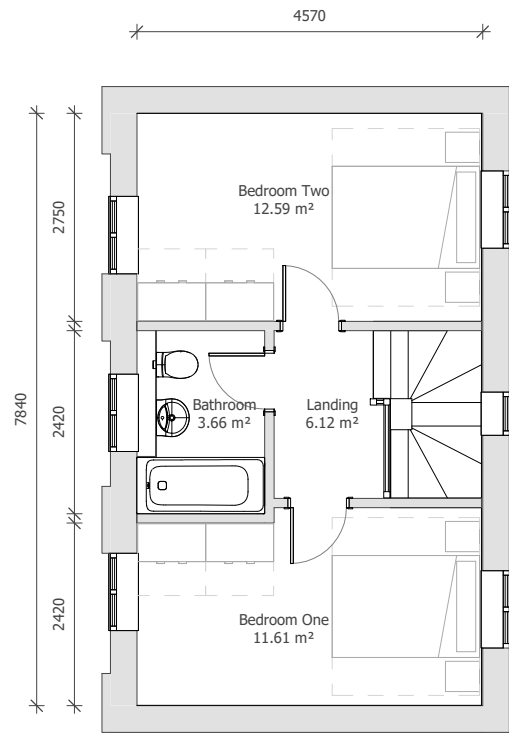


Byron House
10-12 Kennedy St
Manchester M2 4BY

0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

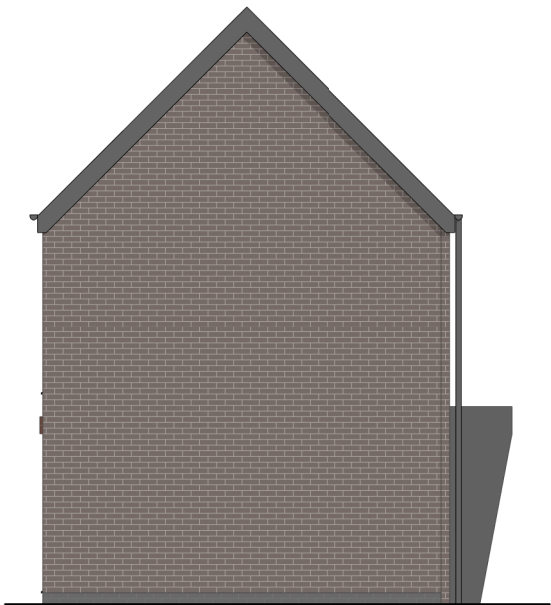
This page is intentionally left blank



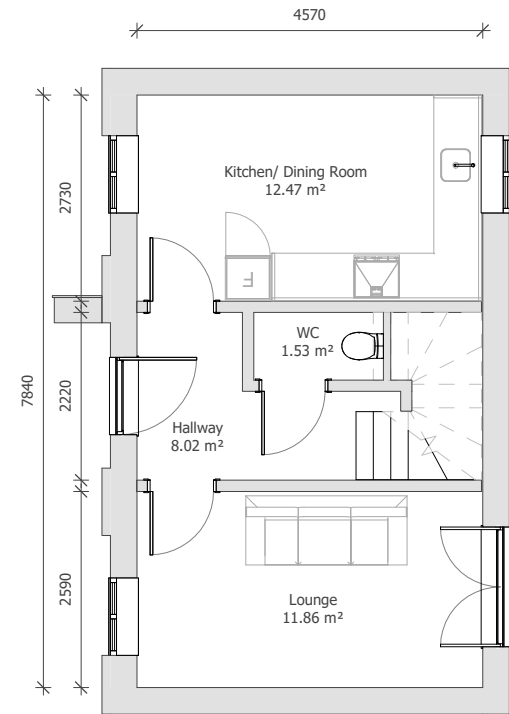
Proposed First Floor Plan
1 : 100



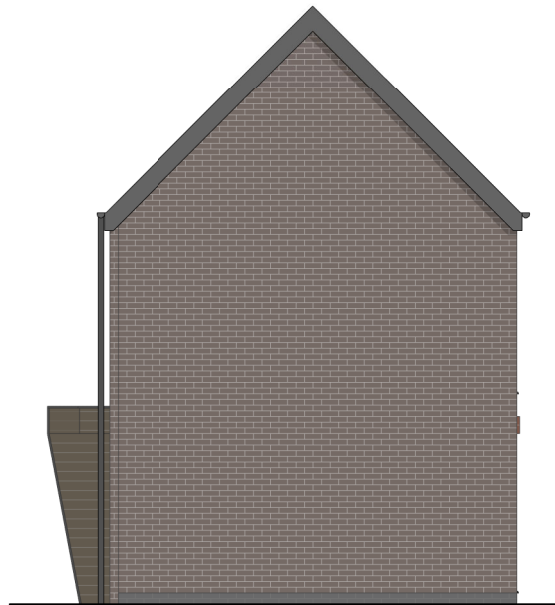
Front Elevation
1 : 100



Left Elevation
1 : 100



Proposed Ground Floor Plan
1 : 100



Right Elevation
1 : 100



Rear Elevation
1 : 100

Additional Information:		
Area Schedule for F2 Only		
Level	Area (Metric):	Area (Imperial):
Ground Floor	36.318 m²	390.927 ft²
First Floor	36.318 m²	390.927 ft²
	72.637 m²	781.854 ft²

Drawing:	House Type F2 Detatched Overview
Client:	Jigsaw Homes Group Ltd.

Drawing Number:	CAV - MA - 00 - ZZ - DR - A - 0801		
Drawn:	LJ	Scale:	1 : 100
Approved:	RB	Size:	A3
Status:	Planning		



Byron House
10-12 Kennedy St
Manchester M2 4BY

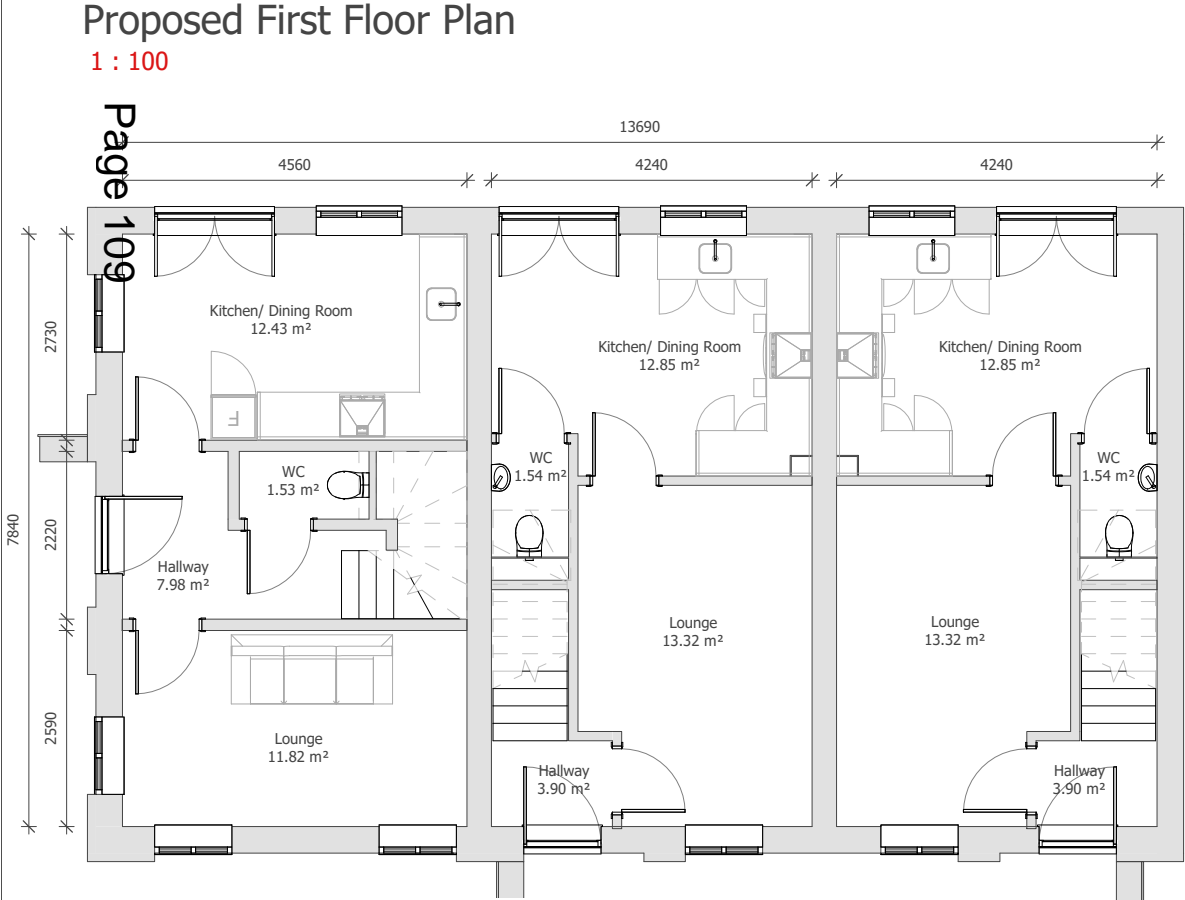
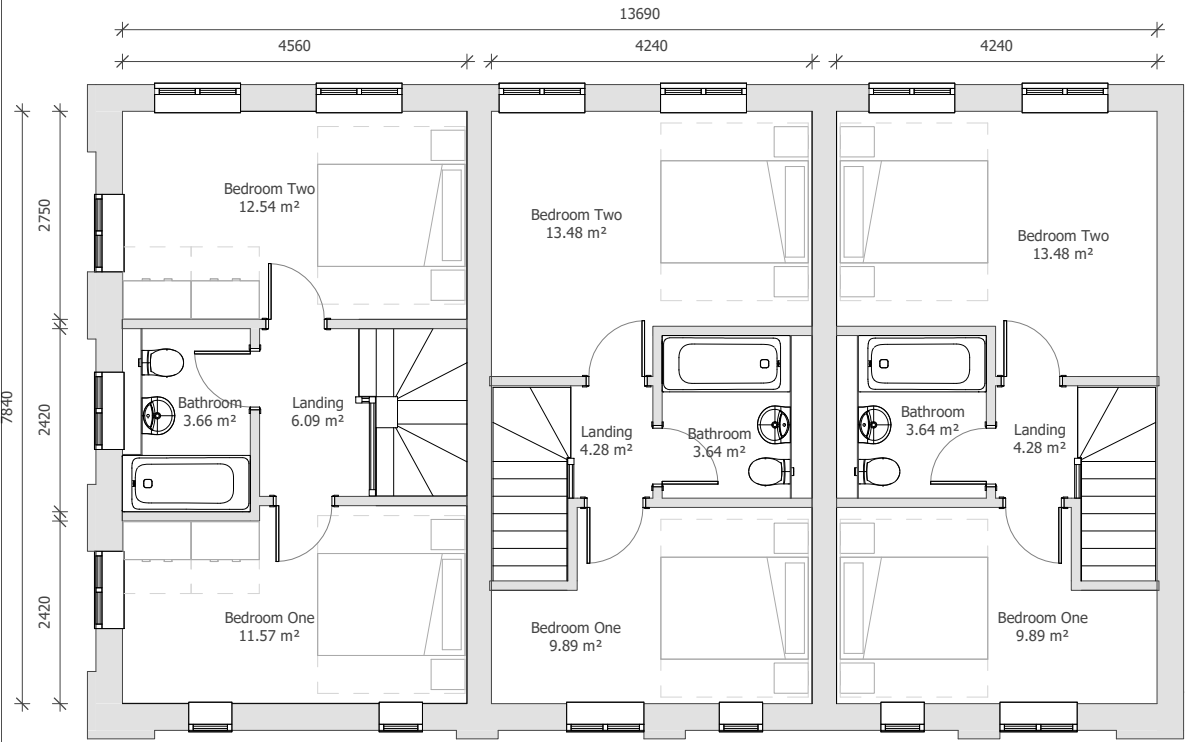
0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

1	First Issue	LJ	18/12/2018
Rev	Revision History	By	Date

This page is intentionally left blank

Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information herein is the copyright of Millson Associates Ltd. Copying in full or part is forbidden without written permission from Millson Associates Ltd.



Additional Information:

Area Schedule for F2 Only

Level	Area (Metric):	Area (Imperial):
Ground Floor	36.318 m ²	390.927 ft ²
First Floor	36.318 m ²	390.927 ft ²
	72.637 m ²	781.854 ft ²

Drawing:

House Type F & F2 Overview Terrace

Client:

Jigsaw Homes Group Ltd.

Drawing Number:

CAV - MA - 00 - ZZ - DR - A - 0802

Drawn:

LJ

Scale:

1 : 100

Date:

18/12/2018

Approved:

RB

Size:

A3

Rev:

1

Status:

Planning

Millson Associates

Byron House
10-12 Kennedy St
Manchester M2 4BY

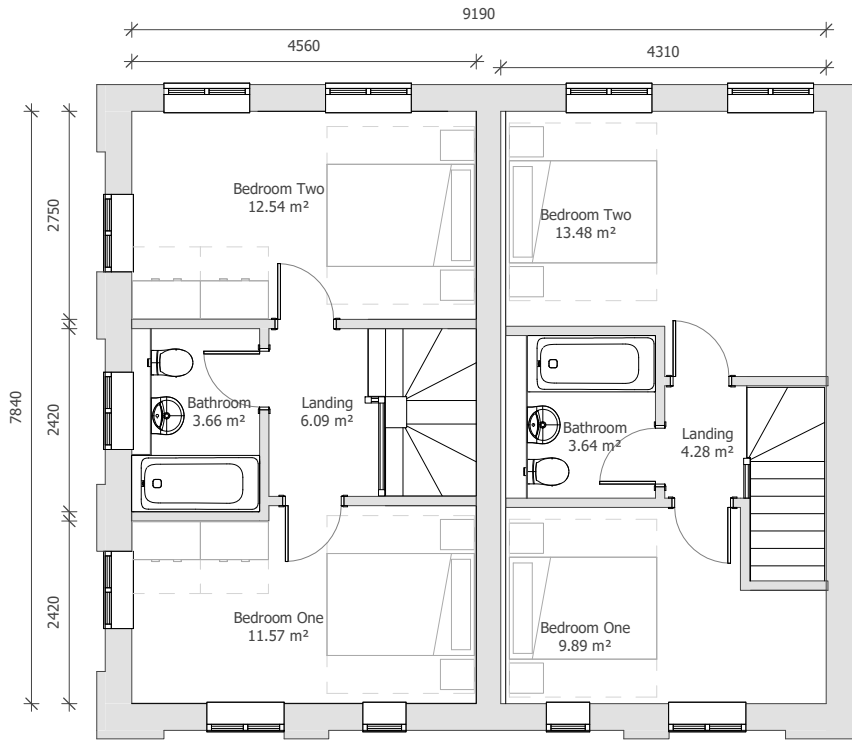
0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

1	First Issue	LJ	18/12/2018
Rev	Revision History	By	Date

This page is intentionally left blank

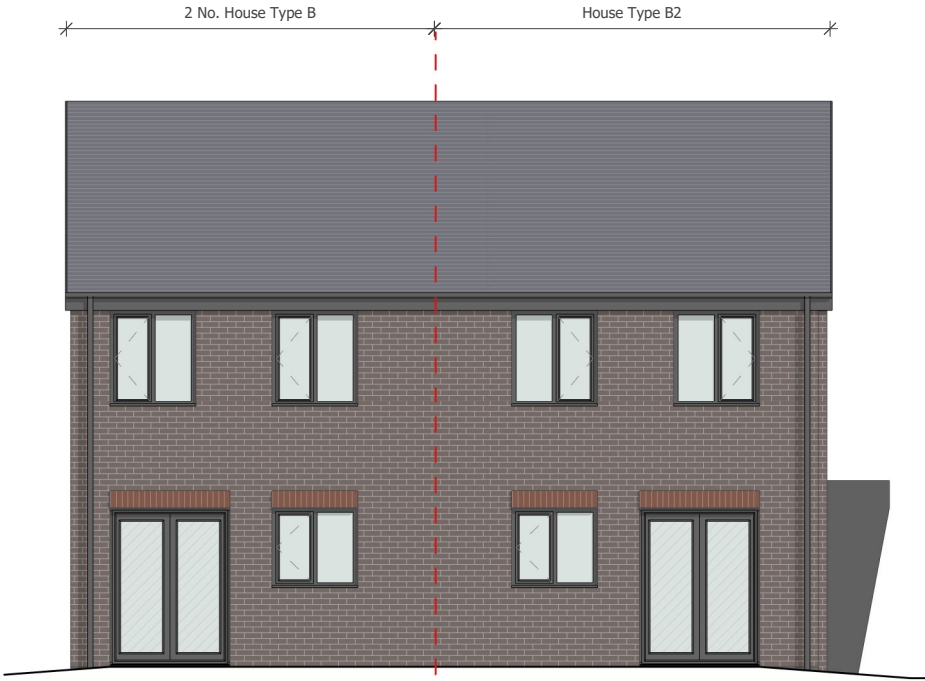
Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information herein is the copyright of Millson Associates Ltd. Copying in full or part is forbidden without written permission from Millson Associates Ltd.



Proposed First Floor Plan
1 : 100



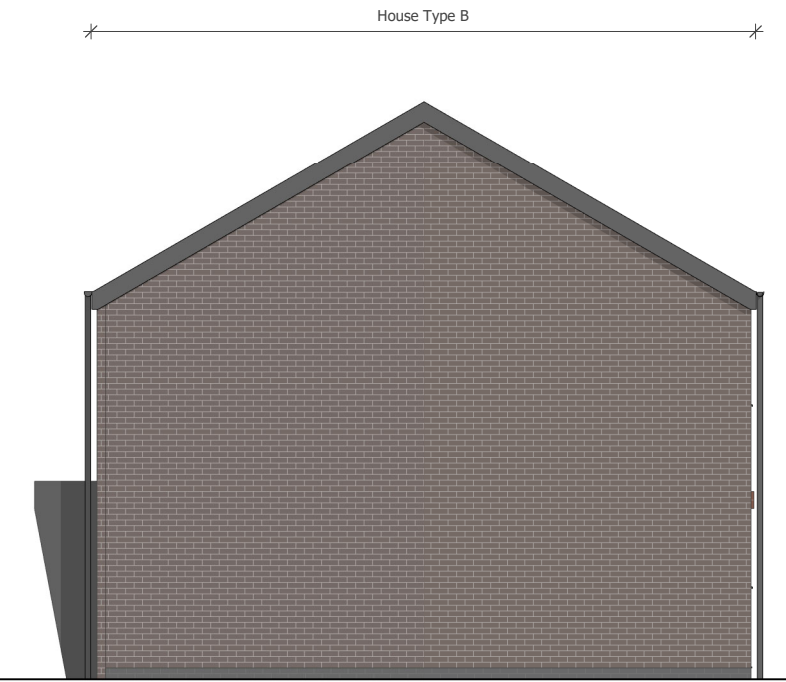
Left Elevation
1 : 100



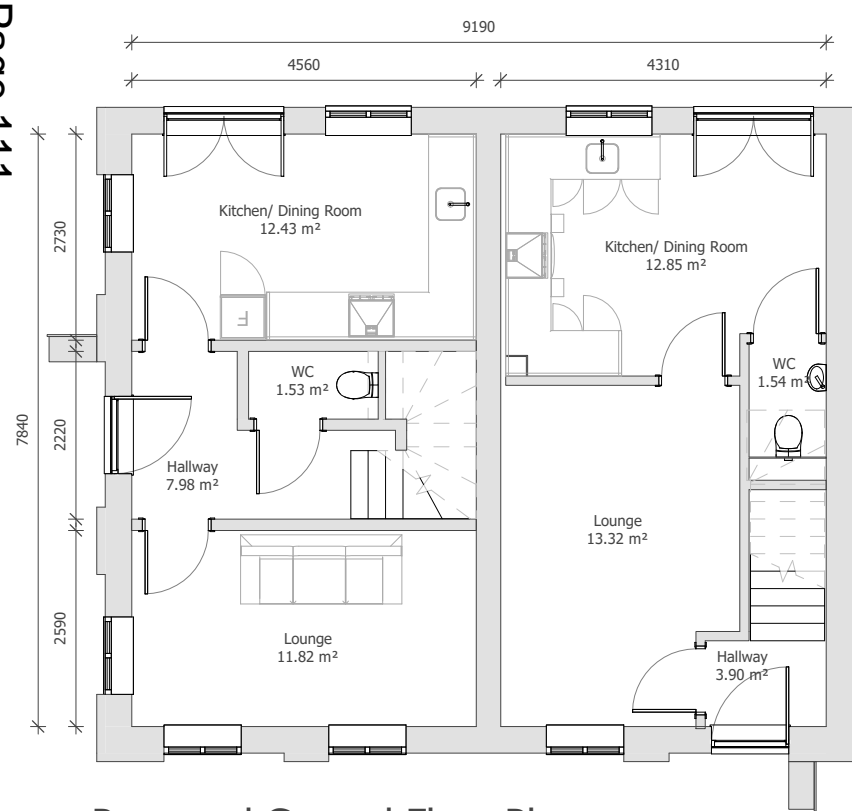
Rear Elevation
1 : 100



Front Elevation
1 : 100



Right Elevation
1 : 100



Proposed Ground Floor Plan
1 : 100

Additional Information:

Area Schedule for F2 Only

Level	Area (Metric):	Area (Imperial):
Ground Floor	36.318 m²	390.927 ft²
First Floor	36.318 m²	390.927 ft²
	72.637 m²	781.854 ft²

Drawing:

House Type F & F2 Corner Overview

Client:

Jigsaw Homes Group Ltd.

Drawing Number:

CAV - MA - 00 - ZZ - DR - A - 0803

Drawn:

LJ

Scale:

1 : 100

Date:

18/12/2018

Approved:

RB

Size:

A3

Rev:

1

Status:

Planning

Millson Associates

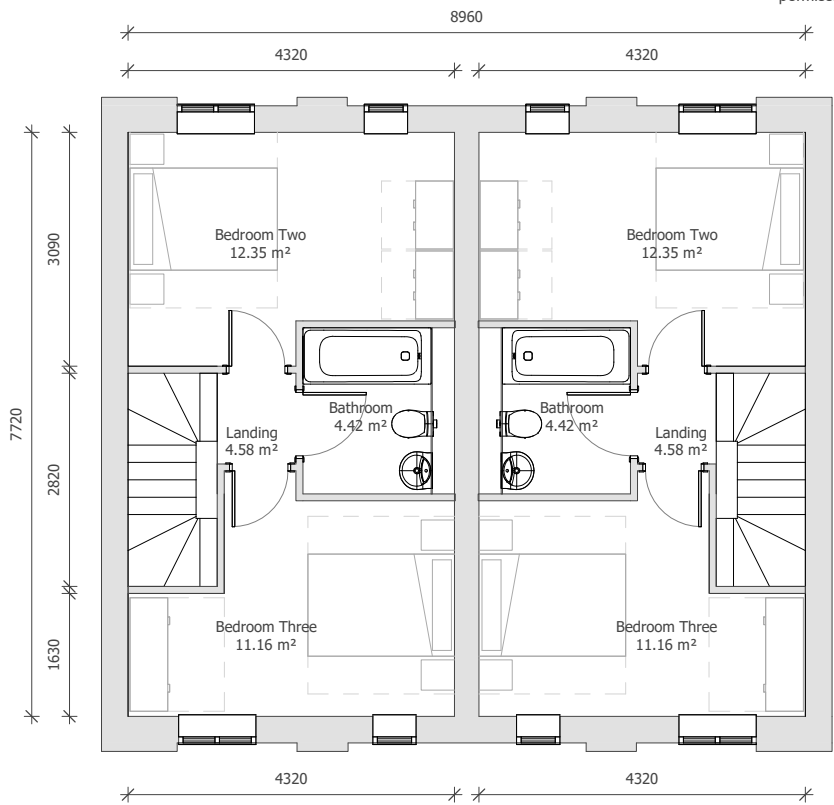
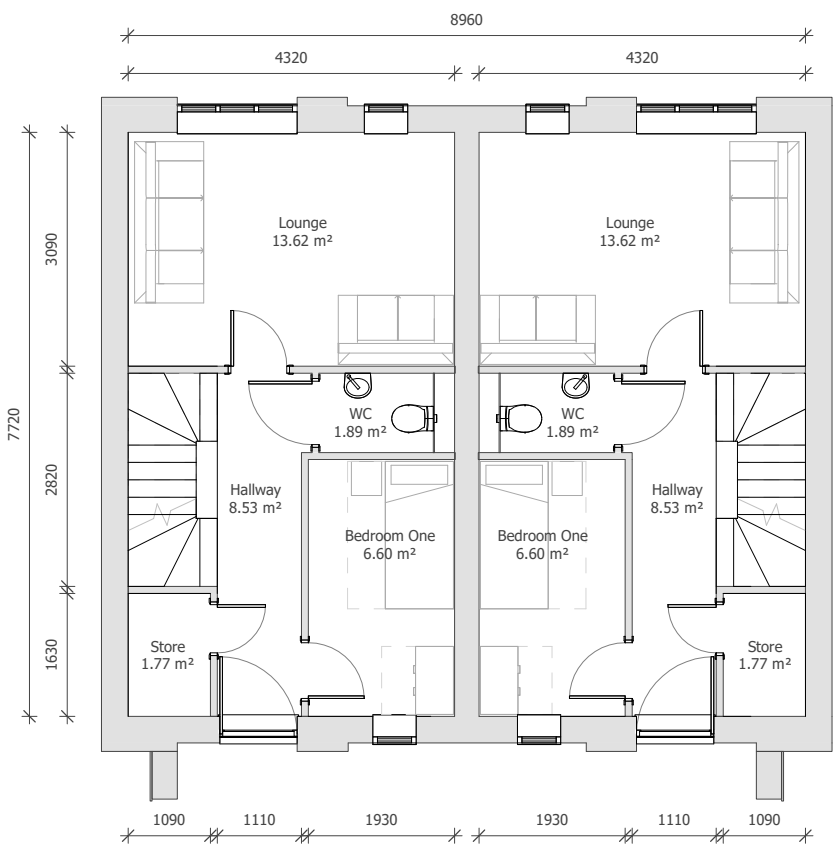
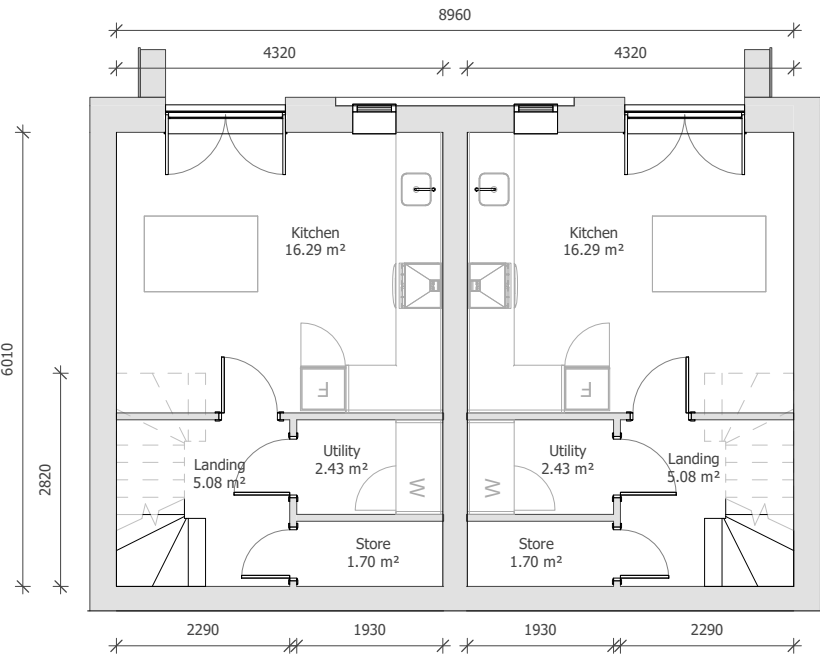
Byron House
10-12 Kennedy St
Manchester M2 4BY
0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

1	First Issue	LJ	18/12/2018
Rev	Revision History	By	Date

This page is intentionally left blank

Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information herein is the copyright of Millson Associates Ltd. Copying in full or part is forbidden without written permission from Millson Associates Ltd.



Proposed Lower Ground Floor
1 : 100

Proposed Ground Floor Plan
1 : 100

Proposed First Floor Plan
1 : 100



Rear Elevation
1 : 100



Front Elevation
1 : 100

3	Design Overhaul in Alignment with Planner's Comments	LJ	25/10/2018
2	Roof Altered to Design Out Maintenance Issues	LJ	30/08/2018
1	First issue	LJ	28/08/2018
Rev	Revision History	By	Date

Additional Information:			
Area Schedule			
Level	Area (Metric):	Area (Imperial):	
Lower Ground Floor	26.443 m²	284.630 ft²	
Ground Floor	33.946 m²	365.396 ft²	
First Floor	33.946 m²	365.396 ft²	
	94.336 m²	1015.422 ft²	

Drawing:	
House Type B1 Overview	
Client:	
Jigsaw Homes Group Ltd.	

Drawing Number:		
CAV - MA - 00 - ZZ - DR - A - 0300		
Drawn:	Scale:	Date:
LJ	1 : 100	24/08/2018
Approved:	Size:	Rev:
RB	A3	3
Status:		
Planning		



Byron House
10-12 Kennedy St
Manchester M2 4BY

0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

This page is intentionally left blank

Application Number: 17/00911/FUL

Photo 1 – view of building at 85 Cavendish Street with Cavendish Mill in background



Photo 2 – view of land to the rear of 85 Cavendish Street – this land forms the northern parcel of the application site



Photo 3 – view along the eastern edge of southern parcel of the application site - looking northwards towards the junction between Bentinck Street and Bank Street.



Photo 4 – view of the eastern boundary of the southern parcel of the application site (with Cavendish Mill in the background) from the tow path on the southern edge of the Canal



Photo 5 – view of southern boundary of the parcel of land adjacent to the Canal



Photo 6 – view looking westwards to the apartment building to the south west of the application site



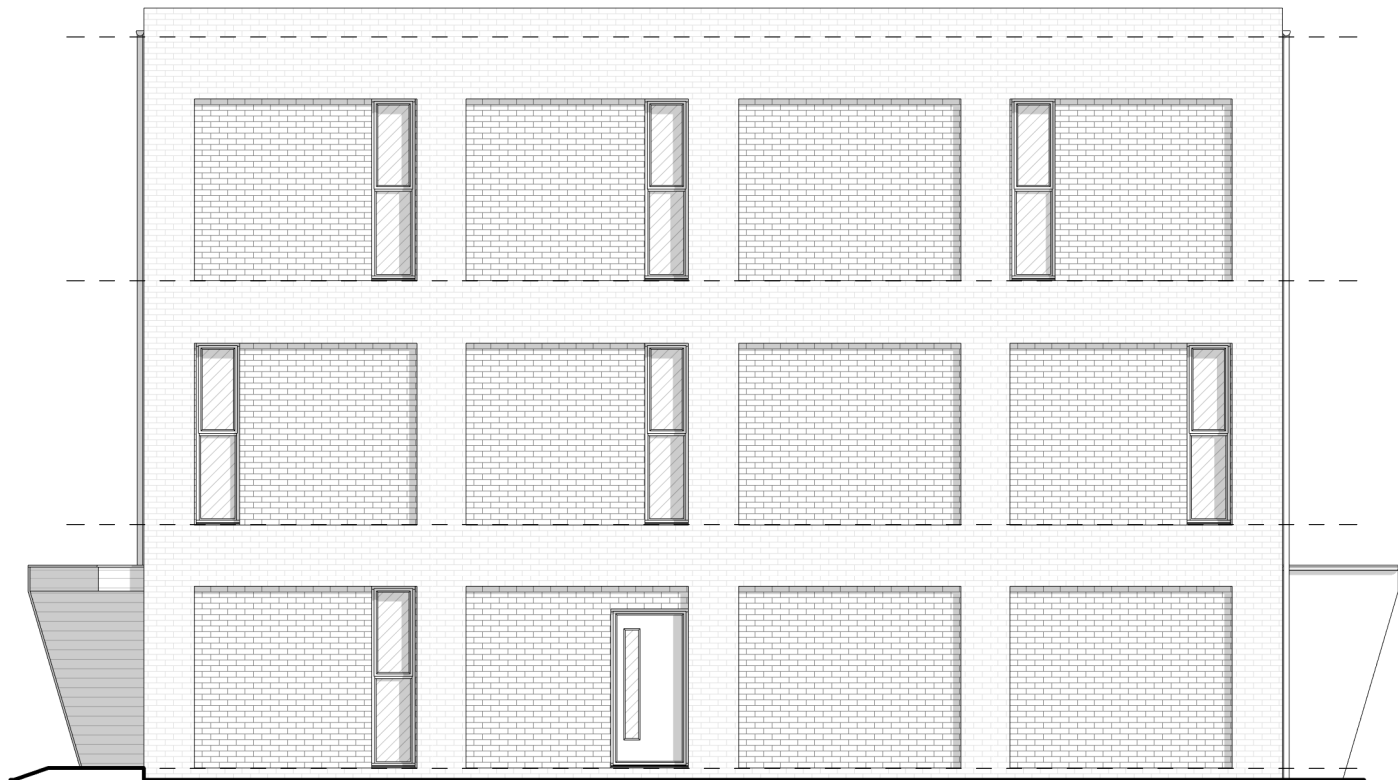
This page is intentionally left blank



Front Elevation
1 : 100



Rear Elevation
1 : 100



Right Elevation
1 : 100



Left Eleavtion
1 : 100

6	Building Increased in Height	LJ	31/10/2018
5	Substation Removed, Apartment Added to Adjust Building to New Location as per Planner's Request	LJ	23/10/2018
4	Bike Store Added	LJ	28/08/2018
3	Apartment Block Reshuffled to potentially Incorporate the Old Cavendish House Building	LJ	06/04/2018
2	Right Elevation Fenestration Added	LJ	03/10/2017
1	GA Replained to Incorporate Substation	LJ	10/08/2017

Rev	Revision History	By	Date
-----	------------------	----	------

Drawing:
Cavendish House Elevations Overview

Client:
Jigsaw Homes Group Ltd.

Drawing Number: CAV - MA - 00 - ZZ - DR - A - 0501		
Drawn: LJ	Scale: 1 : 100	Date: 18/04/2017
Approved: RB	Size: A2	Rev: 6
Status: Planning		

**Millson Associates**

Byron House
10-12 Kennedy St
Manchester M2 4BY

0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

This page is intentionally left blank

Accommodation Schedule								
House Type	Abbr.	Building Type	Bedrooms	GIFA m²	GIFA ft²	Count	Total GIFA m²	Total GIFA ft²
One Bed Apartment	Apt.	Apartment	1	53.70	578.02	26	1396.20	15028.56
House Type F	F	Varies	2	67.26	723.97	9	605.33	6515.72
House Type F2	F2	Varies	2	72.64	781.86	3	217.91	2345.57
House Type B1	B1	Semi Detached	3	94.34	1015.42	12	1132.03	12185.08
						50	3351.47	36074.93



12	Project Title Added to Bank Street as Per	L1	2001/02/15
11	Revised Plan	L1	19/12/2015
10	Bank Street & Higher Wharf Street Redesign to Original Form, 5 Bed Units Reduced to 2 Bed Units	RB	02/11/2015
9	Site 32 Relocated & Wall Added Near to Plot 25	L1	31/10/2015
8	Bank Street Redesign as per Planner's Sketch	L1	31/10/2015

Rev	Revisions History	By	Date
1	Client		

Jigsaw Homes Group Ltd.

Drawing

Illustrated Proposed Site Plan

Drawing Number: CAV - MA - 00 - XX - DR - A - 0002

Scale:	1:200	Size:	A0	Date:	11/04/17
Drawn:	L1	Checked:	RB	Rev:	12
Status:	Planning				

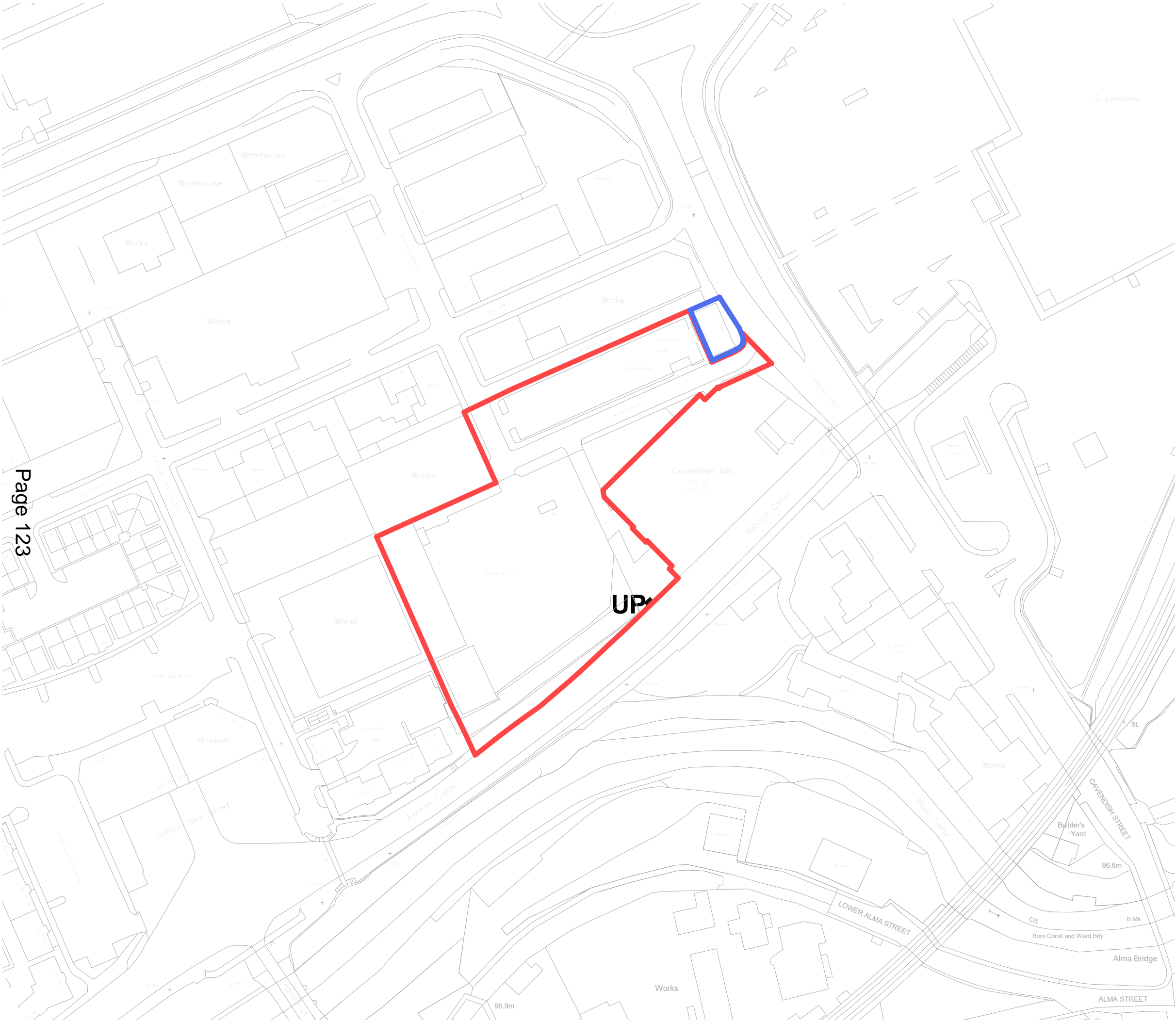


1536 - Cavendish Wharf

Byron House
25-27 Kennedy St
Manchester M14 4BT

0161 228 0559
www.millsonassociates.co.uk
info@millsonassociates.co.uk

This page is intentionally left blank



Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information hereon in is the copyright of Millson Associates Ltd. Copying in full or part is forbidden without written permission from Millson Associates Ltd.

1 First Issue LJ 05/11/2018

Rev	Revision History	By	Date
-----	------------------	----	------

Client:

Jigsaw Homes Group Ltd.

Drawing:

Site Location Plan

Drawing Number:

CAV - MA - 00 - XX - DR - A - 0001

Scale:	Size:	Date:
1 : 1250	A3	11/04/17

Drawn:	Checked:	Rev:
LJ	RB	1

Status: Planning

Millson Associates

Byron House
10-12 Kennedy St
Manchester M2 4BY

0161 228 0558
www.millsonassociates.co.uk
info@millsonassociates.co.uk

1536 - Cavendish Wharf

This page is intentionally left blank