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SPEAKERS PANEL (PLANNING)

Day: Wednesday

Date: 19 October 2022

Time: 10.00 am

Place: Guardsman Tony Downes House, Manchester Road,

Droylsden, M43 6SF

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE	
	To receive any apologies for absence from Members of the Panel.	
2.	DECLARATIONS OF INTEREST	
	To receive any declarations of interest from Members of the Panel.	
3.	MINUTES	1 - 4
	The Minutes of the meeting of the Speakers Panel (Planning) held on 14 September 2022, having been circulated, to be signed by the Chair as a correct record.	
4.	OBJECTIONS TO THE PROPOSED TRAFFIC CALMING SCHEME, PUFFIN CROSSING, BUS STOP RELOCATIONS AND ASSOCIATED ROAD MARKINGS FOR THE LUMB LANE, CRYER STREET AREA, DROYLSDEN	5 - 44
5 .	PLANNING APPLICATIONS	
	To consider the schedule of applications:	
a)	21/00178/FUL - LAND TO THE REAR OF 81-95 RIDGE HILL LANE, STALYBRIDGE	45 - 70
b)	21/01460/FUL - LAND FRONTING STALYBRIDGE CRICKET CLUB, GORSE HALL ROAD, DUKINFIELD	71 - 106
c)	22/00360/REM - 1 RALPHS LANE, DUKINFIELD, SK16 4UZ	107 - 122
d)	22/00483/FUL - 30 TOWN LANE, DENTON, M34 6LE	123 - 152
e)	22/00523/FUL - ASTLEY SPORTS COLLEGE, YEW TREE LANE, DUKINFIELD, SK16 5BL	153 - 194
f)	22/00692/FUL - 228 STAMFORD STREET CENTRAL, ASHTON-UNDER-LYNE	195 - 232
g)	22/00561/FUL - JONATHAN GRANGE NURSING HOME, MICKLEHURST ROAD, MOSSLEY, OL5 9JL	233 - 300

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Benjamin Hopkins, Senior Democratic Services Officer, to whom any apologies for absence should be notified.

Item No.	AGENDA	Page No
6.	APPEAL DECISION NOTICES	
a)	APP/G4240/D/22/3300122 - 122 JOEL LANE, HYDE, SK14 5LN	301 - 304
b)	APP/G4240/Z/22/3295391 - 137-139 MANCHESTER ROAD, DROYLSDEN, M43 6EG	305 - 308
c)	APP/G4240/W/22/3291282 - HYDE ROAD, DENTON, M34 3DN	309 - 312
d)	APP/G4240/W/22/3299182 - CLARENCE HOTEL, 195 TALBOT ROAD, HYDE, SK14 4HJ	313 - 316
e)	APP/G4240/W/22/3297030 - UNIT 1, BANK MILL, MANCHESTER ROAD, MOSSLEY, OL5 9BB	317 - 320
7	LIDGENT ITEMS	

7. URGENT ITEMS

To consider any other items, which the Chair is of the opinion should be considered as a matter of urgency.

8. DATE OF NEXT MEETING

To note that the next meeting of the Speakers Panel (Planning) will take place on 16 November 2022.

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Benjamin Hopkins, Senior Democratic Services Officer, to whom any apologies for absence should be notified.

Agenda Item 3

SPEAKERS PANEL (PLANNING)

14 September 2022

Commenced: 10:00am Terminated: 11:20am

Present: Councillor McNally (Chair)

Councillors Affleck, Bowerman, Boyle, Dickinson, Owen, Mills,

Quinn and Ricci

Apologies: Councillor Pearce

15. MINUTES SILENCE

Members, officers and other attendees observed a one-minute silence in memory of Her Majesty Queen Elizabeth II.

16. DECLARATIONS OF INTEREST

Member	Subject Matter	Type of Interest	Nature of Interest
Councillor Dickinson Agenda Item 4(b) Planning Application: Amenity area adjacent to 25 Grosvenor Street, Stalybridge	Prejudicial	Pre-determined views against this proposal.	

During consideration of the above item, Councillor Dickinson, left the meeting and played no part in the discussion and decision making process thereon.

17. MINUTES

The minutes of the proceedings of the meeting held on 20 July 2022, having been circulated, were approved and signed by the Chair as a correct record.

18. 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:	21/01039/FUL Box Clever Consulting Ltd
Proposed Development:	Erection of 12no. apartments within a 3 storey block and associated works. Land off Coombes View, Broadbottom

Speaker(s)/Late Representations	The case officer advised Members that a late written representation had been received requesting that the application be deferred to a future meeting of the Speakers Panel (Planning).
	It was explained that the comments raised concerns regarding omission of documents from the public domain relevant to the assessment of the sites open space function. Concerns were also raised about the lack of an updated Design & Access Statement, planning officer's assessment of materials and spacing standards to adjacent properties.
	The case officer confirmed to Members that the comments had been reviewed and that a response was issued to the objector. It was not deemed appropriate to defer a decision on the application.
	John Murphy, on behalf of the applicant, addressed the Panel in relation to the application.
Decision:	That planning permission be granted subject to the conditions detailed within the submitted report.

Name and Application No:	22/01459/FUL Evans UK Property Ltd
Proposed Development:	Erection of five storey building for use as a residential institution (Use Class C2), with access and associated infrastructure. Amenity area adjacent to 25 Grosvenor Street, Stalybridge
Speakers(s)/Late Representations	The case officer gave a verbal update advising Members that the Council's Arborist comments had been received. The Arborist noted that the site included a number of self-seeded trees, and two mature trees, a sycamore and a cherry tree, to the rear. These were considered to be of a low amenity value, classed as Category C trees, therefore not of the highest quality or worthy of retention. Consequently, there were no objections to the scheme offered by the Arborist.
	Councillor Dickinson addressed the Panel objecting to the application.
	Matthew Dixon, on behalf of the applicant, addressed the Panel in relation to the application.
Decision:	That the planning application be deferred to the next meeting of the Speakers Panel (Planning) to allow officers the opportunity to address the points raised by the objector with the applicant.

Name and Application No:	22/00177/FUL
	Mr Martin Smith

Proposed Development:	Demolish existing brick fabrication building and build new 2- storey fabrication building and hard landscape perimeter of building up to boundary fence.
	Bestalinks Ltd, 2 Wood Street, Dukinfield, SK16 4UT
Speakers(s)/Late Representations	Mr Smith, the applicant, addressed the Panel in support of the application.
Decision:	That planning permission be refused for the reasons outlined in the submitted report.

Name and Application No:	22/00372/FUL Texas Group PLC
Proposed Development:	Erection of a 4-storey apartment block comprising 17 no. apartments with associated parking and private amenity space. 132a-134 Mottram Road, Hyde, SK14 2RZ
Speakers(s)/Late Representations	The case officer advised that there had been changes to the recommendation since the publication of the report. The applicant had submitted additional information that included details on the site's access.
	Whilst there were known issues associated with the highway junction, following further discussion with the local highway authority, it was not considered that a reason for refusal on highway grounds could be sustained and the case officer advised that this should be removed from the recommendation.
	It was stated the reason for refusal on affordable housing/viability grounds should be amended to reference policy H4 and not H5.
	Hayley Knight, on behalf of the applicant, addressed the Panel in relation to the application.
Decision:	That planning permission be refused for the reasons outlined in the submitted report.

Name and Application No:	22/00619/FUL Northern Quarter Properties Ltd
Proposed Development:	Retrospective application for the rebuilding of a dilapidated former industrial unit and associated works to service yard. Redfern Industrial Estate, Dawson Street, Hyde
Decision:	That planning permission be granted subject to the conditions detailed within the submitted report.

Name and Application No:	22/00642/FUL	
	Ashton Sixth Form College	

Proposed Development:	Erection of sports & wellbeing extension and remodelling of existing sports hall. Ashton Sixth Form College, Darnton Road, Ashton-under-Lyne
Decision:	That planning permission be granted subject to the conditions detailed within the submitted report.

19. APPEAL/COST DECISIONS

Application Reference/Address of Property	Description	Appeal Decision
APP/G4240/W/22/3294983 Land adjacent to 1 Mount Pleasant, Barmhouse Lane, Hyde, SK14 3BX	Proposed outline planning application for erection of up to 2 dwellings.	••
APP/G4240/W/22/3294983 Land adjacent to 1 Mount Pleasant, Barmhouse Lane, Hyde, SK14 3BX	Application is made by Mr Andrew Heyes for a full award of costs against Tameside Metropolitan Borough Council.	Award of costs is refused.
APP/G4240/D/22/3300629 Hodge Manor, Hodge Lane, Broadbottom, SK14 6BW	Proposed erection of 1.5-metre high timber boundary fence structure including proposed coverage with green landscape treatment planting.	Appeal dismissed.

20. URGENT ITEMS

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

21. DATE OF NEXT MEETING

RESOLVED

That the next meeting of the Panel would take place on 19 October 2022.

CHAIR

Agenda Item 4

Report To: SPEAKERS PANEL (PLANNING)

Date: 19 October 2022

Reporting Officer: Emma Varnam – Assistant Director of Operations and

Neighbourhoods

Subject: OBJECTIONS TO THE PROPOSED TRAFFIC CALMING

SCHEME, PUFFIN CROSSING, BUS STOP RELOCATIONS AND ASSOCIATED ROAD MARKINGS FOR THE LUMB LANE,

CRYER STREET AREA, DROYLSDEN.

Report Summary: The report outlines objections received to the proposed traffic

calming scheme, the location of the puffin crossing, bus stop

relocations and associated road markings.

Recommendations: It is recommended that authority is given for the necessary action

to be taken in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980 to introduce the Traffic Regulation Orders, puffin crossing, traffic calming features and associated road markings, as detailed in Section 4.5 of this report.

Links to Community Strategy: Improvements to the highway network support the Council in

delivering all 8 priorities of the Corporate Plan.

Policy Implications: None arising from the report.

Financial Implications: The estimated cost of the proposed scheme is £100,000. There

is existing S106 funding of £60,000 available, this includes a clause for index linked increases which increase the value of the

S106 agreement to £67,620.

Discussions have taken place between the Department for Education (DfE) and the Council's Engineering Department with a view to obtaining the remaining funding required to complete the scheme (approximately £33,000). DfE have given their approval

to fund this value.

Legal Implications: Members should have regard to the Council's statutory duty under

S122 of the Road Traffic Regulation Act 1984 which is set out in

Appendix A.

Risk Management: Objectors have a limited right to challenge the Orders in the High

Court.

Access to the documents: Appendix A – S.122 of Road Traffic Regulation Act 1984

Appendix A1 – Highway Code Extract

Appendix B – Objections and responses

Appendix C – Originally advertised drawings

Appendix D - Final Scheme plans

All documentation can be viewed by contacting Ian Hall, Traffic

Operations by:

Telephone:0161 342 3988

1 BACKGROUND

- 1.1 As part of the proposals to build the new Laurus Ryecroft High School on Lumb Lane, Droylsden, it was agreed that a scheme to introduce a controlled pedestrian crossing and traffic calmed area to front the school would be funded by the developer.
- 1.2 The scheme comprised a number of different elements:-
 - A controlled pedestrian crossing on Lumb Lane near its junction with Cryer Street, to allow pupils to cross safely when going to and from school;
 - Changes to the waiting restrictions in the area to increase road safety and protect other road users:
 - The relocation of two bus stops and introduction of associated clearway road markings to allow for the new pedestrian crossing;
 - School keep clear markings;
 - A 20mph speed limit zone and associated traffic calming features.
- 1.3 In July 2020, in line with the statutory legal process, a scheme was advertised publicly for a period of 28 days. During the consultation period a number of objections were received, including objections from elected Members and the Police.
- 1.4 Objections to the proposed scheme included the location and design of the pedestrian crossing in relation to the bus stops, the revised bus stop locations and the waiting restrictions.
- 1.5 In an attempt to appease some of the objections regarding bus stop locations, discussions were held with Transport for Greater Manchester (TfGM) over the necessity for the bus stops to remain, as the crossing location and required approach distances moved the bus stops further away from the crossing to areas that the residents did not approve of. However, TfGM were adamant that the bus stops are well used and an integral part of the area. To remove one or both of the stops would mean that the distance between the remaining stops would exceed that which is recommended by TfGM as good practice.
- 1.6 Following a review of the objections and discussions with the elected Members and the Police, the scheme was redesigned. Only some elements of the revised scheme needed legally to be re-advertised at that stage, so they were advertised for public consultation in September 2021. During the consultation period a number of further objections were received.
- 1.7 It was intended that a report to Speakers Panel would be written and submitted immediately after this second phase of consultation but matters surrounding changes in the cost of the scheme due to external influences required an amendment to the initial funding agreement with the Department of Education.
- 1.8 Legislation that covers the introduction of Traffic Regulation Orders in England; The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, Section 16(2) states that; 'No order shall be made after the expiration of the period of two years beginning with the date on which a notice of proposals relating to the order is first published.'
- 1.9 As the date that the Traffic Regulation Orders were initially advertised was July 2020, this two year period had expired, and as some elements of the revised scheme relied on aspects of those adverts, to comply with the above legislation, the public notices had to be re-advertised for public consultation.
- 1.10 A decision was taken to re-advertise the scheme as a whole so that it would be clear to everyone what was finally being proposed. This consultation was a combination of the previous two, which reflected changes to the original scheme in order to appease some of the objections received. It would still allow people to object if there were elements that they did not like.

1.11 The objections to each of the stages of the scheme are discussed in this report so as to give a complete overview of the issues raised. Where the objections were able to be accommodated is highlighted in **Appendix B**.

2 INITIAL PROPOSALS / SCHEDULE OF WORKS

- 2.1 The proposed restrictions as advertised in July 2020 are set out in 2.2 below. (see **Appendix C**)
- 2.2 THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, CRYER STREET AND BROOKLANDS DRIVE) (PROHIBITION OF WAITING AND LOADING) ORDER 2020

SCHEDULE 1		
No Waiting and No Loadi	ng	at Any Time
Cryer Street (west side)	-	from its junction with Lumb Lane to its junction with Brooklands Drive.
Brooklands Drive (both sides)	-	from its junction with Cryer Street for a distance of 10 metres in a westerly direction.

SCHEDULE	2	
No Waiting a	at A	Any Time
Lumb Lane (northwest side)	-	from a point 104 metres southwest of its junction with Cryer Street to a point 36 metres northeast of that junction.
Lumb Lane (southeast side)	-	from a point 10 metres southwest of its junction with Brookside Avenue to a point 34 metres northeast of its junction Cryer Street.

THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, DROYLSDEN) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2020

SCHEDULE		
No Stopping Mon – Fri, 8a	m	to 5pm in School Entrance Area
Lumb Lane	-	from a point 62 metres north of its junction with
(west side)		Andrew Street to a point 68 metres west of its
		junction with the access road on the east side of 142
		Lumb Lane.

TAMESIDE METROPOLITAN BOROUGH COUNCIL (LUMB LANE, CRYER STREET AREA, DROYLSDEN) (20MPH SPEED LIMIT) ORDER 2020

Schedule				
Impose a speed limit of 20 miles per hour on:-				
1) Lumb Lane	-	from a point 70 metres west of its junction with		
,		Brookside Avenue to a point 20 metres east of its		

		junction with the access road to the east side of 142
		Lumb Lane.
2) Brookside Avenue	-	Its entire length
3) Brooklands Drive	-	Its entire length
4) Woodleigh Drive	-	Its entire length
5) Cryer Street	-	Its entire length
6) Wayne Close	-	Its entire length
7) Hyde Street	-	Its entire length
8) Andrew Street	-	Its entire length

Proposed Bus Stop relocations

Schedule	ļ				
Proposed	Proposed relocation of bus stops – EH3624 & EH3626				
Lumb	Lane	-	from opposite 73 Lumb Lane to outside of 252.		
(north	side)				
EH3624	ŕ				
Lumb	Lane	-	from outside of 53 Lumb Lane to outside of 79 Lumb Lane.		
(south	side)				
ÈH3626	,				

Flat Top Humped Puffin Crossing

Flat Top gradient	-	Puffin Crossing - (Length of top 16m; height 75mm; ramp
Road	Ref.no	Location
Lumb Lane	HP - 1	Centred about a point approximately 25 metres southwest of its junction with Cryer Street.

Speed Cushions

Speed C	ushions	- (Width Approx. 1.7m; height 75mm; 3.7m long)
Road	Ref.no	Location
Lumb Lane	C1	Centred about a point approximately 24 metres southwest of its junction with Brookside Avenue (outside No. 85 Lumb Lane)
	C2	Centred about a point approximately 48 metres northeast of its junction with Cryer Street (outside No. 41 Lumb Lane)
	C3	Centred about a point approximately 18 metres south of its junction with Andrew Street. (outside No. 208 Lumb Lane)
	C4	Centred about a point approximately 34 metres north of its junction with Andrew Street. (outside No. 184 Lumb Lane)
	C5	Centred about a point approximately 32 metres west of its junction with the access road to the east side of 142 Lumb Lane. (outside No. 156 Lumb Lane)

3 OBJECTIONS AND RESPONSES

3.1 The objections received during the whole of the consultation periods are summarised in **Appendix B** together with the responses.

4 FINAL SCHEME AS ADVERTISED IN AUGUST 2022

4.1 The entire final scheme was re-advertised in August 2022 (as indicated in 1.10) with amendments to the Cryer Street restrictions and change of traffic calming features, as a result of the objections received at that point. (See **Appendix D**)

4.2 THE TAMESIDE METROPOLITAN (LUMB LANE, CRYER STREET AND BROOKLANDS DRIVE, DROYLSDEN) (PROHIBITION OF WAITING) ORDER 2022

SCHEDULE	<u>1</u>	
No Waiting I	Мо	nday to Friday, 7.30am to 4.30pm
Cryer Street (west side)	-	from a point 5 meters north of its junction with Lumb Lane to its junction with Brooklands Drive.
Broolklands Drive (both sides)	-	from its junction with Cryer Street for a distance of 5 metres in a westerly direction.

SCHEDULE 2				
No Waiting a	at A	Any Time		
Lumb Lane (northwest side)	-	from a point 104 metres southwest of its junction with Cryer Street to a point 36 metres northeast of that junction.		
Lumb Lane (southeast side)	-	from a point 10 metres southwest of its junction with Brookside Avenue to a point 34 metres northeast of its junction with Cryer Street		
Cryer Street (both sides)	-	from its junction with Lumb Lane for a distance of 5 metres in a northerly direction.		

THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, DROYLSDEN) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2022

No Stopping	ј М	on – Fri, 8am to 5pm in School Entrance Area
Lumb Lane (west side)	-	from a point 62 metres north of its junction with Andrew Street to a point 68 metres west of its junction with the access road on the east side of 142 Lumb Lane.

TAMESIDE METROPOLITAN BOROUGH COUNCIL (LUMB LANE, CRYER STREET AREA, DROYLSDEN) (20 MPH SPEED LIMIT) ORDER 2022

SCHEDULE	

Lumb Lane	-	from a point 70 metres west of its junction with Brookside
		Avenue to a point 20 metres east of its junction with the
		access road adjacent to the east side of 142 Lumb Lane.
Brookside Avenue	-	Its entire length
Brooklands Drive	-	Its entire length
Woodleigh Drive	-	Its entire length
Cryer Street	-	Its entire length
Wayne Close	-	Its entire length
Hyde Street	-	Its entire length
Andrew Street	-	Its entire length

Proposed Bus Stop Clearways (24 hour)

Schedule		
-	Sto	pp 24 Hour Clearways EH3624 & EH3625, Lumb Lane,
Droylsden		
Lumb Lane	-	from a point 19 metres east of its junction with Cryer Street for
(north side)		a distance of 16 metres in an easterly direction.
Lumb Lane	_	from a point 45 metres west of its junction with Cryer street for
(south side)		a distance of 16 metres in a westerly direction.

Flat Top Humped Puffin Crossing

Flat Top 1 in 15)	Humped	Puffin Crossing - (Length of top 6m; height 75mm; ramp gradient
Road	Ref.no	<u>Location</u>
Lumb Lane	HP – 1	Centred about a point approximately 22 metres southwest of its junction with Cryer Street.

Flat Top Road Humps

Flat Top	Road Hu	mps - (Length of top 7m; height 75mm; ramp gradient 1 in 15)
Road	Ref.no	Location
Lumb Lane	C1	Centred about a point approximately 24 metres southwest of its junction with Brookside Avenue. (outside No. 85 Lumb Lane)
	C2	Centred about a point approximately 48 metres northeast of its junction with Cryer Street. (outside No. 41 Lumb Lane)
	C3	Centred about a point approximately 38 metres south of its junction with Andrew Street. (outside No. 208 Lumb Lane)
	C4	Centred about a point approximately 34 metres north of its junction with Andrew Street. (outside No. 184 Lumb Lane)
	C5	Centred about a point approximately 32 metres west of its junction with the access road to the east side of 142 Lumb Lane. (outside No. 156 Lumb Lane)

TAMESIDE METROPOLITAN BOROUGH COUNCIL PROVISION OF PUFFIN CROSSING NOTICE

It is proposed to install a "Puffin" pedestrian crossing on Lumb Lane in Droylsden, approximately 22 metres south west of its junction with Cryer Street.

The crossing will incorporate a controlled area indicated by zig-zag markings along the carriageway where parking and loading will be prohibited. The extent of the controlled area will be on Lumb Lane (both sides) - from its junction with Cryer Street for a distance of 45 metres in a south-westerly direction.

5 FUNDING

5.1 These proposals are funded by the Section 106 contributions that were agreed as part of the planning consent for the construction of the new Laurus Ryecroft High School, Droylsden.

6 RECOMMENDATION

6.1 As set out at the beginning of the report.

APPENDIX A

Section 122 Road Traffic Regulation Act 1984

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
 - (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to ...the local authority.... to be relevant.



The Highway Code

Introduction to the Highway Code

'This Highway Code applies to England, Scotland and Wales. The Highway Code is essential reading for everyone.

The most vulnerable road users are pedestrians, particularly children, older or disabled people, cyclists, motorcyclists and horse riders. It is important that all road users are aware of the Code and are considerate towards each other. This applies to pedestrians as much as to drivers and riders.'

Knowing and applying the rules

'Knowing and applying the rules contained in The Highway Code could significantly reduce road casualties. Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share. The Highway Code can help us discharge that responsibility.

Rule 243

DO NOT stop or park:

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or tram stop or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- in front of an entrance to a property
- on a bend
- where you would obstruct cyclists' use of cycle facilities

except when forced to do so by stationary traffic.



APPENDIX B

Cryer Street Waiting Restrictions:-				
Reason for Objection	Officer Response			
It is difficult to find parking on Cryer Street. The proposed waiting restrictions will make it harder.	The Council originally advertised a "No Waiting and No Loading at Any Time" restriction on Cryer Street, west side, from its junction with Lumb Lane to its junction with Brooklands Drive. However, having considered the objections an amended scheme was advertised. (See 4.2) The proposed amendment will help to accommodate			
	residential parking on Cryer Street, outside of the School's general opening times. There was no additional objection to this proposal.			
	, , ,			
If restrictions are introduced, residents will park directly outside their houses, which will cause bigger problems for vehicles coming out of the school.	On the east side of Cryer Street vehicles currently park on the wide footway outside the terraced properties, an arrangement which allows for parking near these properties whilst still maintaining the free flow of traffic. If vehicles choose to park wholly on the carriageway, as indicated by the objector, this would cause an issue for traffic exiting the School. The amended proposals would allow residents of Cryer Street to continue to park their vehicles			
	on the west side of Cryer Street in the evenings and over weekends and therefore would minimise the highlighted issue.			
The proposed restrictions will make it harder to sell my house in future	What effect the proposed waiting restrictions might have on the property values within that area is not directly relevant to the Panel's decision and such schemes do not fall under any compensation requirements.			
The previous school could not cope with the traffic for 350 pupils. What is it going to be like catering for 1500 pupils?	Observations have been undertaken on Cryer Street at school pick up and drop off periods. The school run in both instances ranges from 30 minutes to 40 minutes, which is in line with most school in Tameside.			
	Since the new school has opened, a new vehicle access point off Lumb Lane has been formed, whereby vehicles enter via the newly formed north entrance and exit onto Cryer Street.			
	Although it was observed in both instances (at school pick up and drop off times) that traffic is congested on Cryer Street it is made worse by vehicles parking in the area where it is proposed to implement waiting restrictions. The disruption to Cryer Street should be minimised with the introduction of the restrictions.			

	1
Concerns have been raised with regards to health issues for Cryer Street and Brooklands Drive residents due to car fumes. Requests have been made for pollution survey to be undertaken.	The proposed scheme has been put forward to minimise disruption and improve the movement of traffic within that area which should help to reduce the impact of emissions.
No child was involved in a road traffic collision on Cryer Street when other school was there.	The Council only has access to reported road accidents that occurred on the public highway and that involved an injury incident.
	Following a search of these records it can be confirmed that a number of historical injury incidents involving a child, did occur between 1988 and 2010 within this area.
	One incident occurred on Cryer Street, a number have occurred at the junction of Cryer Street and Lumb Lane and two incidents occurred on Lumb Lane, where children were crossing at the rear of a stationary bus.
The proposed puffin crossing on Lumb Lane will obstruct cars exiting Cryer Street onto Lumb Lane and therefore would obstruct vehicles entering Brooklands Drive.	At present, there is a School Crossing Patroller operating on Lumb Lane (at the southwest junction of Cryer Street). It is not envisaged that a puffin crossing would hinder traffic movement out of Cryer Street to any further extent.
	Vehicles exiting via the school's one-way system onto Cryer Street have right of way. Vehicles parking on the west side of Cryer Street (during school opening times) are therefore restricting clear access to Brooklands Drive.
	The proposed amended restriction on the west side of Cryer Street should help to rectify this issue and allow for unobstructed access to Brooklands Drive.
The proposed restrictions will displace vehicles (8 cars & 2 vans) from Cryer Street and these will move to Brooklands Drive.	There are no plans to implement restrictions on the residential side of Cryer Street and therefore the parking arrangement on the east side should be unaffected.
	Observations show that one vehicle parking during the school drop off / picking up period will be affected by the proposals on the west side of Cryer Street however, the proposed amended restrictions would allow for parking in the evenings and over weekends, outside of school opening times.
Lumb Lane Waiting Restrictions:-	
Reason for Objection	Officer Response
Displaced vehicles will move to Lumb Lane (east side) between Hyde Street and the	Although the proposed scheme has been designed to minimise disruption to local residents it is

Memorial Gardens, where there are already problems of pavement parking.

recognised that some vehicles currently parking on Lumb Lane may be displaced.

This will worsen and hinder people with prams and mobility scooters. The resident recommends implementing waiting restrictions there.

Whilst it is hoped that these vehicles will be parked appropriately, parking within the area will be monitored and should obstruction to the carriageway or footway take place appropriate action will be taken.

Displaced vehicles will move closer to the bends situated near Hyde Street and Littlemoss Industrial Park. This would obscure visibility for cars travelling in both directions between the bends.

The Council recognises that the proposed scheme may displace some vehicles that currently park on Lumb Lane.

Whilst it is hoped that these vehicles will be parked appropriately, parking in the area will be monitored and appropriate action taken, should dangerous or obstructive parking occur.

On-site observations would indicate that there is suitable available parking within this area of Lumb Lane, that would not interfere with the movement of traffic or visibility splays around these bends.

A resident situated close to the easterly bend of Lumb Lane (near to Hyde Street), has requested a dropped crossing for the purpose of creating off street parking due to proposed restrictions. At the present time there are no plans to implement waiting restrictions outside this resident's property. Moreover, the frontage of this property is too small to accommodate a suitable off street parking facility.

Although the resident has expressed concerns with regards to displaced vehicles parking within the vicinity of their address, the Council is unable to provided designated parking areas for individuals on the public highway.

No consideration for the residents in the area or the parking of their vehicles.

On Lumb Lane, within the area of Cryer Street and Brookside Avenue (between the two bends) it has been observed that there are typically 9 vehicles parking within that stretch of road, although it is appreciated that this may change from time to time:

- 2 vehicles parking on the approach to the westerly bend;
- 3 vehicles parking to the west of Brookside Avenue;
- 1 vehicle parking close to the easterly bend;
- 3 vehicles parking to the east of Brookside Avenue

With the exception of the three vehicles parking to the east of Brookside Avenue, which will be directly affected by the proposed scheme, vehicles can continue to park within this vicinity.

The location of the new puffin crossing and controlled zone covers the frontages of eight properties on the south side of Lumb Lane, to the

east of Brookside Avenue. The main access to these properties is gained off Lumb Lane.

For safety reasons, a controlled zone for a puffin crossing is subject to one of the most stringent forms of parking restriction that totally prohibits parking and loading at all times.

Although there are certain circumstances where the recommended length of this feature can be reduced, owing to the nature of the road and the visibility requirement between pedestrian and driver, a reduction in the proposed length of the controlled zone is not recommended in this instance.

The proposed length of the double yellow lines on the approach to this feature is recommended to maintain good driver visibility of the puffin crossing and to improve traffic flow in and around the proposed new bus stops. If vehicles were allowed to park opposite the bus stops whilst a bus was stationary at the stop, traffic on Lumb Lane could potentially be held up, which may lead to vehicles backing up onto the crossing itself.

For safety reasons, a reduction in the proposed lengths of waiting restriction or a reduced duration of when the restrictions remain in force, is not recommended in this instance.

Currently, there is limited scope for displaced vehicles to park on Lumb Lane at either side of the proposed scheme, but bearing in mind the existing parking that takes place, this may result in residents having to park some distance away from their properties, outside other residential properties.

Alternatively, residents may choose to park either on Brookside Avenue or within the access road area to the rear of the properties. However, the latter is unadopted and Tameside Council have no management or maintenance influence within that area.

Both Brookside Avenue and the rear access road are narrow; an increase of parked cars will cause access issues and wear and tear to private road.

The Council recognises that Brookside Avenue and the rear access road to the frontages of Lumb Lane are un-adopted roads and therefore the maintenance, management and upkeep of these areas rests with the frontages and not Tameside Council.

Increased usage of Brookside Avenue will also cause disruption to residents of 77 & 79 Lumb Lane and also 1 & 2 Brookside Avenue. Their properties and gardens border the access points into Brookside Avenue. For these residents in particular

Currently there appears to be a number of residents of Lumb Lane who choose to park either within Brookside Avenue and or within the area of land adjacent to the rear access road.

The Council cannot determine whether this would increase due to the proposed waiting restrictions, as

there will be an increase in noise and air pollution.

this would be determined by the local residents themselves as they make alternative parking arrangements. However, any additional vehicles parking within that area is likely to be small and therefore, any increase in noise and or air pollution is likely to be negligible.

Can the proposed double yellow lines along Lumb Lane be reconsidered or alternatively reduced in length between 77 and 47 Lumb Lane. The reduction of these will also mean the current bus stop close to 47 Lumb Lane can remain in place.

The proposed "No Waiting at Any Time" restriction on the approach to the puffin crossing have been put forward so as to maintain drivers inter-visibility of both the signals and pedestrians wishing to cross, improve the movement of traffic around any stationary buses at the bus stops and improve the movement of traffic in and out of Cryer Street.

Can the restrictions around the puffin crossing be "No Parking Monday to Friday 8am until 5pm"

Taking into account that the puffin crossing will be in operation at all times and that the bus services along Lumb Lane operate between 5.30am to 11.50pm, it is recommended that the proposed waiting restrictions be implemented as advertised, i.e. "No Waiting At Any Time".

Brooklands Drive Waiting Restrictions:

Reason for Objection

The Proposed "No Waiting at Any Time restriction" on Brooklands Drive would prevent residents from parking outside their houses. The objector has three cars and is concerned that the 24-hour restrictions would be unfair as this is a residential road.

The proposed "School No Stopping" restriction is Monday to Friday 8am until 5pm. Can the same restrictions apply to Brooklands Drive and Cryer Street or allow resident permits.

Officer Response

It was proposed to introduce "No Waiting and No Loading at Any Time" restrictions on Brooklands Drive for a distance of 10 metres from its junction with Cryer Street.

These restrictions were proposed to keep the junction clear of parked cars and therefore aid both pedestrian and vehicular movement around this junction.

However, having considered the objections it is proposed to amend these restrictions to "No Waiting Monday to Friday 7.30am to 4.30pm" which will cover the school's busy periods and accommodate overnight and weekend parking for residents.

It is also proposed to reduce these restrictions from 10 metres to 5 metres. (see 4.2)

Residents parking permits would not allow residents to park in contravention of any existing or proposed waiting restrictions and therefore would provide no benefit in this instance.

The School seems to get what it wants. The school is already bigger and closer to the house than the plans that were shown to the residents before it was built

With regard to the school being bigger and closer to the resident's property than the plans originally presented to the residents, this is outside the scope of this report.

As part of the planning process, Tameside Council recognised the benefits of the provision of a formal crossing point to assist the school's patrons and

other vulnerable members of the local community to cross the road safely 24 hours a day, 7 days a week. As part of the Laurus Ryecroft School Travel Plan of At a meeting the School said that there would be no need for traffic calming or March 2020, the school made a commitment that restrictions as they will have 3 to 4 teachers senior staff members will continue to monitor the use acting as traffic marshals. of the one system that they have implemented through their school grounds, and to monitor the highway beyond the school ground to the neighbouring bus stops. Their aim is to address any issues on local roads that are in association with the operation of their school and to encourage parents to use the school site and the one-way system that they have implemented. On all site inspections, members of staff from the Laurus Ryecroft School have been seen to be undertaking this commitment. As part of the planning conditions for the school, the highway authority recognised the need for a formal crossing and traffic-calming scheme, on the public highway within the vicinity of the school. The proposed restrictions on Brooklands Drive have been put forward to improve access for vehicle and pedestrian traffic during the school run. Objectors thinks that this will go ahead Temporary water based spray paint marks have been used along Lumb Lane. These marking were anyway as workers have been seen used to ascertain widths of footway at specific points 'marking out'. along this route in association with this scheme. Also general maintenance of existing road markings have been undertaken. However, Tameside Council is going through the formal processes with regards to the proposed scheme. It is at this meeting where the Council formally hears the objections to this scheme and makes a final decision as to whether to implement, amend or abandon the proposals. Traffic Calming Features **Reason for Objection** Officer Response In favour of 20mph but against speed In the study by Boulter et al. (2001), the atmospheric humps, as believes that such features lead pollution concentrations associated with the types of scheme and levels of traffic were calculated using a to an increase in pollution and are not helpful for cyclists. dispersion model and were found to be well below the 2000 Air Quality Strategy standards. A change in speed limit alone is not supported by Police as it needs to be self-enforcing.

Concerns with regard to increased noise Under normal circumstances, there would be an levels, cars breaking / speeding up and anticipated reduction in road noise levels within HGVs loads being bounced around. traffic-calming areas where features implemented. However, due to the nature of this road and the amount of HGVs currently using it, it is Many heavy lorries will cause excess noise. possible that there may be an increase in traffic noise levels. Concerns that traffic calming features will As part of the formal consultation process, all slow down the response times emergency service were consulted with regards to the proposed scheme. emergency vehicles. No objections were received from any of the emergency services with regard to response times Concern that traffic calming features will Studies have shown that although it is not possible cause discomfort and back injury to drivers to predict the effect of such forces on people with and passengers and that patrons of buses pre-existing spinal conditions, it was considered that may fall. vehicle occupants with healthy spines are very unlikely to be injured because of single or repeated of road humps constructed traversing recommended dimensions. However, concerns were raised from TfGM with regard to the originally designed speed cushions, and the lack of waiting restrictions around these cushions, as parked cars may prevent bus drivers from straggling those cushions correctly. An alternative scheme of Flat Top Road Humps were put forward, to minimise the impact on residential parking within that area, to which TfGM approved. Concern that heavy lorries will cause (Watts & Harris, 1996; Harris et al., Measurements of vibrations were made for a wide vibration and sends shockwaves through the ground. range of vehicle types crossing a selection of road humps and speed cushions at a range of speeds. The results of these studies show that speed cushions and road humps can produce perceptible levels of ground-borne vibration, and that vehicles with a gross vehicle weight over 7.5 tonnes generate the highest levels. However, even under these worst case conditions, it is very unlikely that the introduction of the road humps pose a significant risk of even minor damage to property. Concern re cost to motorists, i.e. using Although this is down to the style of driving, vehicles more petrol, brake pads, damage caused to travelling over road humps that conform to the suspension, oil sumps etc. Highways (Road Hump) Regulations, at appropriate speeds should not suffer damage or wear and tear on their vehicle or brake pads. Concerns that motorists could be dazzled The Council have implemented numerous traffic calming schemes throughout Tameside and are not or confused by vehicles driving over the traffic calming features with headlights on aware of any incidents that are a result of motorists and that this could cause an accident. being dazzled or confused by flashing lights or the illusion of flashing lights when driving over such features.

Also that raised headlights could cause In addition, there have been no reports of disturbance to nearby houses. disturbance being caused to nearby houses due to raised headlights. Suggestion that there are other suitable Although there are numerous types and forms of traffic calming features that the Council can employ forms of active enforcement, such as chicanes, speed cameras and intelligent for the purpose of implementing a 20mph scheme. bumps that could be used as an alternative due to the size and width of the road and the type of to speed cushions. vehicle using it, the most effective form of management control for Lumb Lane, Droylsden is speed cushions. Chicanes could not be implemented due to the size of vehicle using this highway and the width of available road space Speed cameras only influence speed compliance over a short section of highway and this area would not meet the criteria for such a camera. To date there are no intelligent bumps that are approve for use on the public highway by the Department of Transport. The proposed scheme is designed in and around the One objector does not agree with speed cushions being put outside houses where Laurus Ryecroft School, for the protection of they park. vulnerable member of the public. Suggestion that cushions need placing For a 20mph scheme to be successful. the before and after the bend facing Hadfield placement of traffic calming features need to be house, and before and after the entrance carefully considered and spaced accordingly to into the Maunders estate where the encourage a consistent speed of traffic throughout accidents happen. and to discourage acceleration / deceleration practises. Will not accept having a speed bump outside house, considers this unacceptable Bends on the highway are in themselves a form of for many reasons. traffic calming. However, the influence on speed of traffic through bends is very much dependent on the radius and the degree of deflection that occurs around that bend. The positioning of the flat top humps also has to take into consideration the location of a junction. In this instance the placement of the flat top humps has been carefully considered to encourage a consistent speed of traffic throughout the proposed 20mph Zone. Wherever practicable, such features are positioned away from properties. However, in this instance the features need to be positioned within the vicinity of residential properties in order to successfully encourage greater speed compliance. Concern that car fumes will result in white It is not anticipated that the proposed scheme would have any additional impact on the rendering of the render on the exterior of house looking dirty and unattractive. property. Concern that property value will What effect the proposed traffic calming features might have on the property values within that area is reduced.

	not directly relevant to the Panel's decision, and such schemes do not fall under any compensation requirements.
Concern that debris falling from vehicles, could cause damage, punctured tyres etc.	It is the responsibility of all drivers to ensure the safe securement of any loads they may be transporting. Traffic calming features implemented in accordance with the Highways (Road Hump) Regulations, would not displace any securely fixed loads over and above what that vehicle may encounter throughout its expected journey.
Cohool 7: v 7ovo	
School Zig-Zags Reason for Objection	Officer Response
If residents want to park their car outside their house in the daytime but cannot because of the zig-zags "No Stopping between 8am and 5pm" then other residents may lose parking outside their own house during the day, can a permit scheme be considered.	The proposed Zig-Zag School marking would not remove any residential parking within that area. The marking extends across both access points to the rear entrances of 172 and 166 to 168 Lumb Lane respectively, both private off street parking areas; the two private access roads to Cinderland Hall Farm and their outbuildings; and the newly formed northerly access to the Laurus Ryecroft High School.
	The introduction of a permit scheme for residents is unlikely to be beneficial. Such a scheme would automatically have exemptions for the purposes of dropping off and picking up passengers. Additionally, residents would have to pay annually for permits to be able to park on the public highway, which currently they would be able to do free of charge.
Bus Stop Relocation (Bus stop Clearway	EH 3625) – Droylsden Bound mainly
Reason for Objection	Officer Response
Because of the speed of vehicles approaching the bends, moving the bus stops nearer to the bends will be dangerous.	Each time a new bus stop is proposed, a site visit to check for hazards is carried out between the Police, the Council and TfGM (buses).
	The site visit has recognised that although the proposals are to move the stops nearer to each bend this is still within the guidance distance for this situation, and the locations have been approved as suitable by all parties.
Buses will stop over the junction/access point to Brookside Avenue. This may cause disruption to deliveries and emergency access and general access issues for local residents.	EH3625 near Brookside Avenue (towards Droylsden) – is served by services 230, 231 and school service 864. There are 4 buses an hour (230 and 231) and 1 bus a day (15:23) for school service 864. The stop is not listed as a timing point so buses should only stop momentarily to allow passengers to board an alight. Whilst this may cause a moment of delay it will not impede on visibility as the bus will have moved off before an egressing vehicle can access Lumb Lane.

	This junction is comparable to the junction of
	Mossley Road and Park Square in Ashton-under- Lyne, near Tameside Hospital, and has not caused any reported issues.
	Buses will move on if emergence vehicle access is required.
Remove bus stops altogether	Due to the location of the proposed puffin crossing, the two bus stops that are nearby must be relocated.
	In the Droylsden bound direction, the stop before the revised location is approximately 400 metres away; the stop after the revised location is approximately 490 metres away.
	In the Ashton bound direction, the stop before the revised location is approximately 140 metres away; the stop after the revised location is approximately 420 metres away.
	Within Greater Manchester's urban areas, guidelines state that the ideal spacing between bus stops is 250-300 metres. This distance can be increased depending upon the location, but ideally this should be no more than 400 metres (approximately 5 minutes walking distance) where possible.
	The distance that bus passengers are willing/able to walk is assessed on a range of factors, which include the topography within the area and the distance between the next and previous stops. If the above stops were to be removed the distance between the next and previous stops would be over 500 metres which is above TfGM's recommended guidance.
Road Traffic Collision has occurred in 2016 within the vicinity of Brookside Avenue because of speed and the bend causing damage to their fence and next-door neighbour's wall. Parked cars have been written off.	The design of the proposed scheme is based around the reduction of the speed of traffic within this vicinity and should therefore help to minimise any risk of accident associated with speed.
Passengers will be able to see directly into our home and garden, which poses issues of both privacy and security. It may affect our mental health adversely. (this objection applies to both north and south bus stops)	Whilst this is unfortunate, it is no different to thousands of other houses in the country.
Disruption to bin collection	Refuse waggon have exemption with regards to waiting on double yellow line and bus stop clearways. It is not envisaged that the proposed scheme would have any impact on bin collection.

Concerns of rubbish and damage to property A bus stop here would have a detrimental impact on house values (both bus stops)	As part of the Laurus Ryecroft School Travel Plan of March 2020, the school made a commitment that senior staff members will continue to monitor the highway beyond the school ground to the neighbouring bus stops which should mitigate the concerns raised. What effect the proposed bus stops might have on the property values within these area is not directly relevant to the Panel's decision and such schemes do not fall under any compensation requirements.
With double yellow lines and a bus stop within this area, displaced vehicles will park in Brookside Avenue, create further tension between residents due to already scarce parking.	The Council have no control over where displaced vehicles may choose to park, However it is the responsibility of the driver to park appropriately.
With the Highway Code clearly stating vehicles shouldn't stop less than 10 metres from a junction.	The Highway Code states "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"
	In this instance, due to the topography of the road, the positioning of the Puffin Crossing, the approaching bend, the low volume of vehicle traffic using the side street, and the short duration the buses will be stopped. Approval for positioning a Bus Stop Clearway across this junction has been considered appropriate.
Concerns raised with regards broken down buses and access.	This would be seen as an unforeseen circumstance, and the chances of this occurring is very slight.
Concerns were raised with regards to noise pollution and vehicle pollution as they have asthmatic child.	The objector has since moved, However, currently, the bus stops directly outside similar residential properties further up the road. The proposed relocated bus stop across Brookside Avenue, would have a lesser impacted on residential properties in that the bus stop runs up to the gable end of one property and the length of a bus would stop approximately level with the other gable end of the property on the other side of Brookside Avenue. Therefore the impact of noise and vehicle pollution would be expected to be less than those currently being experienced by residents were the current bus
Request that the existing bus stop outside of 53 remains were it is.	stop is located. The proposed relocation of the bus stop outside 53 to across Brooklands Drive, has been put forward on safety grounds.
	Were ever possible, bus stops are best placed on the leaving side of pedestrian crossing, to enable approaching traffic to see the pedestrians.

line from other areas such as London and Belfast. However, the design guidance booklets provide were in connection with bus stops located away from junctions and provided guidance with regards the sight line visibilities for drives exiting junctions etc. This has been noted and considered. In the instance, this would place the bus stop to close to a approaching bend. Bearing this in mind and the expected low vehicle movements around the junction, the implementation of a bus stop clearward.		Lumb Lane from the bus stop would be towards Cryer Street. As the current bus stop towards Droylsden is prior to Cryer Street and before the proposed puffin crossing, there may be a desire for pedestrian to cross the road prior to proposed facility, and therefore putting themselves at risk. It is for this reason the proposed relocation of the bus stop has been put forward.
approaching bend. Bearing this in mind and the expected low vehicle movements around the junction, the implementation of a bus stop clearway across this junction is considered to be the best stop clearway.	line from other areas such as London and	However, the design guidance booklets provided were in connection with bus stops located away from junctions and provided guidance with regards to sight line visibilities for drives exiting junctions etc. This has been noted and considered. In this
		approaching bend. Bearing this in mind and the expected low vehicle movements around this junction, the implementation of a bus stop clearway across this junction is considered to be the best
location of the puffin crossing. Could the crossing be moved closer to Cryer Street. considered, bearing in mind vehicles turning out considered conside	location of the puffin crossing. Could the	The position of the crossing point has been carefully considered, bearing in mind vehicles turning out of Cryer Street and Brookside Avenue, pedestrian desire lines etc. There is no alternative location as to where this crossing point could be considered.
the school entrance no longer being off relocated to the north east side of the school site.	the school entrance no longer being off	relocated to the north east side of the school site. It must be borne in mind that there is still pedestrian
half way between the terraced properties on Lumb Lane, which better serves the ageing community within that area. further south than the midpoint of these properties Unfortunately the proposed crossing point cannot be positioned anywhere else, and as mentioned above the current bus stop would be prior to the propose crossing, which is not desirable due to pedestria	half way between the terraced properties on Lumb Lane, which better serves the	The proposed bus stop is approximately 60 metres further south than the midpoint of these properties. Unfortunately the proposed crossing point cannot be positioned anywhere else, and as mentioned above, the current bus stop would be prior to the proposed crossing, which is not desirable due to pedestrian especially children may choose to cross the road prior to the proposed crossing point.
Objections were received by the Police with The proposed bus stop clearways wer	regards to both bus stop relocations. Although they approved these locations, they requested that these proposed area needed to be covered by a Bus Stop	The proposed bus stop clearways were incorporated within the scheme when advertised
Bus Stop Relocation (Bus stop Clearway EH3624) – Ashton Bound mainly Reason for Objection Officer Response		<u> </u>

The proposed bus stop will be in close proximity to the proposed Flat Top Humped Puffin Crossing; this will cause a safety risk of falling for those passengers wishing to use the proposed bus stop.

The Flat Top Humped Puffin Crossing - (Length of top 6m; height 75mm; ramp gradient 1 in 15) has been chosen as this is preferred by bus operatives so as to cause minimal disruption to their services.

Bus stop would hinder view when pulling out of Cryer Street to Droylsden. Oncoming traffic would only have approx. 25 yards to see a car.

The recommended Stopping Sight Distance for a 20mph road is 22 metres which is provided.

As indicated previously each time a bus stop is proposed, a site visit to check for hazards is carried out between the Police, the Council and TfGM (buses). In this instance the siting of this bus stop is considered to be appropriate.

The proposed bus stop will block my driveway, and raised concerns about the duration to which this will be blocked of at the start and end of the school day.

Careful consideration has been given to the siting of this bus stop, bearing in mind the proximity of bends, side roads and the proposed puffin crossing. The stop is not listed as a timing point so buses should only stop momentarily to allow passengers to board and alight. Whilst this may cause a moment of delay and is unfortunate, it is no different to thousands of other houses in the country were bus stops cover driveways.

Intends to sell his house and raised concerns to the loss of parking outside of his premises and the potential loss of property value after renovating his property, would be devastating after all the hour & money that has been put into it

As indicated above, careful consideration has been given to the siting of the proposed bus stop, and due to the typography of this area of Lumb Road, no better alternative location could be found.

What effect the proposed bus stops might have on the property values within these area is not directly relevant to the Panel's decision and such schemes do not fall under any compensation requirements

Puffin Crossing

Reason for Objection

Objection from the Police were received with regards the length of the flat top humped puffin crossing. Concerns were raised with regards the hump projecting into the Controlled Zone area of the crossing point. They also raised concerns with regards to the shortened length of the controlled zone on the exit side of the puffin crossing within the vicinity of Brookside Avenue.

Officer Response

Amendments were made to the extent of the flat top hump and controlled zone area to accommodate these objections and readvertised in September 2021.

Object to the beeping noise that the crossing will make especially with the schools late night activities.

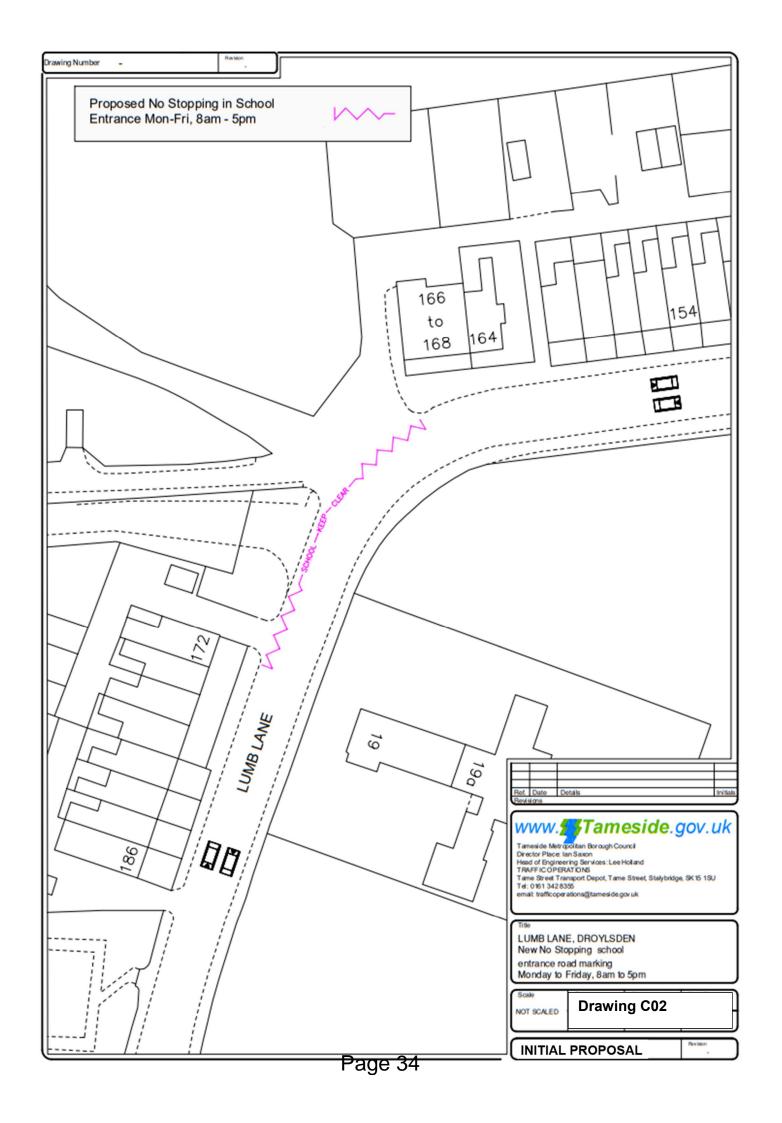
As the proposed puffin crossing is situated within the vicinity of residential properties the audible sound system will be disabled during the evening.

Nearly, all the new schools in Tameside do not have crossings. Most of the schools in Tameside including Primary schools do not have crossings, including New Charter Academy one of the biggest schools in the As part of the planning conditions for the school, the highway authority recognised the need for a formal crossing within the vicinity of this school.

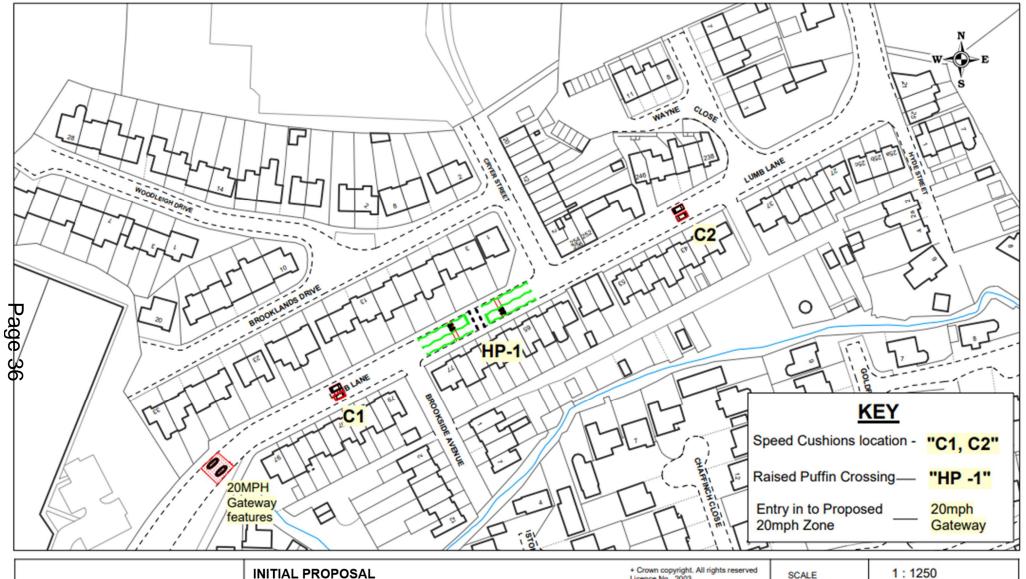
country. (Droylsden Academy, Moorside Street Academy and Manchester Road School) The crossing will bring people to a single The prime consideration for the implementation of point directly outside my property for which any such crossing facility is the desire line of where I am concerned for my safety. Anyone people wish to cross. crossing the road is able to do safely and without direction at other points along Lumb In this instance, the Laurus Ryecroft High School facility is the prime focal point for pupils/visitors, Lane. which generates significant numbers of pedestrians wishing to cross Lumb Lane. There are no other areas along this route which have both the pedestrian desire line and the required sight line visibilities between drivers and pedestrians wishing to cross, on either side of the road. The school has made a commitment for senior school staff to monitor the highway beyond the school ground to the neighbouring bus stops. Their aim is to try to address any issues on local roads that are in association with the operation of their school. This should help to ease any concerns residents may have with regard to their safety. There is scope for displaced vehicles to park on Loss of parking for visitors, which includes access for visitors who have blue disabled Lumb Lane to either side of the proposed scheme. badges, where will provision be made for access arrangements. Disabled driver also have a dispensation and are able to park within the areas where there are double yellow lines for up to three hours. Endure this 24/7 365 days of the week a puffin crossing and associated works when the only reason for installation is for school As part of the planning process, Tameside Council children who may only use it in school term/ recognised the benefits of the provision of a formal crossing point to assist the school's patrons and time only. other vulnerable members of the local community to cross the road safely 24 hours a day, 7 days a week. Difficulties will be encountered when This is the difficulty when considering the placement carrying out the weekly shopping and of features such as puffin crossings within transferring children safely from car to residential areas. home etc. The properties that would be situated within the area of a puffin crossing controlled zone (i.e. the white zig-zag area) would not be able to load and unload directly outside their properties. The total length of the controlled zone from start to finish is 45 metres. Loading and unloading could take place within the areas of the proposed waiting restrictions (i.e. on the double yellow lines), this would include the safe transfer of children to and from their vehicle.

	However, once the loading and unloading has been completed vehicles would need to be moved.
	Alternatively, loading and unloading could potentially be undertaken on Brookside Avenue or in the rear access road.
Request the bus stop on the North West of Lumb Lane "EH3624" be moved nearer to the rear of 17/19 Brooklands Drive.	This would put the bus stop in front of the proposed crossing point, and therefore hinder inter-visibility between driver and pedestrians wishing to cross at the puffin crossing.





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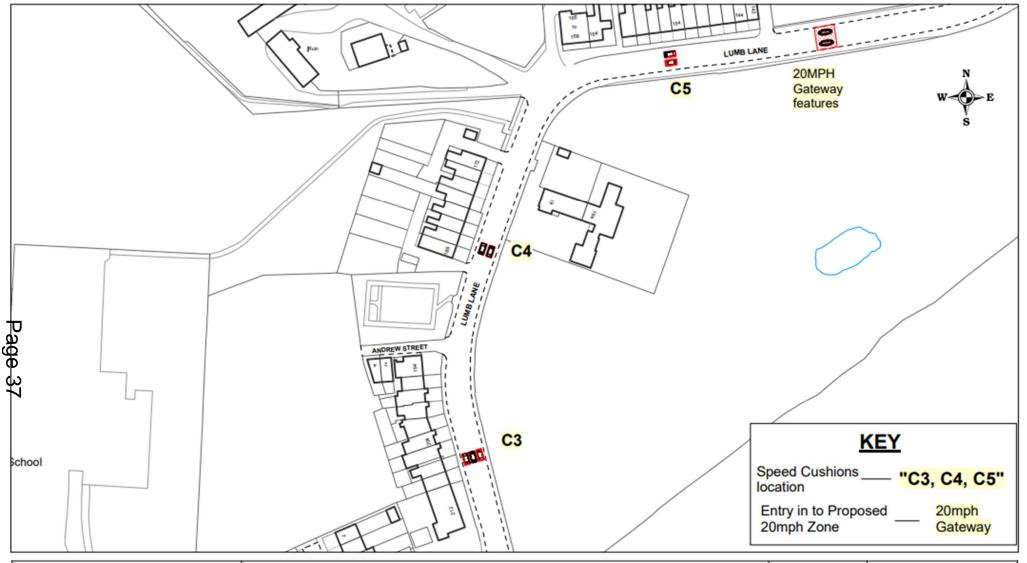




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LUMB LANE, DROYLSDEN Proposed 20mph and traffic calming and puffin Crossing Scheme. Drawing 1 of 2

SCALE	1:1250
DATE	24/06/2020
DRAWING No.	LumbLnDroyTCS - 1
DRAWN BY	IH
	Drawing C04





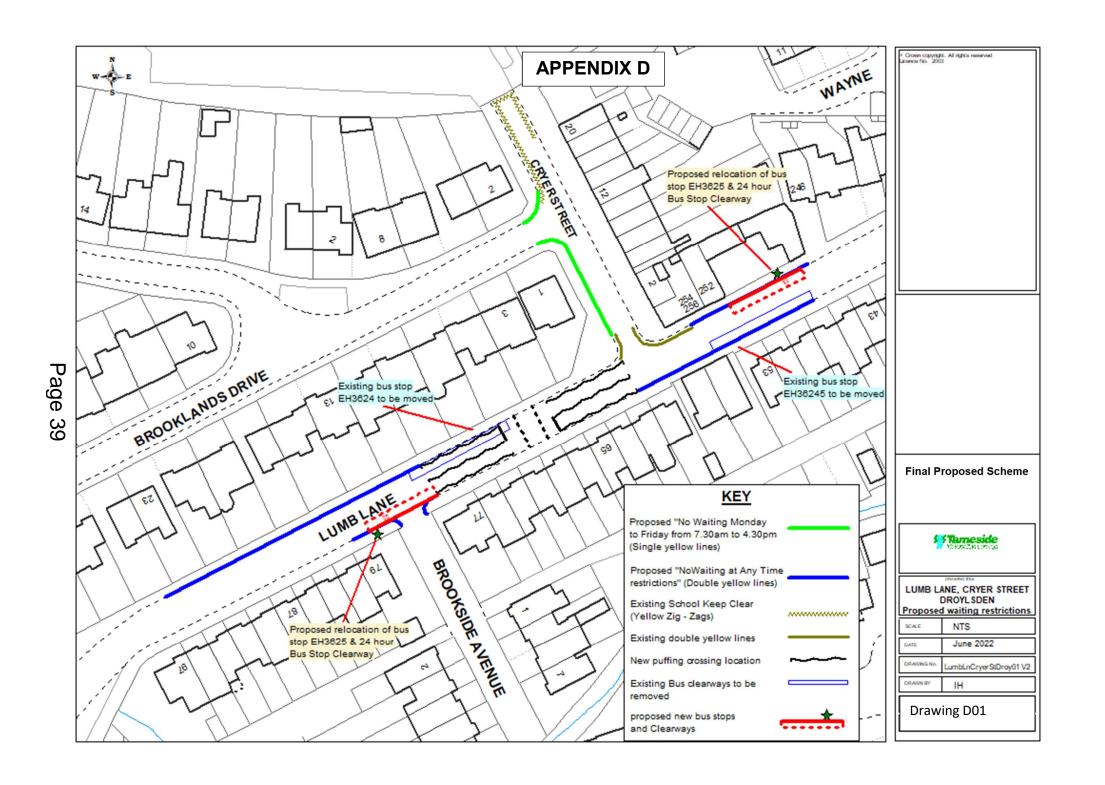
INITIAL PROPOSAL

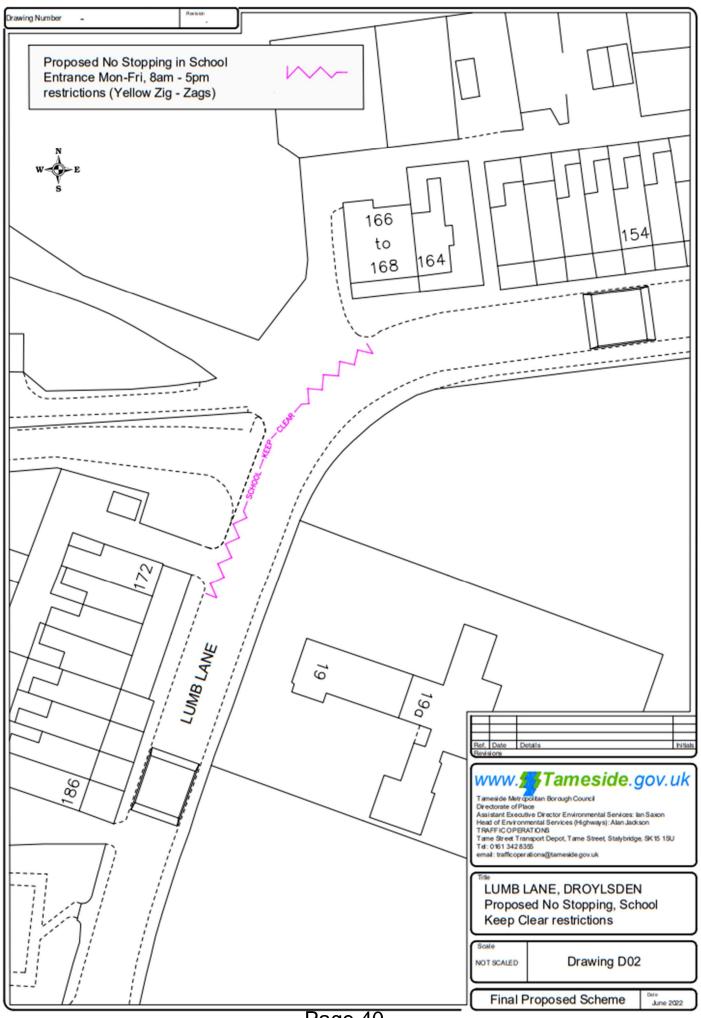
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LUMB LANE, DROYLSDEN
Proposed 20mph and traffic calming
and puffin Crossing Scheme
Drawing 2 of 2.

SCALE	1:1250
DATE	24/06/2020
DRAWING No.	LumbLnDroyTCS - 2
DRAWN BY	IH
	Drawing C05

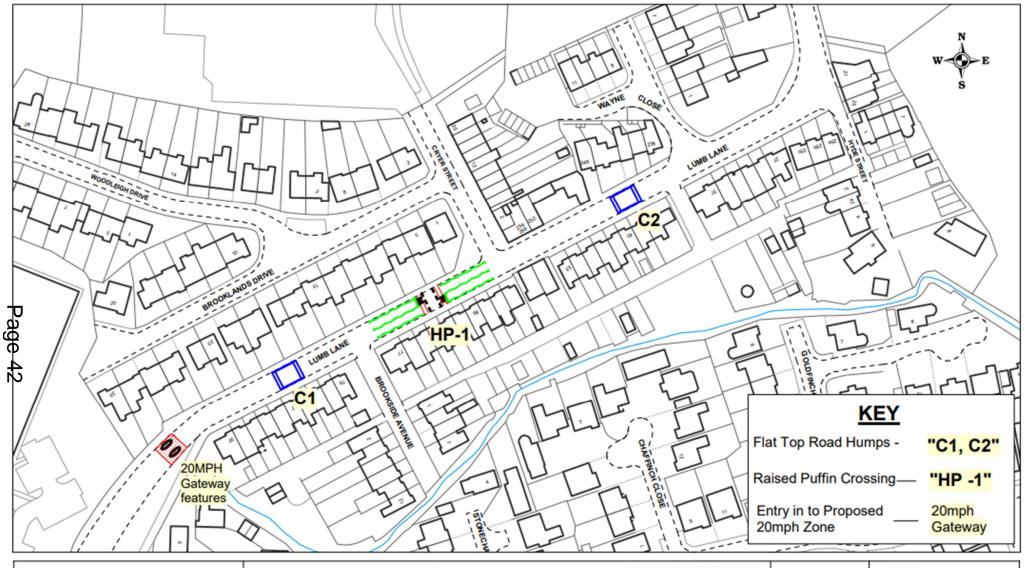
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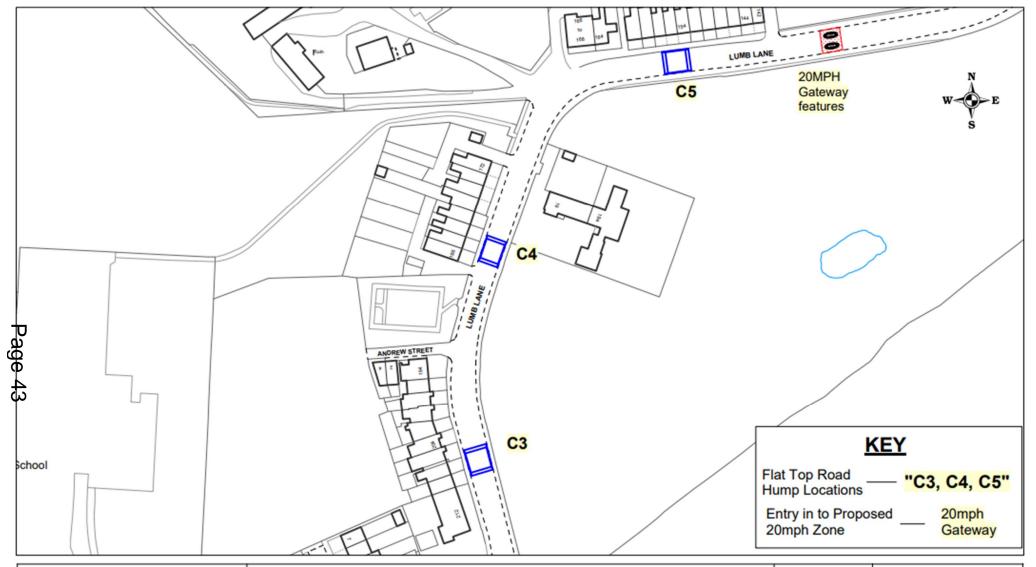


Final Proposed Scheme

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LUMB LANE, DROYLSDEN Proposed 20mph and traffic calming and puffin Crossing Scheme. Drawing 1 of 2

SCALE	NTS
DATE	June 2022
DRAWING No.	V2 LumbLnDroyTCS - 1
DRAWN BY	IH
	Drawing D04

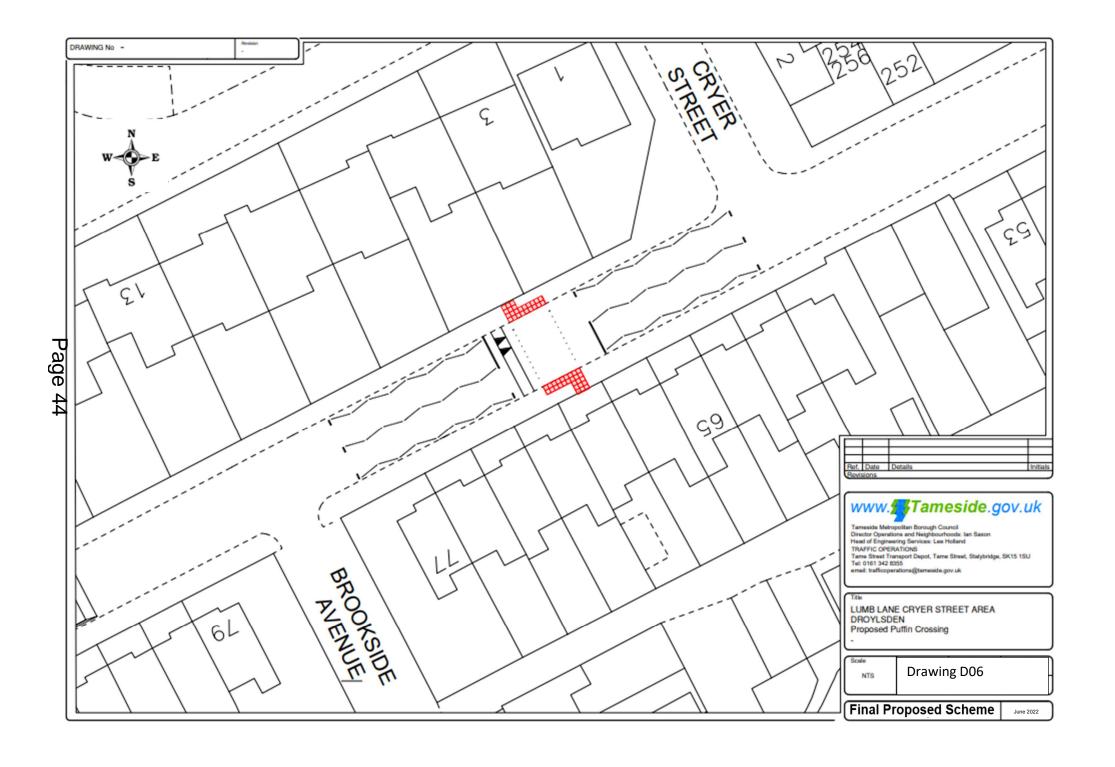




LUMB LANE, DROYLSDEN
Proposed 20mph and traffic calming
and puffin Crossing Scheme
Drawing 2 of 2.

SCALE	NTS
DATE	June 2022
DRAWING No.	V2 LumbLnDroyTCS - 2
DRAWN BY	IH
	Drawing D05

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Agenda Item 5a

Application Number: 21/00178/FUL

Proposal: Variation of conditions 2 (approved plans/details) of planning permission

ref. 17/01033/FUL.

Site: Land to the rear of 81 - 95 Ridge Hill Lane, Stalybridge

Applicant: KMM Homes Ltd

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: Speakers Panel decision is required in accordance with the Council's

constitution because this is a major application as defined by the Town and Country Planning (Development Management Procedure) (England)

Order 2015.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

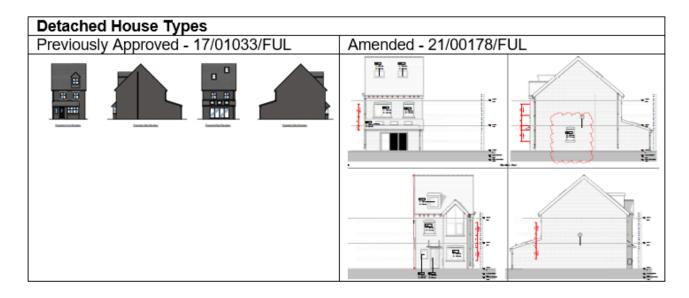
1.1 The application site is to the rear of the dwellings at 81-103 Ridge Hill Lane in Stalybridge. The rear boundaries of the properties at 81-95 Ridge Hill Lane abut the south eastern boundary of the site, which then juts in to follow the alignment of Ash Lea, which leads to the properties to the north east of the site.

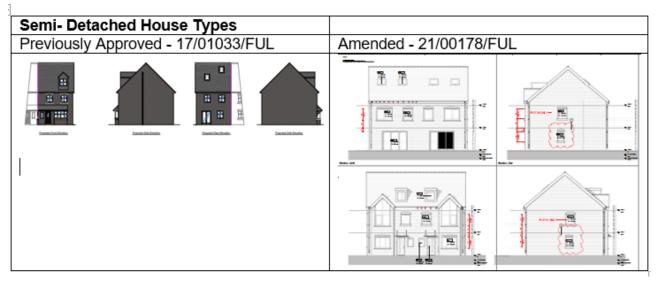
- 1.2 There is an existing access which connects the land to the highway between the dwellings at 79 and 81 Ridge Hill Lane. Land levels rise up from Ridge Hill Lane into the site, ensuring that the central part of the site sits at a higher level than the properties to the south of the site.
- 1.3 The properties are substantially complete on site at the time of the site visit, however they are unoccupied.

2. PROPOSAL

- 2.1 Where there is an extant planning permission, section 73 (S73) of the Town and Country Planning Act 1990 allows for an application to be made to vary or remove conditions associated with that planning permission. One of the uses of a S73 application is to seek what is often called a minor material amendment to an extant planning permission.
- 2.2 Initially, outline planning permission (ref. 17/01033/FUL) was granted in July 2018 for the construction of 11 No. dwellings and associated works.
- 2.3 The current application seeks to vary condition 2 of planning permission 17/01033/FUL, so that it specifies alternative drawings in accordance with which the development shall be carried out, and so allow for a minor material amendment to the planning permission.
- 2.4 The retrospective amendments are :
 - Internal layout changes
 - Two storey front projecting bay window extension feature to the front left-hand side of the proposed properties which measures 2.5 metres wide with a length of 0.56 meteres containing pitched roof set down from the ridgeline of the main roof measuring 7.3m to the ridge and 5.6m to the eaves.

- Change in window design from sash windows to side opening windows.
- Positioning change of the rooflights to the rear roofslope.
- Change in dormer design to the front of the properties.
- To the detached properties, 3 bi-fold doors proposed at ground floor to the rear instead of four.
- To the semi-detached properties, 3 bi-fold doors proposed at ground floor to the rear instead of two.
- Windows are proposed to the side elevation of the properties which are outlined below:
 - Plot 11 No windows to the side elevation
 - Plot 10 1 ground floor window
 - Plot 9 1 ground floor window
 - Plot 8 1 ground floor and first floor window
 - Plot 7 1 ground floor window
 - Plot 6 1ground floor window
 - Plot 5 –1 ground floor window
 - Plot 4 1 ground floor window
 - Plot 3 1 ground floor window
 - Plot 2 1 ground floor window
 - Plot 1 1 ground floor and first floor window
- Material change from red brick that was previously approved to buff brick.
- 2.5 Four bedrooms were previously approved and this has not changed, parking and access also remains as previously approved.
- 2.6 Below is a screenshot of the elevation plans for context:





3. PLANNING HISTORY

- 3.1 18/00094/PLCOND Discharge of conditions 3 (Noise Assessment and proposed acoustic fencing and specification), 4 (drawings showing site levels), 6 (surface water drainage), 8 (details of proposed access), 13 (schedule of proposed materials) of planning permission 17/010330FUL Approved 22.03.2019.
- 3.2 18/00070/PLCOND Discharge of conditions 3 (Noise Assessment and proposed acoustic fencing and specification), 4 (drawings showing site levels), 6 (surface water drainage), 8 (details of proposed access), 13 (dchedule of proposed materials) of planning permission 17/01033/FUL Approved on 09.01.2019.
- 3.3 17/01033/FUL Construction of 11 No. dwellings and associated works Approved on 24.07.2018.
- 3.4 11/00644/OUT Extension to the time to implement planning permission of outline planning permission 08/00649/OUT Approved on 20.10.2011.
- 3.5 08/00649/OUT Outline residential development comprising of 10 houses approve.
- 3.6 06/01278/REM Reserved matters application following the granting of outline planning permission ref. 06/00109/OUT approved on 08.08.2008.

- 3.7 06/00109/OUT Outline planning permission for the erection of 5 dwelling houses with associated details of siting, design, external appearance and access approved on 19.05.2006.
- 3.8 03/01612/FUL full planning permission for the erection of 2 detached dwellings refused on highway safety grounds (that site was limited to the eastern part of the application site proposed in the applications referred to above and this current application and would have been accessed via Foxglove Lane/Ash Lea). Refused on 21.01.2004.

4. PLANNING POLICY

National Planning Policy Framework (NPPF)

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 **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
- 1.10: Protecting and Enhancing the Natural Environment
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

4.6 Part 2 Policies:

- C1: Townscape and Urban Form
- H4: Type, Size and Affordability of Dwellings.
- H10: Detailed Design of Housing Developments.
- T1: Highway Improvement and Traffic Management.
- T10: Parking.
- MW11: Contaminated Land

Supplementary Planning Documents

4.7 Residential Design Supplementary Planning Document

Places for Everyone

- 4.8 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.9 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.10 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.11 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.12 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 One letter of representation have been received citing objections to the application:
 - Access concerns.
 - The private road/right of way is not used under any circumstances.
 - Until it is confirmed that our road/access will not be used, and the builder uses his own access, I am against any work being started.
- 6.2 One letter of representation have been received to the application:
 - Some change or development is long overdue on this land.
 - Lane not to be used for access to the site for heavy goods vehicles.

It would be much appreciated if the Council could erect a sign at the entrance (by the N & N Off Licence) saying Foxglove Lane and Ashleigh Only.

7. RESPONSES FROM CONSULTEES

7.1 Not applicable.

8. ANALYSIS

PRINCIPLE OF DEVELOPMENT

8.1 The principle of the development in this location is established by the extant planning permission (17/01033/FUL), other than, in the change in design to the external finishes to the houses the development would remain as approved. The issues to consider in determining the application is the impact that the proposed elevation and design changes would have on the appearance of the development and visual amenity.

9. DESIGN

- 9.1 The amended properties would produce a cohesive development that acknowledges the character of the locality within which it is set, whilst remaining identifiably a discrete development.
- 9.2 The proposed amendments would retain the symmetry across the development taking into account the land levels and, other than from immediate neighbouring houses, the proposed amendments would be largely hidden from Ridge Hill Lane due to the back-land positioning of the site and so would not impact on the street scene.
- 9.3 Without diminishing, but, subjectively, improving the quality of the development as it was approved originally in terms of design, appearance and visual amenity. It is considered that the quality of approved development would not be materially diminished as a result of the changes so that the proposal is compliant with: policies 1.3, H10(a) and C1 of the UDP; the SPD; and, Sections 2 and 12 of the NPPF.

10. RESIDENTIAL AMENITY

- 10.1 The extent of the projections of the proposed two storey front gables to the houses are designed to introduce greater amounts of light to habitable room windows, in this case the living rooms at ground floor and bedroom 3 at first floor.
- 10.2 It is considered that the proposed gable additions to the houses would have an acceptable impact on the amenities of potential occupiers. In terms of loss of privacy, loss of light or overshadowing, the resulting room layout results in the closest windows to the neighbouring properties to the front gable extensions, but they are obscure glazed at ground and first floor, serving bathrooms.
- 10.3 As such, the amendments would not result in an adverse impact on the residential amenity of any of the neighbouring properties. The proposal is considered acceptable and compliant with policy H10 of the UDP policy, RD5 of the SDP, and Sections 11 and 12 of the NPPF.
- 10.4 Windows are proposed to the side elevation of the properties as detailed within the proposal section above. Windows between two facing dwellings are obscure glazed. The windows to the end properties (plot 1, plot 8 and plot 9) will not unduly impact on the residential amenity

of the surrounding properties by reason of visual intrusion, loss of outlook, overlooking or loss of privacy, in accordance with Policies C1 and H10 of the UDP and the Council's Residential Design SPD.

11. OTHER MATTERS

- 11.1 A neighbouring resident has raised an objection to the use of Foxglove Lane to provide access to the construction site. A condition was attached to the original permission (17/01033/FUL) requiring the submission of a construction management plan. Condition 7 of the permission required the submission and approval of a Construction Environment Management Plan (CEMP). Subsequently a discharge of condition application (18/00070/PLCOND) was submitted in October 2018 which included a CEMP produced by Cheshire Homes Developments Ltd which provided details of the following measures to be put in place during the construction phase of the development:
 - Wheel wash facilities;
 - Arrangements for temporary construction access;
 - Contractor and construction worker parking;
 - Turning facilities during the remediation and construction phases; and
 - Details of on-site storage.
- 11.2 Reference was made within the CEMP that access to the site will be via the existing access between 79 and 81 Ridge Hill Lane which was widened for contractors' vehicles, delivery vehicles and other construction related traffic. Included in this was a dedicated turning area /hardstanding to the north east of the site adjacent to Foxglove Lane and Ash Lea which was provided on the site and kept clear for delivery vehicles, so they are able to be off loaded and then can turn around and leave the site in forward gear at all times.
- 11.3 The Local Highway Authority did not raise any objections to the CEMP subject to all of the measures included being implemented on the commencement of the construction phase and being retained as such for the duration of that phase of the development. At the time of the planning officer's site visit there was no evidence to suggest the access off Foxglove Lane was being used and the Council has not received any complaints relating to this matter. In any event, any work undertaken not in conformity with the approved CEMP details is at the developer's own risk.
- 11.4 In addition to these factors, private rights of way across land are not a material planning consideration, as such matters fall to be determined under civil law.
- 11.5 Application 17/01033/FUL was considered at the meeting of the Speaker's Panel (Planning) held on the 23 May 2018. The Panel resolved to grant planning permission subject to conditions and an agreement entered into under section 106 of the Town and Country Planning Act 1990 (as amended) (the Act). The agreement was subsequently signed with planning permission granted on the 24 July 2018.
- 11.6 Within the signed section 106 agreement, reference was made to a Qualifying Permission (defined on page 4 of the agreement as a section 73 application) within section 18 of the agreement. This means that a planning permission granted by means of a section 73 application is subject to the obligations in the original agreement. Therefore, there is no requirement for a new s106 agreement.

12. CONCLUSION

12.1 The proposed amendments being considered acceptable and, in context, as being of a minor nature, according to Planning Practice Guidance the grant of planning permission under

section 73 should repeat the relevant conditions from the original planning permission, unless they have already been discharged. Where an application under section 73 is granted, the effect is the issue of a new planning permission and that may be subject to conditions differing from those to which the original permission was subject.

- 12.2 As referenced within the planning history section (4) above, two discharge of condition applications have been approved for the discharge of the following pre-commencement conditions on the original permission:
 - Condition 3 (Noise Assessment and proposed acoustic fencing and specification)
 - Condition 4 (Drawings showing site levels),
 - Condition 5 (contaminated land investigation)
 - Condition 6 (Surface water drainage)
 - Condition 7 (Construction Management Plan)
 - Condition 8 (Details of proposed access)
 - Condition 10 (Tree protection)
 - Condition 13 (Schedule of proposed materials)
- 12.3 In addition to repeating conditions from the original planning permission where these have not been fully discharged, and amended where necessary, it is recommended that an additional condition that withdraws permitted development rights be included in any approval. This would prevent inappropriate additions to the houses and protect the amenities of the occupiers of pre-existing houses and potential occupiers of the houses within the development.
- 12.4 Overall, the proposal is considered to comply with the development plan and the NPPF, for the reasons set out in the report, and therefore Paragraph 11 of NPPF requires the development to be approved without delay. As such, it is recommended that planning permission is granted subject to recommended conditions. In accordance with policies outlined in the UDP and the National Planning Policy Framework.

RECOMMENDATION

Grant planning permission subject to the following conditions:

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

Proposed Site Plan - Dwg no: 05/17/076 01 Rev: *

Proposed Semi-detached Floor Plans - Dwg no: 0001- RM- ZZ- 00- GA- A- 12300 Rev: P2

Proposed Semi-detached Elevation Plans - Dwg no: 0001- RM- ZZ- ZZ- DR- A- 10501 Rev: P3

Proposed Detached Floor Plans - Dwg no: 0001- RM- ZZ- 00- GA- A- 12301 Rev: P2 Proposed Detached Elevation Plans - Dwg no: 0001- RM- ZZ- ZZ- DR- A- 10501 Rev: P3

Proposed highway widening plan – Dwg no: SCP/17491/F01

Swept path analysis plan – Dwg no: SCP/17491/ATR01

Japanese Knotweed Controlled Excavation (Management Plan) produced by The Invasive Plant Company dated 30 May 2018.

For the avoidance of doubt and to ensure that the development complies with the following saved Policies of the adopted Tameside Unitary Development Plan:

Policy C1: Townscape and Urban Form.

Policy H4: Type, Size and Affordability of Dwellings.

Policy H10: Detailed Design of Housing Developments.

Policy T1: Highway Improvement and Traffic Management.

Policy T10: Parking.

Policy MW11: Contaminated Land and the National Planning Policy Framework NPPF).

2) The soft landscaping scheme shall be installed in accordance with the details as shown on the approved proposed site plan (Drwg No. 05/17/076 01 Rev: *). The approved scheme of landscaping shall be implemented before the first occupation of any part of the development or in accordance with a programme agreed previously in writing by 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.

Reason: To ensure that sufficient hard and soft landscaping are implemented and maintained to ensure that the overall development respects the character of the surrounding area.

3) Prior to occupation, the car parking indicated on the approved proposed site plan (Drwg No. 05/17/076 01 Rev: *) shall be provided to the full satisfaction of the Local Planning Authority and thereafter kept unobstructed and available for its intended purpose .The area shall be maintained and kept available for the parking of vehicles at all times.

Reason: To ensure adequate car parking arrangements.

4) The refuse storage arrangements to serve each of the dwellings hereby approved shall be implemented in the location and to the design specified on the approved proposed site plan (Drwg No. 05/17/076 01 Rev: *) prior to the occupation of that dwelling and shall be retained as such thereafter.

Reason: To provide adequate secure bin storage to serve the development and to safeguard the general amenity of the area in accordance with UDP policy 1.12/1.13/H10.

5) Prior to the first occupation of any of the dwellings hereby approved, details (including scaled plans and details of the construction material and colour finish) of the boundary treatments to be installed across the development shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments for each plot shall be installed in accordance with the approved details prior to the first occupation of that dwelling.

Reason: To ensure that the residential amenity of the future occupiers of the development is preserved, in accordance with policy H10 of the Tameside UDP and the NPPF.

6) No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive)

Reason: To protect wild birds under The Wildlife and Countryside Act 1981 (as amended).

7) During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: In order to protect the amenities of nearby residents in accordance with Unitary Development Plan policies 1.12 and H10.

8) The Japanese Knotweed on the site shall be managed in accordance with all of the mitigation measures detailed within the document entitled Japanese Knotweed Controlled Excavation (Management Plan) produced by The Invasive Plant Company dated 30 May 2018.

Reason: To ensure that invasive species are adequately controlled/removed from the site appropriately.

9) The development hereby approved shall be carried out in accordance with the measures detailed in section 3.3 of the Crime Impact Assessment submitted with the planning application and shall be retained as such thereafter.

Reason: To ensure that the development is designed to minimise opportunities for crime.

10) Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.

Reason: To allow users of the site access and footway to see each other approaching and to ensure that the development maintains highway safety.

11) Notwithstanding the provisions of the Schedule 2, Part 1 of the of the Town and Country Planning (General Permitted Development) Order 2015) as amended, no development involving enlargements such as side/rear extensions, alterations to roofs, dormer windows or the construction of buildings surrounding the house (the 'curtilage') as permitted by Classes A to F and H of Part 1 of Schedule 2 of the Order shall be carried out.

Reason: In order that any proposals for future extensions/alterations can be assessed in the interests of appearance and neighbour amenity, in order to ensure compliance with Policies C1 'Townscape and Urban Form' and H10 'Detailed Design of Housing Developments' of the Tameside Unitary Development Plan.







Ridge New Dwellings to Land Adjacent Ridge Hill Lane House Type 2 D Plans & Elevations Castle Properties

Planning Drawing

03

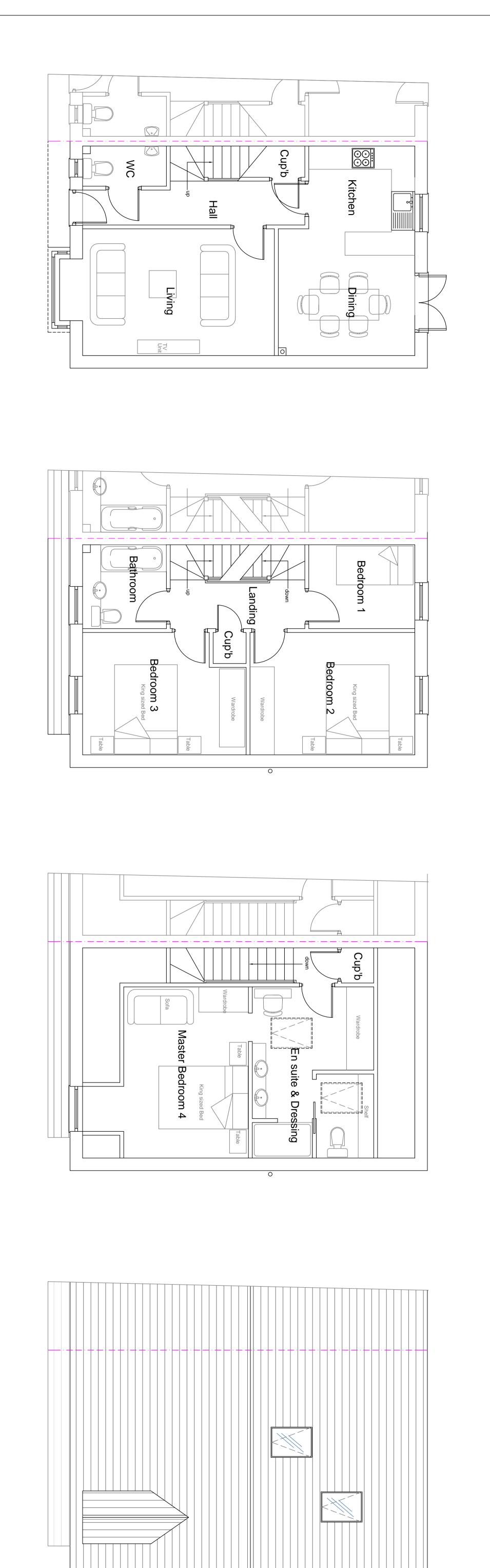
Date :- Oct '17

Rev :-

Checked :-

LABC



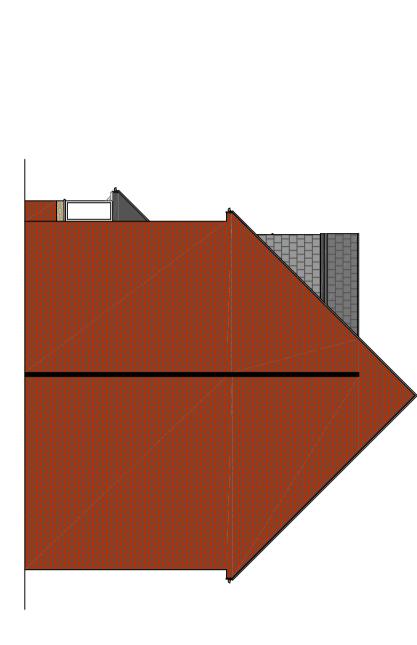


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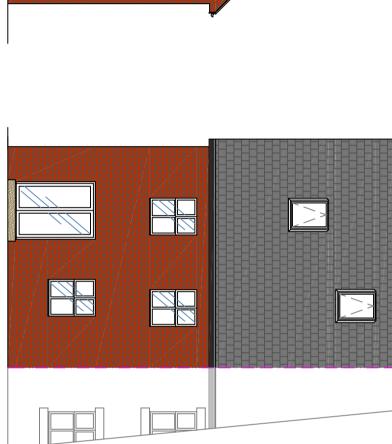


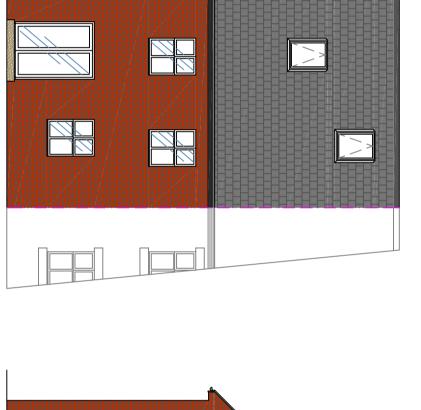
Proposed Front Elevation

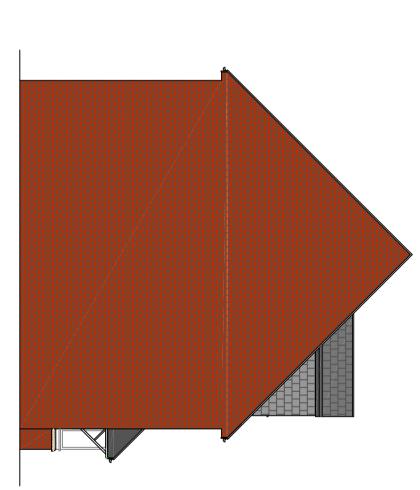
Proposed Side Elevation

Proposed Rear Elevation

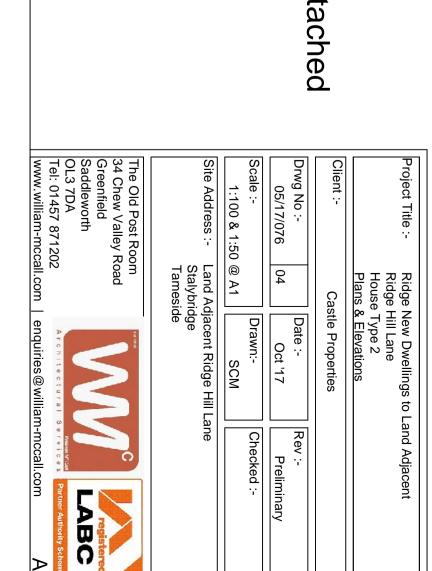
Proposed Side Elevation







HT2 4 Bedroom Semi Detached Plots: 2 4 6 & 8 Sq FT: 1300



Planning Drawing

Page 59

Proposed

Roof

Proposed Ground Floor Plan

Proposed First Floor Plan

Proposed Second Floor Plan

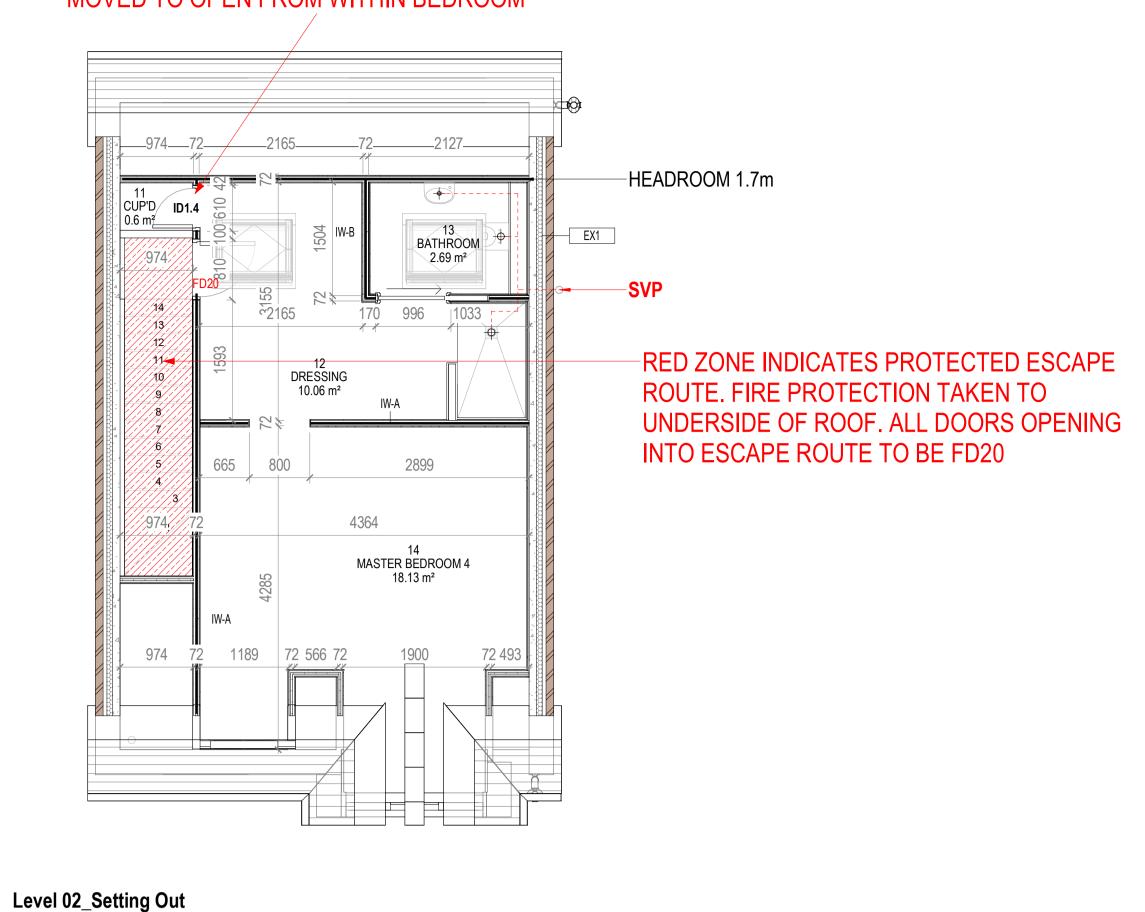


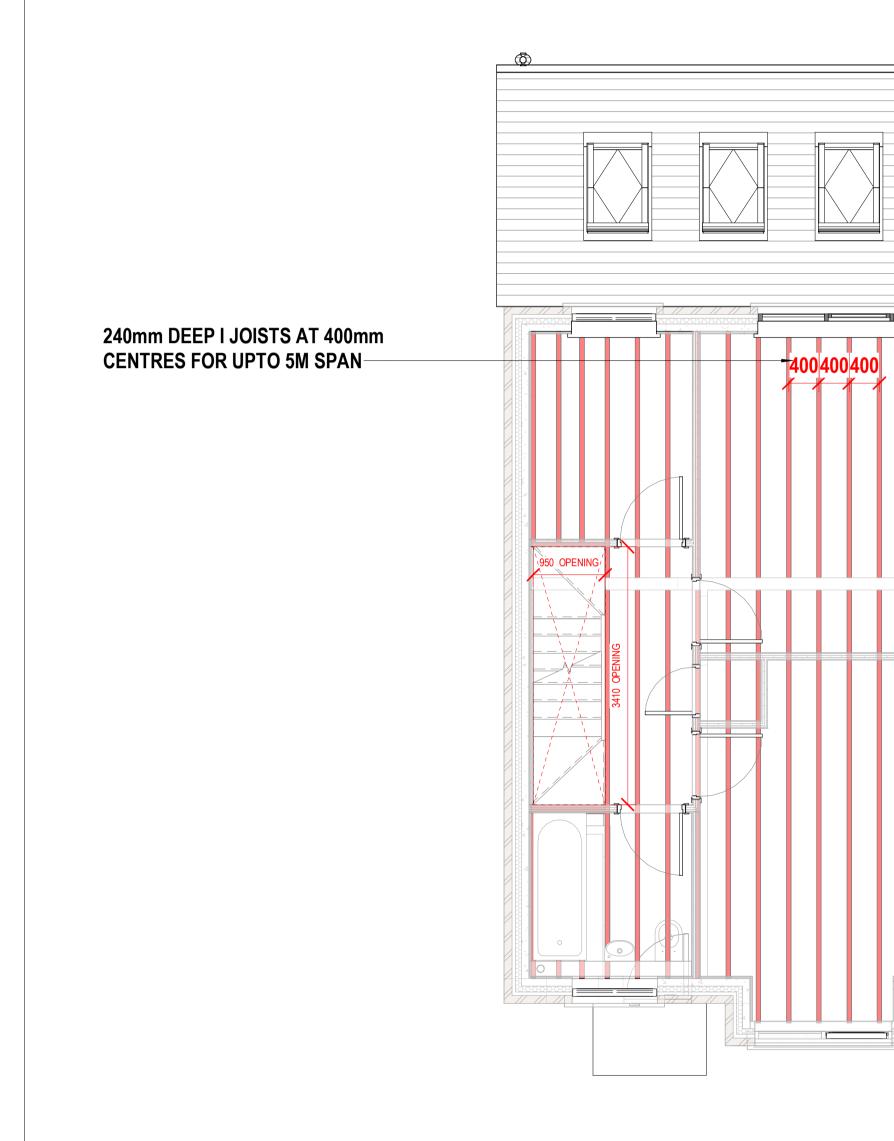
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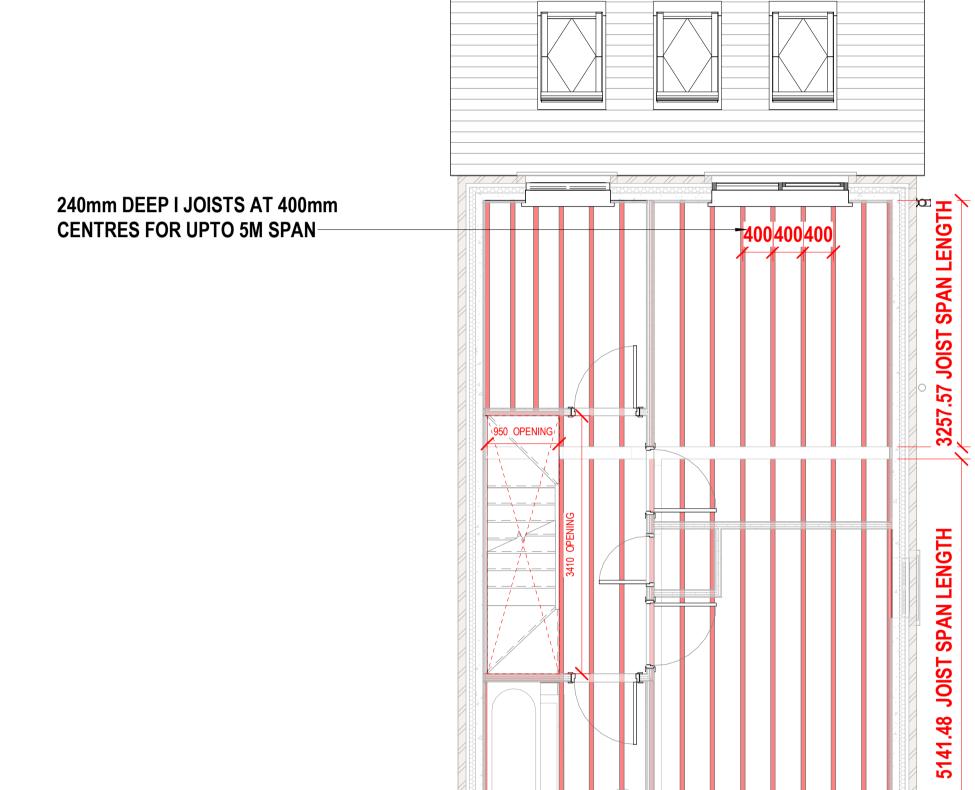
RACHEL











Level 01_FLOOR JOISTS

EX2

TOF_Setting Out

Level 01_Setting Out

06 BEDROOM 1 5.86 m²

2504

EX1

6065

6065 2935

1565

BOILER WITH OUTLET

685 327.5 910 440

1 Level 00_Setting Out - DETACHED

1565

H: 1200 mm

1922

250 252

ROUTE. FIRE PROTECTION TAKEN TO INTO ESCAPE ROUTE TO BE FD20 FD20 ID1.2 WINDOW OMITTED ID1.2 10 BATHROOM 4.16 m² 08 BEDROOM 3 13.36 m²

EX1

07 BEDROOM 2 13.24 m²

RED ZONE INDICATES PROTECTED ESCAPE UNDERSIDE OF ROOF. ALL DOORS OPENING

4 Roof_Setting Out - Detached

45°

W4.2 H: 1200 mm

W: 800 mm

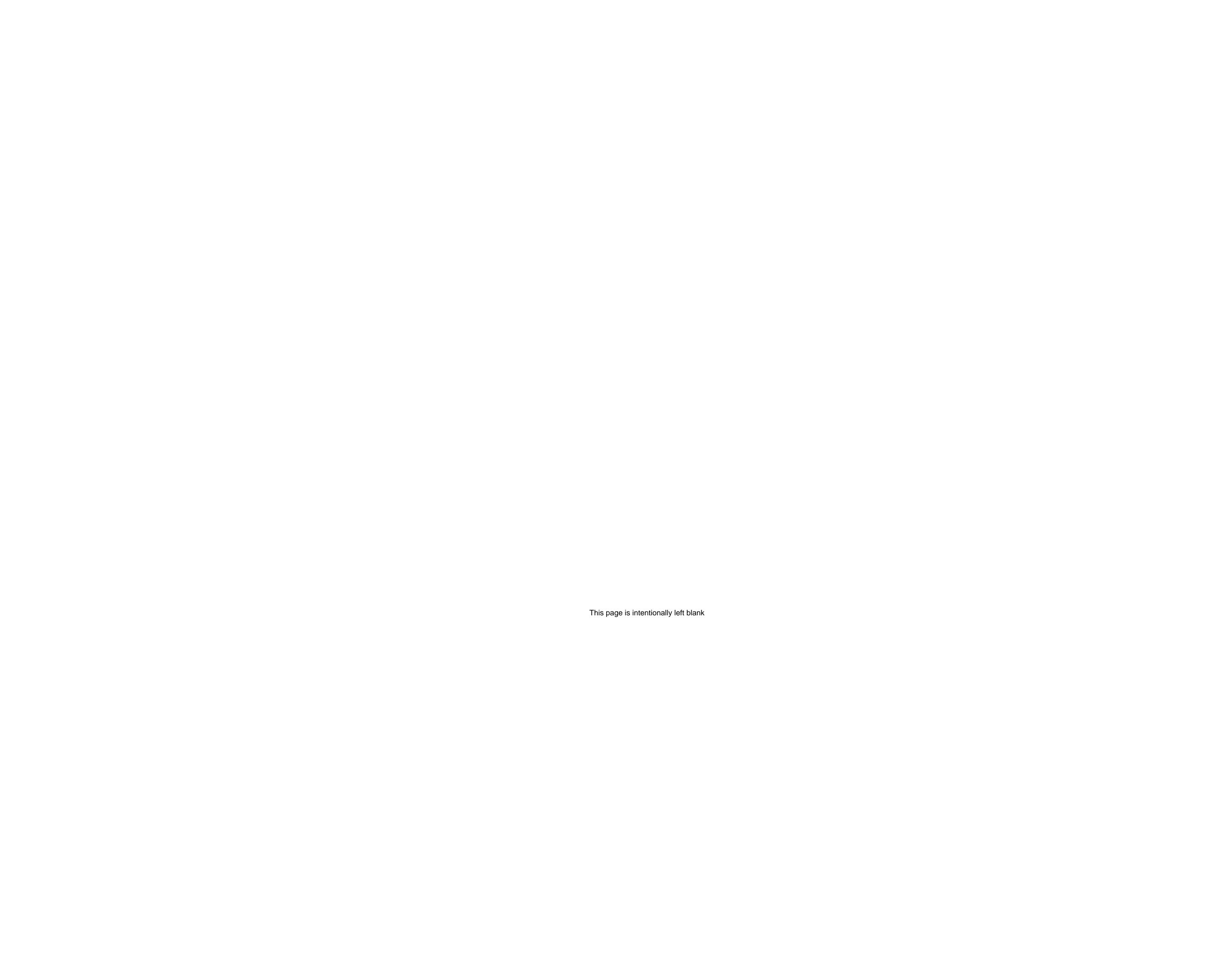
W4.1— H: 1000 mm W: 1000 mm

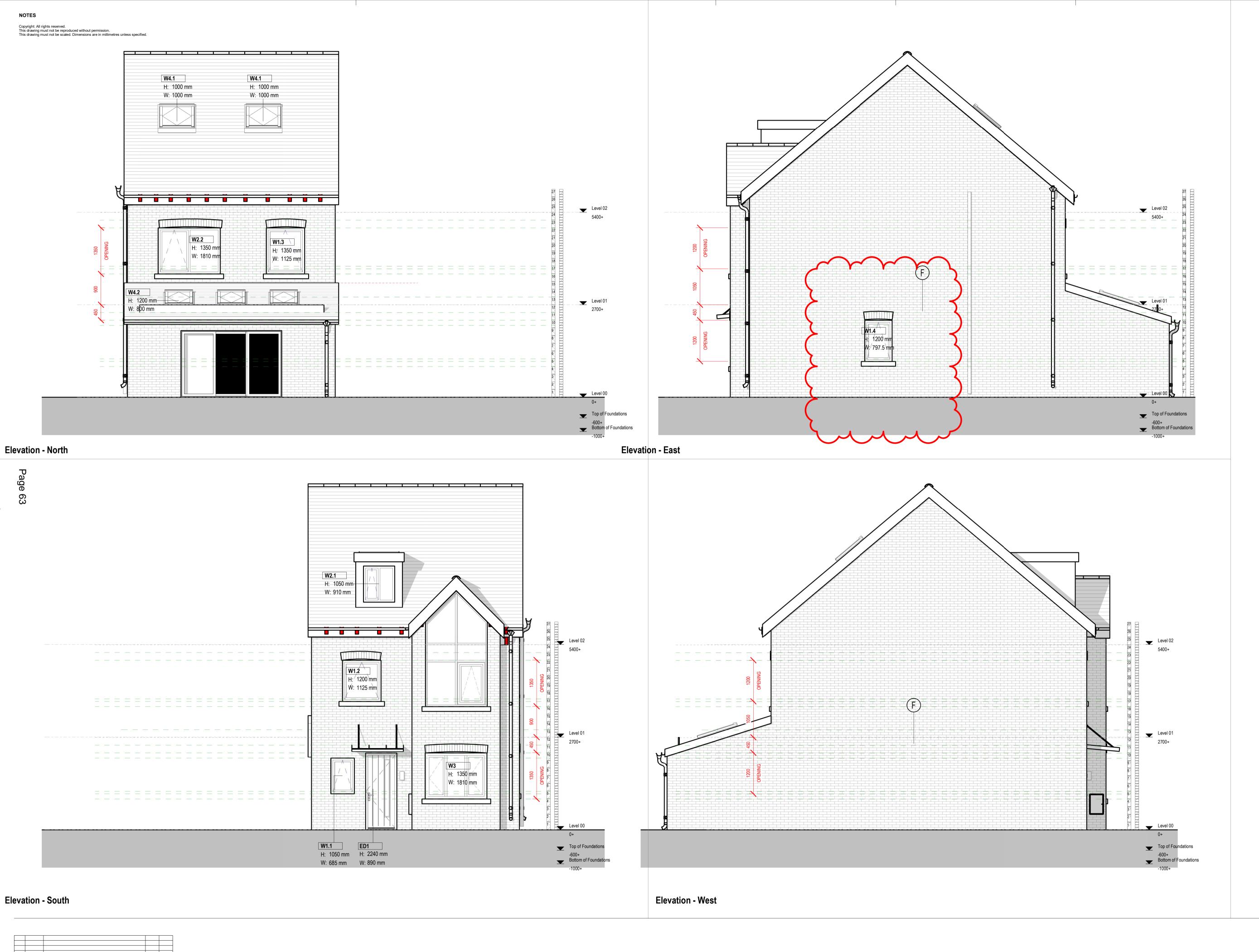
EX2

5410

DOOR MOVED TO SIT

250mm BACK FROM FRONT



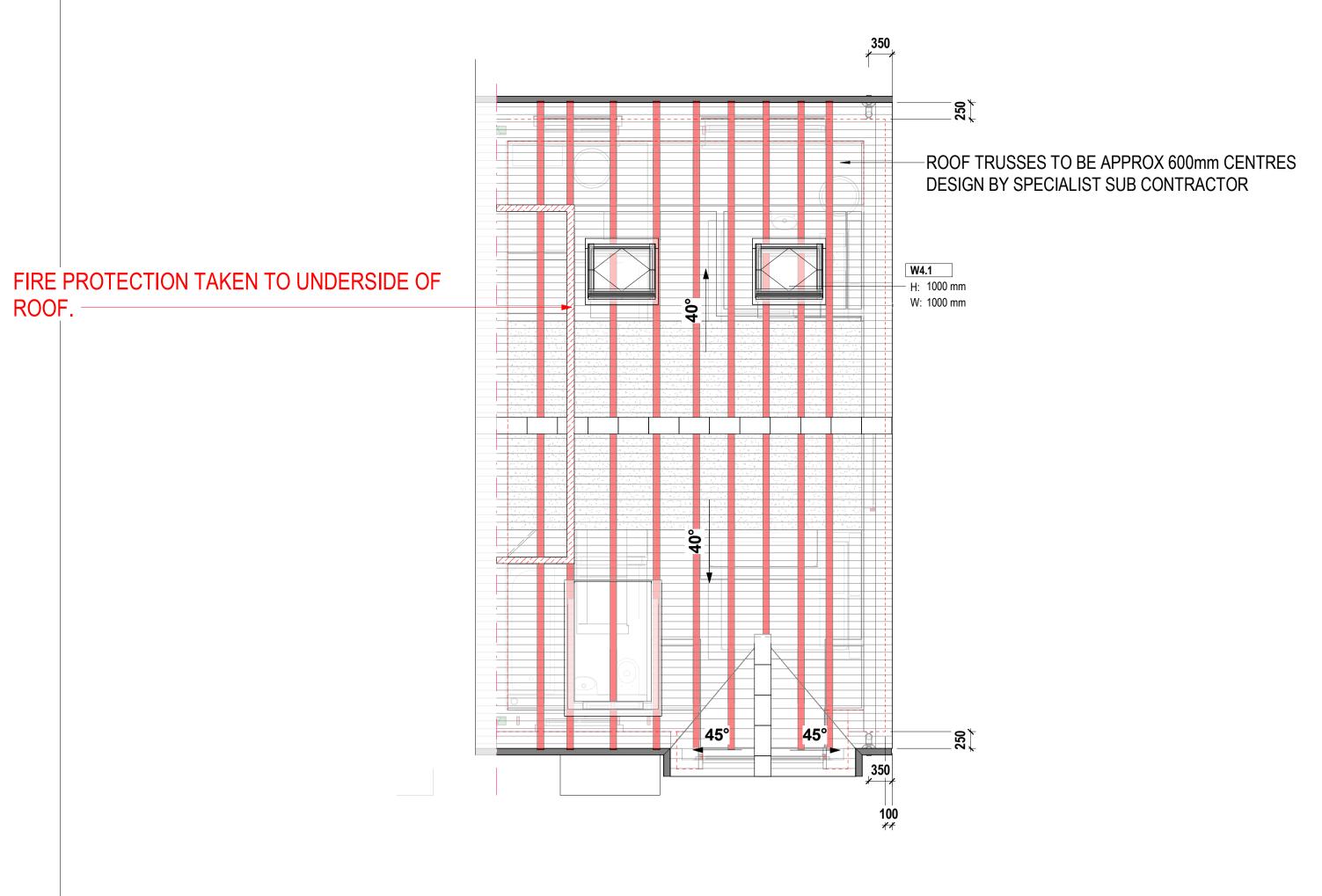


0001- RM- ZZ- ZZ- DR- A- 10501

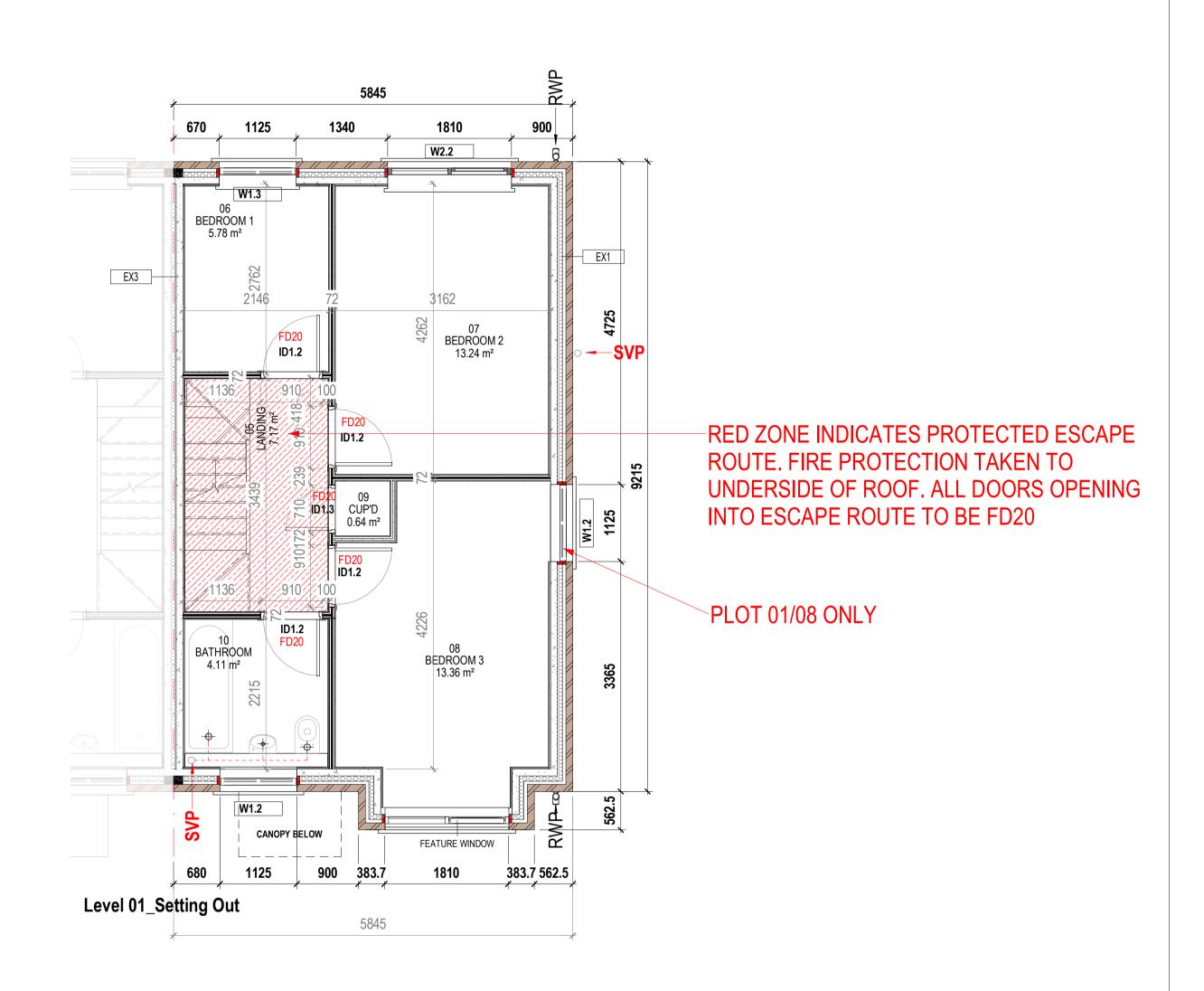
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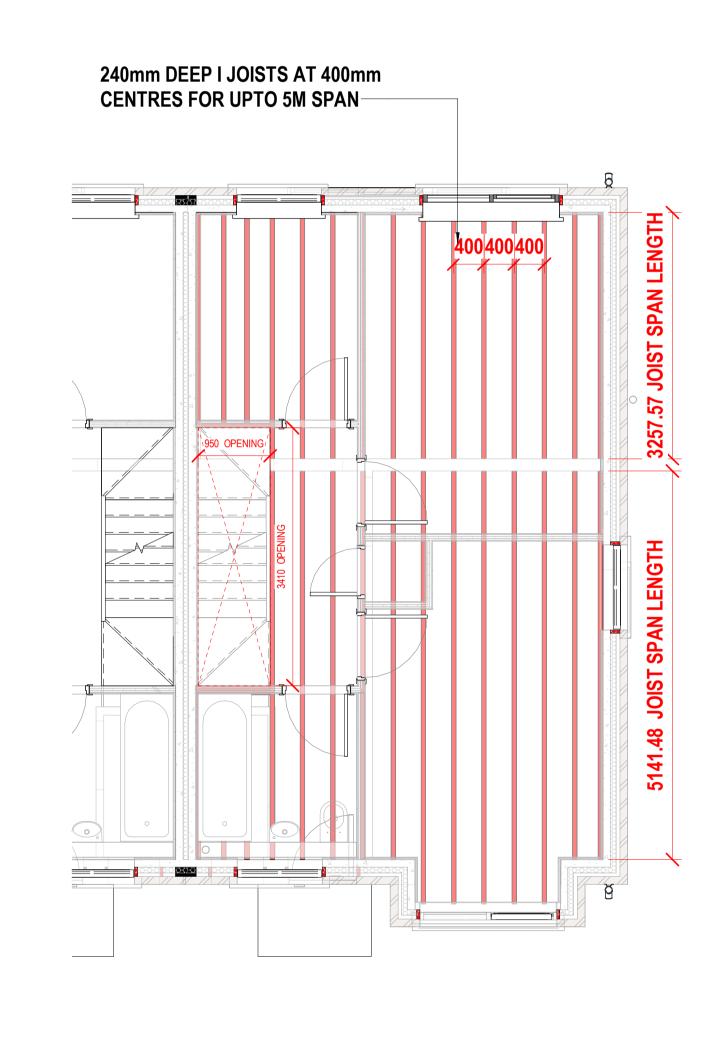
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DOOR SIZE AMENDED. DOOR OPENING MOVED TO OPEN FROM WITHIN BEDROOM HEADROOM 1.7m CUP'D **ID1.4** 0.56 m² 13 BATHROOM 2.69 m² EX1 1033 170 996 12 DRESSING 10.06 m² 2899 665 800 RED ZONE INDICATES PROTECTED ESCAPE ROUTE. FIRE PROTECTION TAKEN TO 4364 14 MASTER BEDROOM 4 18.13 m² UNDERSIDE OF ROOF. ALL DOORS OPENING INTO ESCAPE ROUTE TO BE FD20 1900 72 1189 72 566 72 Level 02_Setting Out

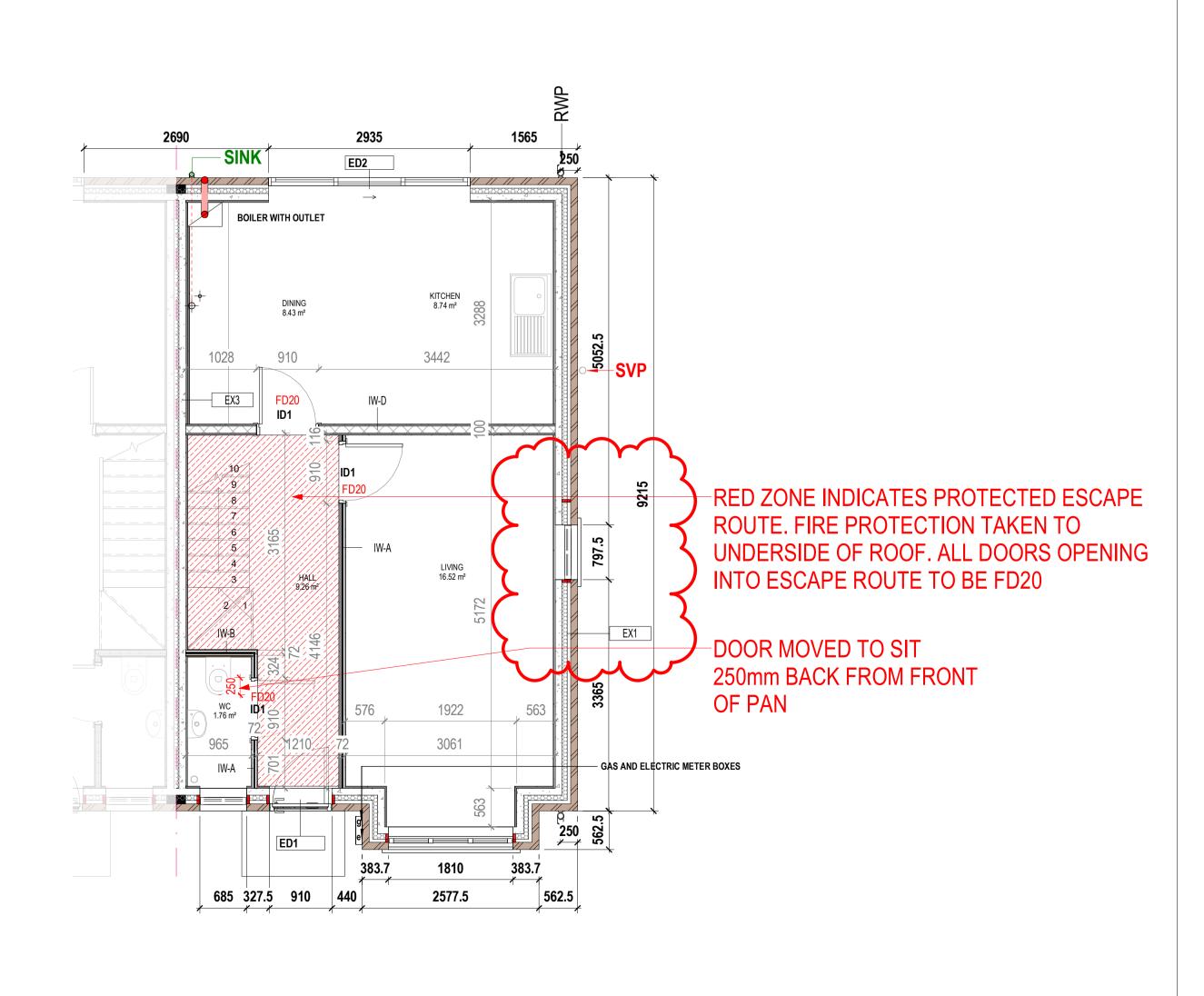


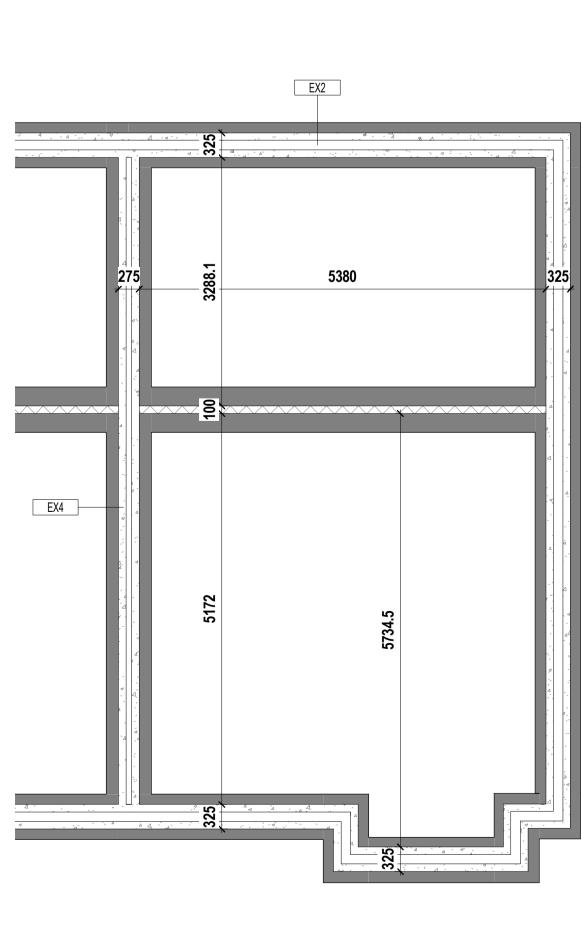
4 Roof Plan





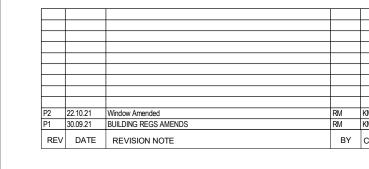
Level 01_FLOOR JOISTS





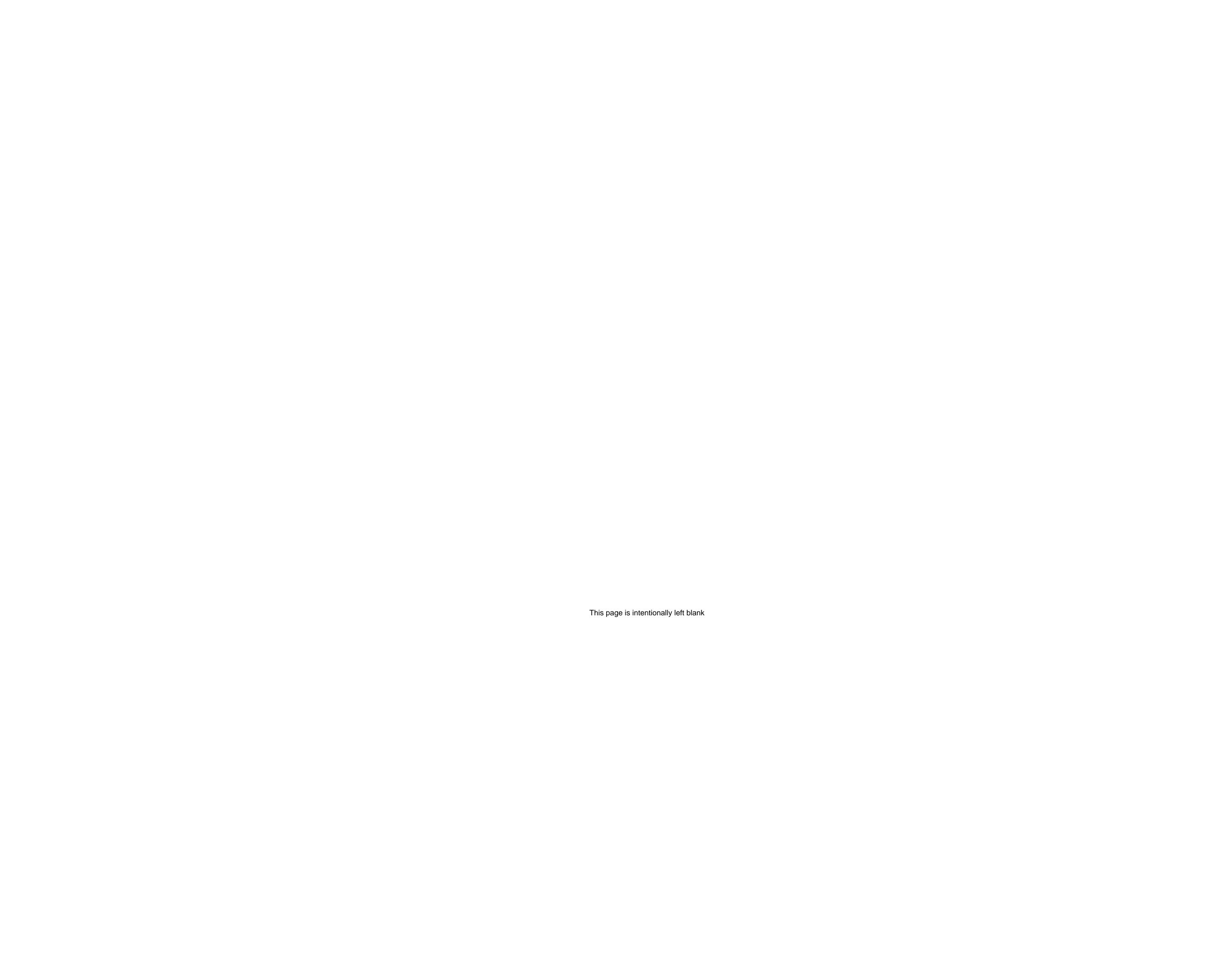
TOF_Setting Out

1 Level 00_Setting Out











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Proposed Variation of conditions 2 (approved plans/details) of planning permission ref. 17/01033/FUL.

Photo 1: Aerial view of site prior to development



Photo 2: Detached Dwelling amended house type



Photo 3: Semi-Detached Dwelling amended house type



Photo 4: Street scene View of the Semi-Detached Dwellings



Agenda Item 5b

Application Number: 21/01460/FUL

Proposal: Demolition of existing building, erection of 4 no. dwellings, with

associated parking and landscaping

Site: Land Fronting Stalybridge Cricket Club, Gorse Hall Road, Dukinfield

Applicant: Stalybridge St Pauls CC

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: A Speakers Panel decision is required because the application

constitutes a departure from the adopted Tameside Unitary

Development Plan (2004) and is recommended for approval.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The application relates to Stalybridge St Paul's Cricket Club, located off Gorse Hall Road in Dukinfield. The site itself is located in the North West corner of the Cricket Club landholding to the rear of the nearest neighbouring properties: Nos. 113 – 121 Cheetham Hill Road.

- 1.2 The site is currently occupied by a single storey function room building, which is highlighted within the submitted dilapidated survey as being in a very poor state of repair. A private road leads down the side of the function room building to an enclosed parking area at the rear (south). A group of trees front the site along Gorse Hill Road to the north.
- 1.3 The site is located within a predominately residential area made up of mainly traditional terraced properties with mix of brick and stone construction.
- 1.4 The site is allocated as protected green space according to the UDP Proposals Map.

2. PROPOSAL

- 2.1 This full application seeks planning permission for the demolition of the existing function room building and the erection of 4no. 2 bedroom dwellings each with a smaller 'study' room at first floor level. The proposed two storey dwellings will be of semi-detached design, constructed with facing brick elevations and pitched tiled roofs.
- 2.2 Each of the new dwellings will benefit from two off-street parking spaces to the front of the plots with private garden areas to the rear. Bin storage and cycle storage is shown to be located within the rear gardens.
- 2.3 The ground floor of the proposed dwellings comprises an entrance hallway, separate lounge area, W.C and kitchen/dining space. At first floor level, the proposed floor plans indicate a master bedroom with en-suite, family bathroom, a second bedroom (single) and a smaller study room.

3. PLANNING HISTORY

- 3.1 00/00085/NMAS Telecommunications mast (15m high) and equipment cabin determination as to whether prior approval is required for siting and appearance. Approved on 24.02.2000
- 3.2 06/01572/OUT Proposed residential dwellings on part of cricket club land Approved on 22.01.2007
- 3.3 07/00329/FUL Removal of Condition no.14 on previously approved application 06/01572/OUT for proposed residential development Refused on 10.05.2007
- 3.4 07/00440/NMAS Installation of a radio base station comprising of a 15m high slim-line pole accommodating 3no. antennas. No objections 25.05.2007
- 3.5 07/01691/FUL Variation of condition 5 (visibility splay) and condition 12 (phasing of construction of clubhouse) planning permission 06/01572/OUT. Approved on 31.01.2008.

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 **Part 1 Policies**

- 1.3: Creating a Cleaner and Greener Environment;
- 1.4: Providing More Choice and Quality of Homes;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1.8: Retaining and Improving Opportunities for Sport, Recreation and Leisure
- 1:10: Protecting and Enhancing the Natural Environment;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- H1: Housing Land Provision
- H4: Type, Size and Affordability of Dwellings
- H5: Open Space Provision
- H6: Education and Community Facilities
- H10: Detailed Design of Housing Developments
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- C1: Townscape and Urban Form
- OL4: Protected Green Space
- OL6: Outdoor Sport, Recreation and Play Space Developments.
- N3: Nature Conservation Factors
- N5: Trees within Development Sites
- N7: Protected Species
- MW11: Contaminated Land
- MW12: Control of Pollution
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

4.7 Also of relevance are:

- Tameside Residential Design Guide Supplementary Planning Document (SPD)
- National Design Guide (2019) (Ministry of Housing, Communities and Local Government).
- Department for Communities and Local Government Technical housing standards nationally described space standard.

Places for Everyone

- 4.8 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.9 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.10 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

4.11 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

4.12 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 The applicant has accompanied the application with a letter of support from the assistant director of Active Tameside. Main comments raised:
 - One of club's main objectives was to demolish the old function room that is in a poor condition and a financial burden on the club;
 - The club are now at the heart of the community and have run community fun and charity days, The Active Tameside Sport & Physical Activity Network also use the new clubhouse for coach education and First aid courses which is given free of any facility hire charge;
 - I have no hesitation in supporting the planning application form the club and have no doubt with the many volunteers it will continue to grow in the coming years.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority No objections, subject to conditions requiring a surface water drainage scheme be submitted to an approved in writing by the Local Planning Authority (LPA); as well as the submission of a Construction Environment Management Plan, a scheme for electric vehicle charging and a lighting scheme all to be submitted to and approved in writing by the LPA.
- 7.2 Greater Manchester Ecology Unit (GMEU) No objections.
- 7.3 Environmental Health No objections, subject to conditions recommending restrictions on construction working hours.
- 7.4 Contaminated Land No objections, subject to a condition requiring the submission of a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing, by the LPA.
- 7.5 Tameside's Arboricultural and Countryside Estates Officer No objections, subject to the implementation of the proposed replacement planting.

8. ANALYSIS

8.1 In terms of housing development, the Council cannot demonstrate a deliverable five year supply of housing land. It is therefore recognised that the NPPF is a material consideration that carries substantial weight in the decision making process. Assuming the development is considered sustainable, the NPPF is clear that where no five year supply can be demonstrated, the presumption in favour of sustainable development identified at paragraph

11 of the NPPF should be used to determine planning applications. The opportunity to develop the site for 4 dwellings would make a small, but positive, contribution to housing land supply, this should be apportioned due weight in the decision making process.

- 8.2 Section 5 of the NPPF requires local planning authorities to support the delivery of a wide choice of quality homes in sustainable locations. Paragraph 60 of the NPPF identifies the Government objective to significantly boost the supply of homes, stating that it is important that a sufficient amount and variety of land can come forward where it is needed and that land with permission is developed without unnecessary delay. UDP policies 1.6 and H1 promote the re-use of previously developed sites within accessible areas.
- 8.3 The site is allocated as protected green space according to the Tameside Unitary Development Plan (UDP) Proposals Map. The principle of the development must therefore be considered against policy OL4 (Protected Green Space) of the UDP and chapter 8 (promoting healthy and safe communities) of the NPPF, to establish whether built development is acceptable on the allocated area of protected green space.
- 8.4 Policy OL4 states that: "The Council will not permit built development on any land shown as Protected Green Space on the proposals map. This policy will also apply to areas of land in similar use but which are too small to be shown as Protected Green Spaces on the proposals map. Exceptions to this policy will only be made where one of the following criteria is satisfied:
 - a) the proposed development is ancillary to the principal use of a playing field or green space for recreation or amenity and does not adversely affect this use,
 - or redevelopment of part of a playing field or green space provides the only means of upgrading the site to the required standard, and the remaining playing field or green space will continue to meet the needs of the surrounding area for sport, recreation or amenity, or
 - c) a playing field or green space which will be lost as a result of the proposed development would be replaced by a playing field or green space of an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements, prior to commencement of development, or
 - d) it can be demonstrated, by means of a suitable supply and demand study taking account of possible future as well as current requirements, that the retention of a site or facilities for sport or recreational use is not necessary and the site has no special significance to the interests of sport and recreation.

These exceptions will not apply if part or all of the land involved would continue to fulfil a local need for amenity space, provide a valued sense of openness in the street scene, maintain the character and environmental quality of the area, maintain an open land corridor or substantial enclave of open space within the urban area, provide links to or continuity with wider areas of countryside, or form a wildlife corridor.

Measures will be taken, where possible and appropriate, to enhance the accessibility, appearance and habitats of areas of Protected Green Space and to extend or link them into further areas of open space".

8.5 The NPPF highlights that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. At paragraph 99, the NPPF states that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements;

- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use".
- 8.6 Paragraph 103 of the NPPF states "Policies for managing development within a Local Green Space should be consistent with those for Green Belts".
- 8.7 The site itself relates to the northern corner of the Stalybridge Cricket Club Landholding where there is an existing function room building. The remainder of the site comprises a separate brick-built club pavilion and the wider cricket pitch, car park and surrounding land.
- 8.8 A dilapidation survey has been provided indicating that the function room building, which was constructed in 1949 and of a steel-frame construction, is no longer fit for purpose with an original expected life span of 10-15 years. The supporting statement advises that 'The original construction provides minimal thermal or acoustic performance which means the building is inefficient and expensive to run and also has resulted in a number of issues of noise complaints from neighbouring properties due to the building's use as a function room'. The statement goes on to say '...With the funds that the sale of the land would generate we would be in a financially secure position for many years to come and would be able to continue to develop sport on this site for future generations. There has recently been a new structure installed at the club with a new chairman, secretary and treasurer and it is the club's intention to resurrect the junior side of the club and with better facilities this will help to attract new members and players'.
- 8.9 Referring back to the above policies both within the UDP and the NPPF, Officers are satisfied that the existing function room building, which is in a poor state of repair, is surplus to requirements. The cricket club would still be served by the existing pavilion building which is to remain in-situ. In this respect the proposal would not conflict with the aims and aspirations of paragraph 99(a) of the NPPF.
- 8.10 It is acknowledged that through the loss of the function room building, the size of the land associated with the cricket club would be reduced. However, in accordance with policy OL4 (b), the redevelopment of this land for housing would mean that additional funds could be implemented back into the club to help continue to meet the needs of the surrounding area for sport and recreation. Nevertheless, even without the additional funds generated, as demonstrated on the proposed site plan, the new housing would not compromise the use and functionality of the existing cricket pitch and on-site services (pavilion, car parking etc.) would remain unaffected.
- 8.11 There would also not be a loss of openness through the demolition of the function room building and its replacement with housing.
- 8.12 Overall, the site is located within a sustainable location, connected to public transport and local services. The proposal would offer a small contribution to housing need. The loss of function room building is surplus to requirements and the redevelopment of the site would not compromise the use or function of the existing cricket club. The proposal would not conflict with the aims and aspirations of policy OL4 of the UDP and paragraph 99 of the NPPF. In light of the above, the principle of residential development in this location is considered to be acceptable.

9. DESIGN & LAYOUT

9.1 Policies within the UDP and the NPPF are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available

to improve the character and quality of an area and the way that it functions (para. 134). Paragraph 130 of the NPPF states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users49; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.2 Policy C1 within the UDP states that in considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development.
- 9.3 Policy H10 states that the layout, design and external appearance of proposed housing developments, which are acceptable in relation to other relevant policies in this plan, will be required to be of high quality and to meet the following more detailed criteria:
 - a) a design which meets the needs of the potential occupiers, provides an attractive, convenient and safe environment for the local community, and complements or enhances the character and appearance of the surrounding area, and
 - b) suitable arrangements for parking, access to and from the highway, and delivery, refuse and emergency vehicles, including access by pedestrians, cyclists and disabled people, and for convenient access to public transport where appropriate, with no unacceptable impact on the surrounding highway network, and
 - c) suitable landscaping and fencing, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development, ensure privacy and security where necessary, enable discrete storage of wheelie bins and minimise the visual impact on surrounding areas, and
 - d) no unacceptable impact on the amenity of neighbouring properties through noise, loss of privacy, overshadowing, or traffic, and (e) minimisation of the opportunities for crime and anti-social behaviour. The Council will encourage and permit new and innovative design solutions wherever this can be achieved without adverse effects on existing character.
- 9.4 Further to the above, Policy RD22 of the Residential Design Guide SPD gives detailed guidance advising on how infill development should respond to the context of the area. Policy RD2 provides detailed design criteria for new proposals. As set out in the above policies, in order to integrate sympathetically, the design of the proposal needs to be carried through to the proposed development in terms of: scale, massing, proportions, materials, fenestration patterns and general design/appearance. These matters are considered in more detail below.

9.5 Scale, massing and proportions:

The height, width and length of the proposed units respond well to the surroundings. The surrounding area is predominately made up of terraced properties, but the proposed dwellings would not appear disproportionately large in their context, as such the overall mass and bulk of the units is considered to be acceptable having regard to the scale of existing development in the locality.

9.6 Materials, fenestration and detailing:

The dwellings are proposed to be constructed with facing brick elevations and pitched tiled roofs. It is recommended that further material details (specifications etc.) are submitted for approval but overall, officers are satisfied that the proposed dwellings will respond positively and integrate sympathetically with the surroundings. Overall the proposed dwellings will have a uniform and consistent appearance which will be complimentary to the wider street scape.

9.7 Landscaping and alignment:

The proposed dwellings will be set back from the highway and footpath with off-street parking located to the front. The two pairs of semi-detached properties will also be staggered back from each other. There is no well-defined building line to conform to, so the staggered arrangement here is acceptable. The driveways to the front of the plots provides a sense of openness to the street frontage and allows for valued off-street parking. As discussed in more detail below, although it will be necessary to remove a number of trees, a group of trees would be retained to the north-eastern boundary of the site retaining a sense of valued greenery to the site. It is recommended that details of hardstanding and boundary treatment is secured by condition to ensure the materials are appropriate to the locality.

9.8 Overall in respect of visual amenity, subject to conditions, the proposal would contribute positively to the character and appearance of the area and enhance the appearance of the existing site. The proposal is in accordance with paragraph 130 of the National Planning Policy Framework, Policies 1.3, H10 and C1 of the UDP and the Residential Design SPD.

10. RESIDENTIAL AMENITY

10.1 At paragraph 130, the NPPF outlines the importance of planning in securing good standards of amenity for future and existing occupiers of land and buildings. UDP Policy H10 seeks to ensure that new development does not result in any detrimental impact on the residential amenities of existing occupiers through loss of privacy, overshadowing or traffic. The Residential Design SPD identifies standards for new residential development and expands on issues covered by criteria under Policy H10 with, amongst other matters, the requirement of new development to maintain adequate separation distances between proposed and existing dwellings in order to protect the amenities of future and existing occupiers.

10.2 Existing Residential Amenities:

SPD policy RD5 confirms buildings should be orientated to maximise levels of natural light/solar gain and minimise overlooking in habitable rooms and private gardens. To help achieve this minimum distances are applied between new and existing dwellings:

- RD5(A) habitable room to habitable room = 21metres standard, 14m on street frontages, 14m between bungalows;
- RD5(B) habitable room window to a blank wall = 14m to two storey wall, 10m to single storey wall (a reduction may be permitted if the affected window is not the main source of natural light to the room).

RD5(C) states that 1 metre extra is added to A and B for every 1 metre in height difference between facing buildings. RD5(E) states that for infill sites, such as this, variation of these quidelines may be acceptable where existing spacing should be taken into account.

- 10.3 The nearest neighbouring properties are nos. 113 121 Cheetham Hill Road. The ground levels between these properties on Cheetham Hill Road and the application site are broadly similar. In applying the above policy requirements, there should be a distance of at least 14m between the rear facing habitable room windows to the properties on Cheetham Hill Road and the proposed dwelling on plot 4. As demonstrated on the proposed site plan, there would be a resultant distance of around 14.87m therefore meeting the required standards. To the north-west facing gable elevation of the property on plot 4, there are to be two windows at both ground and upper floors. In both cases, these windows would serve non-habitable rooms (bathrooms). It is recommended that these windows are obscure glazed and secured by condition to prevent a loss of privacy to the neighbouring occupiers. Separate to privacy matters, given the separation distance and orientation, an acceptable outlook would be retained and that the proposal would not result in an unacceptable loss of daylight / direct sunlight to the nearest properties on Cheetham Hill Road.
- 10.4 It is not considered that any other properties would be unduly affected by the proposed development in respect of light, outlook or privacy. The nearest property opposite, No.111 Lord Street has a blank gable elevation.

10.5 Residential Environment Created:

Reflecting the requirement of Section 12 of the NPPF, that developments create places with a high standard of amenity for existing and future users, UDP policy H10 (a) requires that the design of proposed housing developments, which are acceptable in relation to other relevant policies in the plan, meets the needs of the potential occupiers. To this end policy RD18 of the Residential Design SPD recommends minimum floor areas that residential developments should achieve. Internal space is interpreted by reference to the nearest equivalent national technical standard which is given in the Government's Technical housing standards – nationally described space standard document (THS).

- 10.6 The floor plans indicate one double bedroom and one single bedroom. A study room is also shown at first floor level. For a 2 bed, 3 person dwelling (2 storey) the THS require a minimum of 70m2 gross internal floor space with 2.0m2 of built in storage. The proposed dwellings would each have a gross internal floor space of approximately 82.38m2.
- 10.7 Other requirements are that:
 - a dwelling with two or more beds paces has at least one double (or twin) bedroom;
 - in order to provide two bed spaces, a double (or twin bedroom) has a floor area of at least 11.5m2 and is at least 2.75m wide;
 - any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the Gross Internal Area)
 - any other area that is used solely for storage and has a headroom of 900- 1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
 - the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area
- 10.8 The master bedroom meets the standard for a 'double' bedroom and bedroom 2 meets the standard for a 'single' bedroom. The proposal therefore meets the minimum space standard requirements for the two bedrooms. Give the size of the proposed study rooms, it falls well below the standard for a single bedroom as set out in the THS. It is therefore unlikely that these rooms could accommodate furniture generally associated with a bedroom.
- 10.9 Each of the bedrooms have access to natural light and ventilation. The proposal is therefore found to be acceptable in this regard and would provide a good standard of amenity for future occupiers, in accordance with Policy H10 of the UDP and section 12 of the NPPF.

- 10.10 In considering the level of private amenity space provided within the site to serve the proposed dwellings, regard has been had to Policy RD11 within the Tameside Residential Design Guide SPD. The Policy requires that all houses should have private amenity space of a size and function suitable for its intended occupants. Each of the units has an enclosed garden space to the rear of the plots. These are all considered to be an acceptable size with adequate privacy to create a satisfactory useable/functional amenity space to serve the intended occupants.
- 10.11 The Council's Environmental Health officers have also reviewed the application, who raise no objections but recommended a condition restricting the hours of construction of the proposed development to daytime hours only. Given that the site is located within a predominately residential area, it is considered that such a condition is necessary to protect the amenities of residential properties.
- 10.12 In light of the above, the development is considered to be acceptable in this regard, ensuring a reasonable level of amenity for future occupiers, retaining a good standard of amenity for existing neighbouring residents, and not causing undue noise and disturbance to residential uses.

11. HIGHWAY SAFETY & ACCESSIBILITY

- 11.1 The application has been reviewed by the Local Highway Authority (LHA) who have confirmed that they have no objection to the proposal. The LHA is satisfied that the access/egress from the dwellings onto Gorse Hall Road is satisfactory and meets the LHA requirements for max gradients/minimum 10m from existing junctions.
- 11.2 The LHA is satisfied that the vehicle trips generated by the development are minimal and therefore the residual cumulative impact on the road network would not be severe, in accordance with paragraph 111 of the NPPF.
- 11.3 In respect of parking, the submitted plan shows parking provision for 2 no. off street parking spaces for each of the dwellings within the redline boundary, therefore the LHA deem this parking provision acceptable based on the TMBC Supplementary Planning Document requirements and the provision of cycle storage and the area being well served by sustainable modes of transport.
- 11.4 An electric vehicle charging point is required for each of the dwellings to promote sustainable modes of transport. A condition is therefore recommended on this basis.
- 11.5 It is recommended that a construction environment management plan be submitted to and approved in writing by the Local Planning Authority.
- 11.6 In the interests of sustainable travel, it is recommended by the LHA that 4no. cycle storage spaces should be accommodated within the proposed red boundary (1 per dwelling). The applicant has provided the details of this, comprising a standalone secure bike storage unit within each garden. The LHA consider it to be acceptable and compliant with policy RD10 (Design of Cycle Parking) within the Residential Design Guide SPD. A condition requiring the implementation of the proposed cycle storage scheme is therefore recommended.
- 11.7 The LHA has noted that an existing street lighting column is within a proposed vehicle crossing point. It is noted by the LHA that the applicant will be required to provide a lighting design and relocate the column at their own expense. This can be dealt with under highways legislation.

11.8 Overall, subject to the recommended conditions, the proposals would not result in a detrimental impact on highway safety and is in accordance with policies T1 and T7 of the UDP and the NPPF, in particular paragraph 111.

12. DRAINAGE AND FLOOD RISK

- 12.1 The site lies within flood zone 1, at the least risk of flooding. The site is a previously developed site
- 12.2 It is recommended by the Lead Local Flood Authority that, prior to the commencement of development, a surface water drainage scheme, based on the hierarchy as described above, shall be submitted to and approved. A condition requiring a drainage scheme to be submitted, approved and implemented is therefore recommended.
- 12.3 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity.

13. GROUND CONDITIONS

- 13.1 The site falls outside of the Coal Authority's defined Development High Risk Area (although, it is located in close proximity to one). An informative note is therefore recommended on this basis.
- 13.2 A contaminated land report has been submitted as part of the application and the council's Environmental Protection Unit (EPU) have been consulted. The EPU has confirmed that the reporting provided to date is satisfactory, however further ground investigations are considered necessary.
- 13.3 On the basis of the above, it is recommended that no development other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). Additionally, it is recommended that prior to use, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall also be submitted to, and approved in writing by the Local Planning Authority (LPA).
- 13.4 The conditions recommended by the EPU are considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site, and subject to its imposition the application is thereby considered acceptable in this regard.

14. TREES

- 14.1 The Council's Arboricultural and Countryside Estates Officer has been consulted on the proposal and notes that there are a number of existing trees to the Gorse Hill Road frontage which will be required to be removed to facilitate the proposed development. These trees are identified as being mostly lower value with the exception of two 'category B' trees. They are Sycamores.
- 14.2 The Arboricultural Officer has advised that the loss of the trees can be adequately mitigated by the proposed new planting. The proposal would thus be acceptable from an arboricultural perspective, in accordance with Policy N5 (Trees within Development Sites) of the UDP.

14.3 For reference, a number of trees including a Flowering Cherry, 4no Sycamores, Wild Cherry and a standing dead tree are all proposed to be removed. A group of trees comprising Sycamore, Aspen and Silver Birch are all proposed to be retained to the north eastern corner of the site (adjacent to plot 1 and the existing clubhouse to be retained).

15. ECOLOGY

- 15.1 To accompany the application, a Preliminary Ecological Appraisal has been submitted. Greater Manchester Ecology Unit (GMEU) have been consulted and concluded the following:
 - The report appears to have used reasonable effort to inspect the structure both internally and externally for the presence of bats and assessed the likelihood that bats would use the structure at other times for roosting.
 - The building inspection found no evidence of recent or historic usage of bats.
 - It was concluded that the structure to be demolished has negligible potential to support bats at other times and consequently no further activity surveys were required.
- 15.2 GMEU have confirmed that there is currently no known reason to contradict the findings of the submitted survey. The scheme is therefore considered to be acceptable from an ecology perspective subject to conditions.

16. CONCLUSION

- 16.1 The site, which is allocated as protected green space, is currently occupied by an existing function room building which is surplus to the requirements of Stalybridge Cricket Club. The redevelopment of this plot for housing would offer a small, but useful contribution to housing land supply. It is found that the loss of the site would not compromise the functionality of Stalybridge Cricket Club and the remaining playing field/green space will continue to meet the needs of the surrounding area for sport and recreation, in accordance with Policy OL4 and paragraph 99 of the NPPF.
- 16.2 The design and scale of the development is appropriate for this location and would not harm the residential amenities of neighbouring occupiers given the nature of the proposed use and distance from the site boundaries.
- 16.3 The development would not cause undue impacts to highway safety, and would be considered acceptable subject to the imposition of conditions.
- 16.4 There are no objections to the proposals from the statutory consultees in relation to the proposals, subject to conditions.
- 16.5 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

RECOMMENDATION

Grant planning permission subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2. The development hereby permitted shall be carried out in accordance with the following documents and plans:
 - a. Drawing number 817-LOC-01 (Location Plan)
 - b. Drawing number 817-SL-01 revision A (Site Layout)
 - c. Drawing number 817-887-01 revision A (Floor Plans)
 - d. Drawing number 817-887-02 revision A (Elevations)
 - e. Drawing number 6638.02 (Tree Protection Plan)
 - f. Drawing number 6638.03 (Landscape Proposal)
 - g. Drawing number 817-SF-01 (Screen Fence Detail)
 - h. Drawing number 817-TGS-01 (Timber Garden Store Detail)

Reason: For the avoidance of doubt.

3. 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, 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.

Reason: In the interests of visual amenity in accordance with UDP Policies C1 (Townscape and Urban Form) and H10 (Detailed Design of Housing Developments).

4. During demolition / construction / conversion no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: To protect the amenities of occupants of nearby properties/dwelling houses in accordance with UDP policies 1.12 (Ensuring an Accessible, Safe and Healthy Environment) and H10 (Detailed Design of Housing Developments).

5. The cycle storage details as shown on drawing numbers 817-SL-01A and 817-TGS-01 shall be implemented prior to the first occupation of the dwellings hereby approved and shall be retained as approved thereafter.

Reason: in the interests of sustainable travel in accordance with UDP policy T7 (Cycling).

6. All windows in the ground and first floor of the side elevations of the dwellings hereby approved shall be fitted with obscure glass and retained as such thereafter. The obscure glazing shall be to at least Level 3 on the Pilkington Levels of obscurity, or such equivalent as may be agreed in writing by the local planning authority.

Reason: To safeguard the privacy and amenities of the occupiers of adjoining residential property and in accordance with UDP policy H10 (Detailed Design of Housing Developments).

7. Prior to first occupation of the development hereby approved, the landscaping/tree planting scheme shall be carried out in accordance with the approved details as shown on drawing number 6638.02 and drawing number 6638.03.

Reason: in the interests of the visual quality of the street scene

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

Reason: To safeguard the trees to be retained in accordance with Policy N5 (Trees within Development Sites) of the UDP.

9. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved site plan prior to the first occupation of the dwellings and shall be retained free from obstruction for their intended use thereafter. Driveways shall be constructed on a level which prevents displacement of materials or surface water onto the highway and shall be retained as such thereafter.

Reason: To ensure adequate car parking arrangements.

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The strategy shall also include details of on-going management and maintenance arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development, elsewhere and to future users.

11. 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:

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

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

Reason: In order to avoid the possibility of the public highway being affected by the deposit of mud/or loose materials which could create a potential hazard to road users, in order to protect the amenity of the occupiers of the adjacent properties, in order to protect the visual amenities of the locality and the interests of highway safety.

12. As indicated on the approved plan, prior to the first occupation of the development hereby approved an electric vehicle charging design shall be approved in writing by the Local Planning Authority which complies to the requirements listed below:-

The specification of the charging points installed shall:

- be designed and installed in accordance with the appropriate parts of BS EN 61851 (or any subsequent replacement standard in effect at the date of the installation);
- 2. have a minimum rated output of 7 kW, measured or calculated at a nominal supply

- voltage of 230VAC;
- 3. be fitted with a universal socket (known as an untethered electric vehicle charge point);
- 4. be fitted with a charging equipment status indicator using lights, LEDs or display;
- 5. a minimum of Mode 3 or equivalent.

Reason: In the interests of sustainable travel.

13. The development shall not commence until details of a lighting scheme to provide street lighting (to an adoptable standard), to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development.

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

14. Prior to the commencement of the development hereby approved a scheme for the construction of the site accesses and the off-site works of highway improvement, to include lining works and street lighting along Gorse Hill Road, shall be submitted to, and approved in writing by the Local Planning Authority. The site accesses and off-site highway works shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason: Details are required prior to commencement in order to ensure that the final details of the highway scheme/works are acceptable before work commences on site, and to provide safe access to the site for all highway users.

- 15. No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:
 - a. A site investigation strategy detailing all investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
 - b. The findings of the site investigation and detailed risk assessment referred to in point (1) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
 - c. Based on the site investigation and detailed risk assessment referred to in point (2) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
 - d. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (3) have been fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

16. Prior to use, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have

been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the Local Planning Authority (LPA).

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

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

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

17. Prior to the first installation of any external lighting, an external lighting design strategy shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, this strategy shall show how and where external lighting will be installed and include all elements of the proposal such as highways lighting, pedestrian/cycleway access and external domestic/security lighting as appropriate. Any external lighting shall be installed in accordance with the agreed strategy.

Reason: In the interest of protected species conservation in accordance with Policy N7 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

Informative Notes

- 1. The applicant's attention should be drawn to the need to consult the Engineering, Operations and Neighbourhoods, Tame Street Depot, Tame Street, Stalybridge regarding the street names/postal numbers for the proposed development. **0161 342 3417**
- 2. The applicant's attention should be drawn to the need to consult the Engineering, Operations and Neighbourhoods, Tame Street Depot, Tame Street, Stalybridge regarding entering into a S278 agreements for the proposed development. **0161 342 3987**
- 3. Vegetation clearance including trees, shrubs and undergrowth (e.g. bramble) should avoid of the breeding season (March August inclusive) unless it can be demonstrated that there is no nesting activity present. All wild birds are protected whilst nesting (Wildlife & Countryside Act 1981).
- 4. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

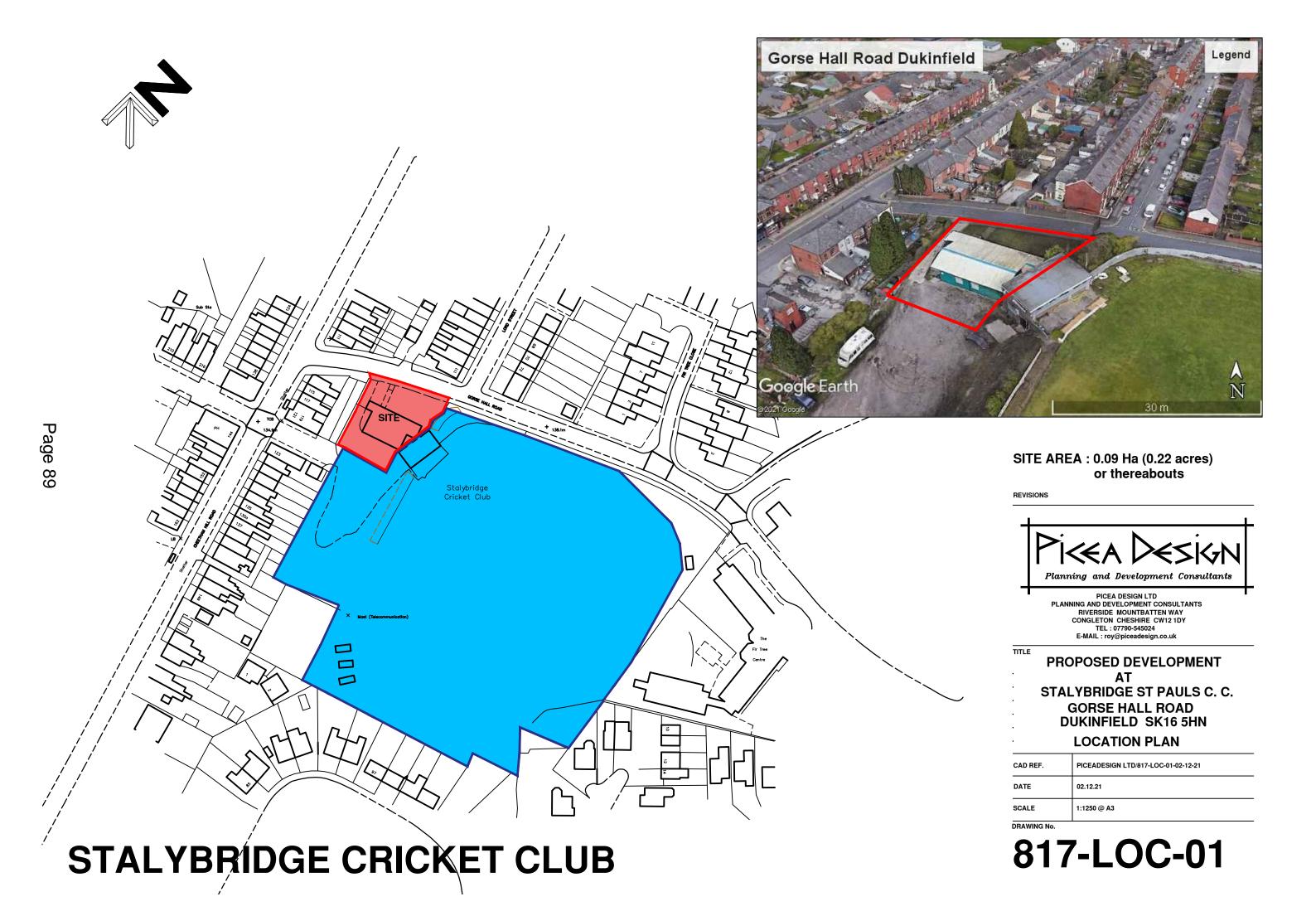
Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

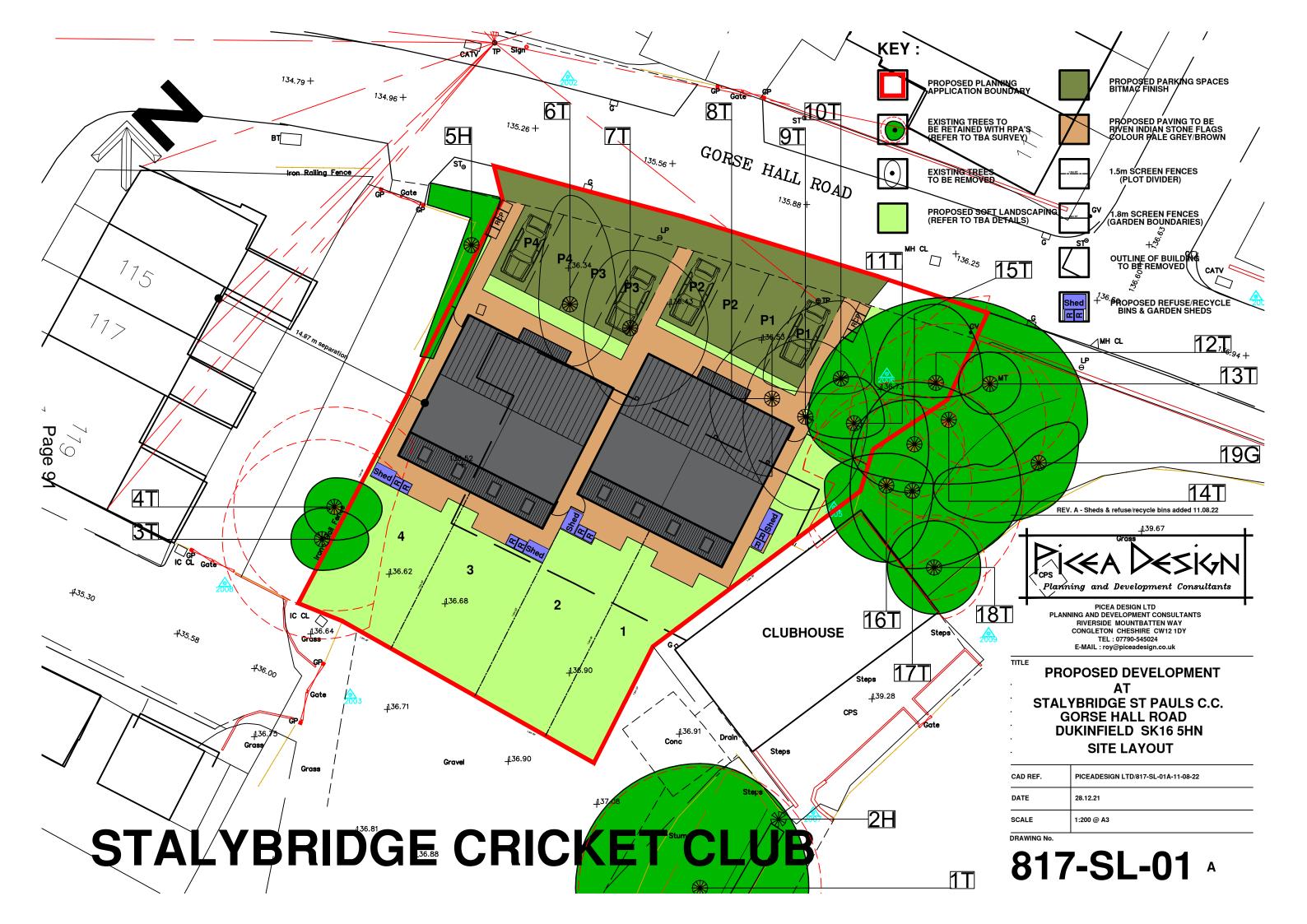
- 5. When carrying out building works on property near to a public highway it is important to remember that the highway is not part of the building site. There are various statutory requirements relating to highways which may be helpful to such persons to know in advance
 - (1) Skip permits are available for certain locations where obstruction is not likely to interfere with free flow along the highway.

- (2) Similarly hoarding/scaffolding permits may be issued.
- (3) Other obstructions of the highway are not permitted, i.e. storage of materials, deposition of rubble, mixing of materials.
- (4) Parking/loading or unloading regulations must be observed.
- (5) Any damage to any part of the highway or its furniture, or blocking of gullies will be repaired/cleared at the expense of the person causing such damage/blockage.
- (6) Water should not be permitted to discharge over a public highway either temporarily or permanently.
- (7) The deposition of mud on a highway is illegal and action may be taken against the person causing such deposition (e.g. the driver and/or the owner of the vehicle).
- (8) Applications for sewer connections/vehicle crossings over footways should be made in advance of development commencing.

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

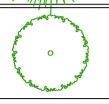




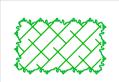


EXISTING TREE TO BE RETAINED

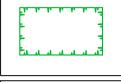
PROPOSED TREE PLANTING



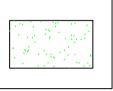
PROPOSED SMALL ORNAMENTAL TREE PLANTING



UNDERSTOREY MIX



ORNAMENTAL SHRUB PLANTING



(CLOSE MOWN)



SMALL BIRD NEST BOX

Bird boxes should ideally be sited facing north to east, to avoid exposure to direct sunlight, which may cause overheating of chicks in the nest. The boxes should be at least 3 metres from ground level.



SMALL BIRD NEST BOX - 3m above ground level HTTPS://WWW.NESTBOX.CO.UK /PRODUCTS/SMALL-BIRD-BOX

PLANTING SCHEDULE

Trees						
Abbreviation	Species	Height	Girth	Specification	Pot Size	Number of Plants
BP	Betula pendula	350-425cm	12-14cm	Heavy Standard: 3x	RB	2 -
SA	Sorbus aucuparia	350-425cm	12-14cm	Heavy Standard: 3x	В	2 -
						Total :4 -

Abbreviation	Species	Specification	Density	Height	Pot Size	Number of Plants
ВСО	Bergenia cordifolia		6/m²	20-30cm	3L	10 -
ESQ	Euonymus fortunei 'Silver Queen'		6/m²	30-40cm	3L	10 -
HEP	Hebe pinguifolia 'Pagei'		6/m²	30-40cm	3L	12 -
HMW	Hebe 'Mrs Winder'		6/m²	30-40cm	3L	14 -
LMU	Lavandula angustifolia 'Munstead'		6/m²	30-40cm	3L	14 -
PLO	Prunus laurocerasus 'Otto Luyken'		4/m²	60-80cm	5L	9 -
SR	Skimmia japonica 'Rubella'		6/m²	30-40cm	3L	14 -
VD	Viburnum davidii		6/m²	30-40cm	3L	15 -
						Total :98 -

Understorey	Mix						
Abbreviation	Species	Specification	Height	Pot Size	Density	Percentage Contribution	Number
BP	Betula pendula	Transplant :1+1	100-125cm	В	1/m²	10%	3 -
CORAV	Corylus avellana	Transplant :1+1	100-125cm	В	1/m²	20%	6 -
CRAMON	Crataegus monogyna	Transplant :1+1	100-125cm	В	1/m²	20%	6 -
ILEA	llex aquifolium	Container	40-60cm	5L	1/m²	20%	6 -
SORAU	Sorbus aucuparia	Transplant :1+1	100-125cm	В	1/m²	10%	3 -
TB	Taxus baccata	Container	40-60cm	5L	1/m²	20%	6 -

Total :30 -

$GORSE\ HALL\ ROAD$ -PRIVET TO BE IDENTIFIED AND REMOVED BY -10 No.BCO **GRUBBING OUT** [9 No.PLO / 193 //P2//

8 No. VD

6 No. CORAV 6 No. CRAMON 6 No.ILEA 3 No. SORAU

Ties for bareroot trees, shall be approved rubber nail-on type with cushioned spacer such as Toms, or other equal and approved. Nails shall be flat headed galvanised and shall hold the ties securely into the stake. Ties shall not be over tight on the tree stems. Ties available from J Toms Limited, Wheeler Street, Headcorn, Ashford, Kent, TN27 9SH. Feathered Type - 04 (one tie) Select standards - Type L1 (one tie per stake)

Heavy standards/Extra heavy standards - Type L3 (one tie per stake) Ties for rootball and container grown trees shall be 50mm rubber tree belts in a figure of eight around the tree. Fixed to the stake with two flat head galvanised nails. Feathered - one belt

Select standards Type - two belts Heavy standards/Extra heavy standards - two belts Planting of trees

cultivation where machine work is not possible.

The tree shall be set upright and at the same depth as grown in the nursery, the roots shall be spread out (bareroot) and the soil followed by compost topsoil mixture, backfilled. Backfilling should be done to ensure close contact between roots and by firming in layers (bareroot). The soil shall be left level and tidy, any subsoil clods, bricks or stones over 50mm arising, collected and carted off site.

A 75mm compacted layer of medium grade pulverised bark, with a particle size of not more than 100mm and containing no more than 10% fines, shall be spread to form a continuous layer covering the whole of the bed, or in the case of standard trees within grass shall be in the form of a circle of 600mm diameter around the base of the tree. Whips and transplants shall be mulched in the form of a 300mm diameter circle around the base of the tree. Where trees are planted within grass a circular hemp mulch mat is required beneath the layer of mulch at the diameters stated above, secured with fixing pegs. The tree pit surface shall be as big as possible.

TURFING

SPECIFICATION

GROUND PREPARATION - GENERAL

subsoiling and/or topsoiling has taken place.

Temporary topsoil heaps

Spreading topsoil

loading on these areas is permissible

the stone is flush with the ground surface.

contractor shall replace all plants rejected at his own cost.

Planting of whips, transplants and shrubs

Tree planting within soft landscape areas

Heavy standards/Extra heavy standards - 1200 x 1200 x 600

Feathered trees - 900 x 900 x 450 Selected standards - 1000 x 1000 x 600

Compost for planting pits

Feathered trees - 40 litres Selected standards - 60 litres

Stakes for trees

with topsoil backfill at the following rates:

Feathered trees - 750mm (one tie)

Heavy standards/Extra heavy standards - 80 litres

Selected standards - 900mm (2 stakes, one tie each)

into the base of the tree pit prior to placing the tree and backfilling.

Heavy standards/Extra heavy standards - 1200mm (2 stakes, one tie each)

The stake shall be long enough to drive until they hold the tree firmly without rocking.

directed otherwise:

living tree roots), coarse vegetation and other extraneous matter.

be approved by the Landscape Architect prior to spreading on site.

foreign matter and shall be capable of being broken down to a fine tilth.

Subsoil grading
Subsoil shall only be graded after loosening as above, and this shall be undertaken by the use of a

Ground shall at no time be traversed by heavy machinery, for grading or any other purpose after

tractor and blade grader on large areas and by a small mechanical grader or by hand on small areas.

When subsoil is deposited in low lying areas to raise formation levels, it shall be lightly consolidated and

Topsoil to be supplied shall be approved by the Landscape Architect and details of the source of supply

conform to BS 3882: 2015, Recommendations and classification for topsoil, clause 4.1a. The soil shall be free of weeds, roots or perennial weeds, pests, diseases, debris, tree roots, sticks, subsoil and

The depositing of temporary heaps of topsoil shall be so arranged that possible damage to existing

grass, plants, tarmacadam, paving etc, is avoided. Unless otherwise agreed by the Landscape Architect,

temporary spoil heaps shall be on protected ground. Such protection shall take the form of tarpaulins,

not be used as temporary off loading areas. If the bottom of the excavation has been loosened off,

Prior to topsoil replacement the formation level shall be cleared of all stones, rubbish, debris with any one dimension greater than 75mm. Areas to be seeded or turfed shall be covered by topsoil 100mm thick and areas to be planted shall be covered by topsoil 300mm thick. Topsoil shall be spread in an

evenly consolidated layer and shall be left cleared of all roots, stones and debris with any one dimension

above adjacent hard areas. No topsoil shall be spread until the subsoil grade has been inspected by a

Planting areas shall be rotovated to a depth of 225mm in the original ground, or where the ground is compacted, ripped and rotovated. Pick off stones, bricks, timber and all other debris arising which have any dimensions greater than 50mm and remove off site to tip. Do not cultivate across any drain where

Where directed composts, fertilisers or other additives shall be incorporated into the soil. Spent mushroom compost or similar shall be spread to the specified thickness and incorporated, by rotovating,

All plant material should comply with the minimum requirements in BS 3936-1: 1992 Specification for trees and shrubs and BS 3936-4: 2007 Specification for forest trees and BS 8545: 2014 Trees from

Nursery to Independence in the Landscape. Any plant material, which in the opinion of the Landscape

way, will be rejected. The minimum specified sizes in the plant schedule will be strictly enforced. The

All plant material shall generally be planted between November and March in open cool weather. Planting shall not take place in frosty, snowy or waterlogged conditions. Where approved, pot or

supplied. Torn or damaged roots and branches shall be cleanly pruned prior to planting.

planted at the specified centres. On steep slopes this shall be in the horizontal measure.

container grown plants may be planted outside the described season, but adequate watering shall be

The nature of the material to be planted is variable and the contractor shall allow for planting to be

properly carried out in all cases as described in BS 4428: 1989 section 7 Amenity tree planting, section

8 Woodland planting and section 9 Planting of shrubs, herbaceous and bulbs. All plants shall be planted

into inadequate pits or notches. Plants shall be upright, firmed in and wind resistant, with no air pockets

at same depth, or very slightly deeper, as they were grown. Roots shall not be bent, broken or forced

around roots. All pots and root wrappings shall be carefully removed prior to planting. All pots and wrappings arising shall immediately be picked up and stored ready for removal to tip. Plants shall be

Trees shall conform to BS: 3936-1: 1992 and be planted in tree pits of the following sizes unless

Excavated subsoil or stone shall be carted off site to tip. The bottom 250mm of the pit shall be dug and broken up. The bottom of the pit shall be backfilled with subsoil (site or imported) to comply with BS 8601: 2013. The top 300mm of the pit shall be backfilled with imported topsoil as specified unless

Compost shall be a proprietary product, bark based incorporating fertilisers and improving additives.

Stakes shall be peeled round softwood, pointed, minimum diameter 75mm. The stakes shall be driven

Stakes shall in general have a clear height above the finished ground level as follows unless directed

Architect, does not meet the requirements of the Specification, or is unsuitable, or defective in any other

into the top 150mm. Fertilisers, organic or inorganic, shall be raked into the top 25mm.

greater than 50mm throughout its depth. Unless otherwise stated the finished level shall be 25mm

plastic sheets, boards or similar covering. If damage does occur, it shall be made good at the contractor's own expense. Areas excavated to receive topsoil but have not had the base loosened shall

shall be provided in order that inspection may be made before delivery commences. Topsoil shall

left broken up ready to receive topsoil. Imported fill material shall be natural subsoil free from metal, concrete or organic material with any one dimension greater than 100mm. All imported fill material shall

Soil preparation and cultivation All areas to be turfed shall be cultivated to a depth of at least 100mm, all weeds, stones and refuse larger than 50mm shall be removed to Contractor's tip, and shall be brought to a fine tilth. Allow for hand

Turf shall be extra-quality meadow turf and shall comply to BS 3969: 1998 +A1: 2013 and shall be laid in accordance with BS 4428: 1998, section 6, Turfing. The Contractor shall supply a sample of the turf he proposed to use for approval of the Landscape Architect and shall ensure that all turves are similar to the approved sample. The Contractor shall inform the Landscape Architect of the location of the supply, so that turf can be inspected prior to lifting.

Turf shall be laid when weather and soil conditions are suitable and, where possible, preference should be given to autumn and early winter operations. No turf shall be laid in exceptionally dry or frosty weather or in other unsuitable weather conditions.

Delivery and stacking For large areas, turf shall be delivered at appropriate intervals throughout the work so as to avoid stacking for long periods.

No turf shall be laid until the soil preparation has been satisfactorily completed by being brought to an even tilth and firmness. Turves from the stack shall be wheeled to turf layers on planks laid closely side

by side. Adequate timber planks shall be used to support operatives and barrows, and provide access. The turves shall be laid in consecutive rows with broken joints (stretcher bond), closely butted and to the correct levels. The turf shall be laid off planks working over turves previously laid. Where necessary, the turves shall be lightly and evenly firmed with wooden beaters, the bottom of the beaters being frequently scraped clean of accumulated soil or mud. A dressing of finely sifted topsoil shall be applied and well brushed into the joints. Any inequalities in finished levels owing to variation in turf thickness or uneven consolidation of soil shall be adjusted by raking and/or packing fine soil under the turf. A roller shall not be used. The finished levels of the turf shall conform to the levels indicated, allowing for final settlement. Turf edges and margins shall be laid with whole turves. Turves adjoining buildings, walls or fences shall be taken to the face of the structure, giving complete soil cover.

Laying around trees Turf shall not be laid to within 300mm of any tree trunk.

The Contractor shall be responsible for the replacement of any scorched turf. All necessary watering shall be carried out with sprinklers or oscillating sprays so as not to wash soil out of joints. If shrinkage occurs and the joints open, fine topsoil shall be brushed in and well watered

PROTECTION TO EXISTING TREES

The recommendations in bs 5837: 2012, trees in relation to design, demolition & construction must be complied with at all times.

No pruning, lopping, felling or severance of roots is to take place without prior consent of the

Grading and cultivation shall be in accordance with BS 4428:1989 section 4. Subsoil that is to receive Any work to the existing trees is to be carried out by a qualified tree surgeon. topsoil shall, whether obviously overcompacted or not, be thoroughly broken up by hand, by heavy The position and construction of protective fencing shall be agreed with the local authority rotovator, by subsoiler or tined equipment with adequate passes made to thoroughly break up the

prior to any site works commencing. surface to a depth of 150mm, cleared of all large stones, bricks, perennial weeds, tree roots (excluding Under no circumstances must any materials be stored under the canopy of existing trees, and

no cement, diesel or oil stored near them. No vehicles should pass under the canopy of existing trees. No fires should be lit in close proximity to existing trees

No ropes, cables, services or notice boards shall be fixed to existing trees. Under no circumstances should the levels around existing trees be either raised or reduced. Scaffolding may only be erected within protected areas if it is done so in accordance with bs

Any excavations under existing tree canopy spreads shall be done by hand.

GRASS SEEDING AND MAINTENANCE

Soil Preparation and Cultivation

Final grading of topsoil shall be agreed by the Landscape Architect before cultivation and seeding. All areas to be seeded shall be cultivated to 150mm depth and all weeds, stones, and refuse larger than 50mm shall be removed to tip. Cultivated soil shall be rolled and raked to produce a tilth 25mm deep. Allow for hand cultivation where machine work is not possible. Seed sowing must immediately follow the preparation of the seed bed.

Sowing shall be carried out during calm weather. All sowing is at the contractor's own risk and any areas where germination fails shall be re-seeded at the contractor's own expense. The operation should be carried out in equal sowings and transverse directions and the seed shall be raked or harrowed in. Sowing shall be at the rate of 50 grammes per sq.m. and overseeding shall be at a rate of 20 grammes per sq.m.

The seed mix shall be A22 mix, obtainable from Germinal Seeds GB. Grass seed shall be of the composition, purity and germination as specified in BS 4428: 1989. Certificates of purchase shall be provided for all deliveries prior to the sowing of grass seed stating source, mixture, purity and germination percentage

Alternative cultivars of the above species may only be used if approved by the landscape

Protection of Newly Seeded Areas All reasonable precautions shall be taken to ensure that pedestrian and other traffic does not cross the grass areas during cultivation, seeding or until grass is established. Where obvious 'Short cutting' is occurring, the contractor shall erect an approved temporary fence so as to minimise the maintenance period or until such time as it is no longer necessary, or as directed.

When the grass is 100mm high, it shall be cut down to 50mm so as to avoid root pulling. If the grass has been allowed to grow any longer than 100mm then the cuttings shall be raked off

Second Cut

When the grass is 65mm high a second cut shall be carried out using a rotar mower. No more than one third of the foliage must be removed.

Thereafter, when the grass grows to 100mm high, it shall be cut down to 50mm with a flail type mower, until the end of the maintenance period, or longer if so directed. The grass shall

Any defects such as shrinkage, ponding, sparse germination or disease shall be made good

and re-seeded all as above. Damage to Existing Grass

The contractor will be responsible for cultivating, seeding and maintaining, as above all areas of existing turf that are damaged during the course of the works for reasons of storage. working areas, transport of materials excepting those areas which are specifically defined and

Any areas, which in the opinion of the Landscape Architect, are consolidated during the course of these works, shall be loosened with a ripper or other suitable implement to ensure adequate drainage through the sub soil. MAINTENANCE

All maintenance to be carried out up to handover to the adopting authority/ householder from the date of planting and turfing to ensure successful establishment. All dead, diseased, damaged plants must be replaced during this time unless the local Planning Authority states, in writing, any variation to this.

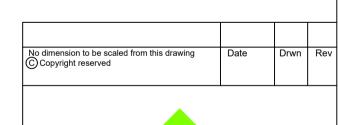
All beds to be kept weed free by hand weeding. Beds to be forked over as necessary to keep

At appropriate time, prune plants to remove dead, dying or diseased wood and suckers to promote healthy growth and natural shape.

The Contractor shall ensure that sufficient water is applied to maintain healthy growth.

Site to be kept free of litter.

The initial cut shall be carried out when first growth is apparent, blades set 20mm above ground. The Contractor shall continue cutting at appropriate intervals during the growing The type of compost shall be approved before its delivery on site, and the details of the product shall be season and maintain 40mm high sward until grass areas are handed over. Watering, weeding, cutting, repair of all erosion and settlement and re-seeding as necessary to establish a uniforn and healthy stand of grass shall continue until handover to the householder.





Landscape Architecture Arboriculture

Trevor Bridge Associates Ltd Ashton Old Baths Stamford Street West Ashton-under-Lyne Lancs OL6 7FW

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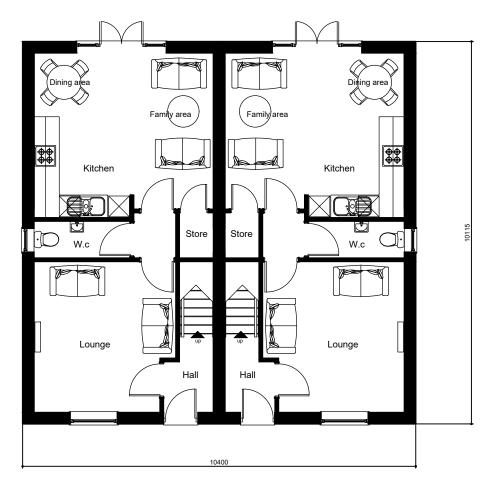
STALYBRIDGE ST. PAULS, CRICKET CLUB, GORSE HALL ROAD, DUKINFIELD

Landscape Proposal

1:200 6638.03

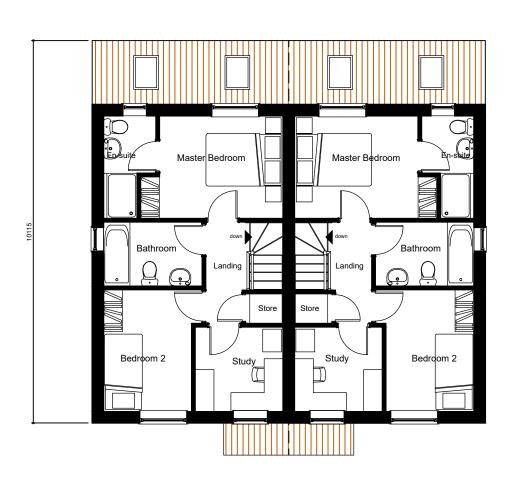
DEC '21 @ A1 KR DG

MCCRORY BRICK



Proposed Ground floor layout

(82.38 sq.m. (887 sq.ft)



Proposed First floor layout

Rev. A - House type updated to reflect LPA comments 11.08.23



PICEA DESIGN LTD
PLANNING AND DEVELOPMENT CONSULTANTS
RIVEWRSIDE MOUNTBATTEN WAY
CONGLETON CHESHIRE CW12 1DY
TEL: 07790-545024
E-MAIL: roy@piceadesign.co.uk

PROPOSED DEVELOPMENT AT
STALYBRIDGE ST PAULS C.C.
GORSE HALL ROAD
DUKINFIELD SK16 5HN

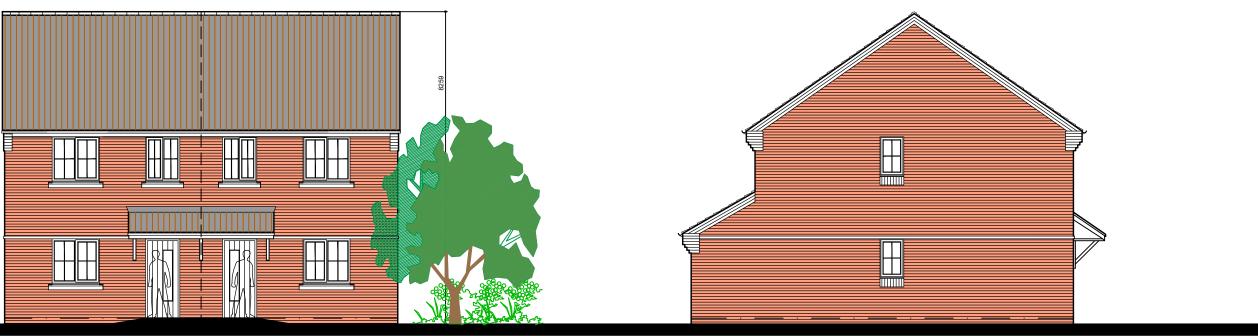
2 BED SEMI-DETACHED HOUSE FLOOR PLANS

CAD REF. C/PICEADESIGN LTD/817-887-01A-11-08-22

DATE 02.12.21

SCALE 1:100 @ A3

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Proposed Front Elevation

Page 97

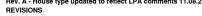
Proposed Side Elevation



Proposed Rear Elevation

Proposed Side Elevation

STALYBRIDGE CRICKET CLUB





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TEL: 07790-545024
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PROPOSED DEVELOPMENT AT
STALYBRIDGE ST PAULS C.C.
GORSE HALL ROAD
DUKINFIELD SK16 5HN

2 BED SEMI-DETACHED HOUSE ELEVATIONS

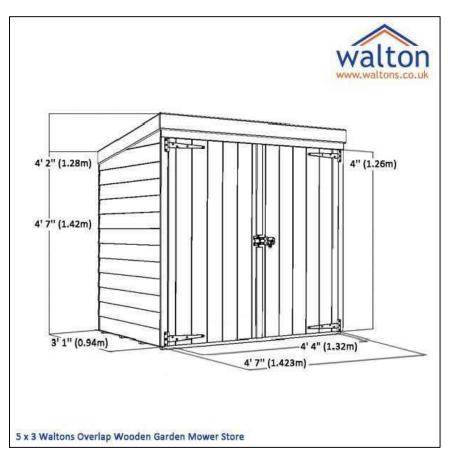
CAD REF.	C/PICEADESIGN LTD/817-887-02A-11-08-22
DATE	02.12.21
SCALE	1:100 @ A3

817-887-02 A

EXTRACT FROM SITE LAYOUT (NTS)

STALYBRIDGE CRICKET CLUB

ILLUSTRATION OF TIMBER GARDEN STORE BY WALTON OR SIMILAR APPROVED



Garden Shed Specification:

1423mm x 940mm x 1420mm timber shed on concrete flagged base.

- * Preservative treated timber to provide a 10 year ant-rot guarentee
- * 10mm solid sheet OSB board floor * 12mm tongue & groove cladding

- * 8mm solid sheet board roof * Turn button (Butterfly) catch & padlock
- * Sand felt roofing material

Note:

Site layout drawn to show potential siting of timber garden store to be erected by developer during construction phase or later by occupiers.



REFUSE & RECYCLES BINS SITING FOR POTENTIAL SHEDS



PLANNING AND DEVELOPMENT CONSULTANTS RIVERSIDE MOUNTBATTEN WAY CONGLETON CHESHIRE CW12 1DY TEL: 07790-545024 E-MAIL : roy@piceadesign.co.uk

PROPOSED DEVELOPMENT STALYBRIDGE ST PAULS C.C.

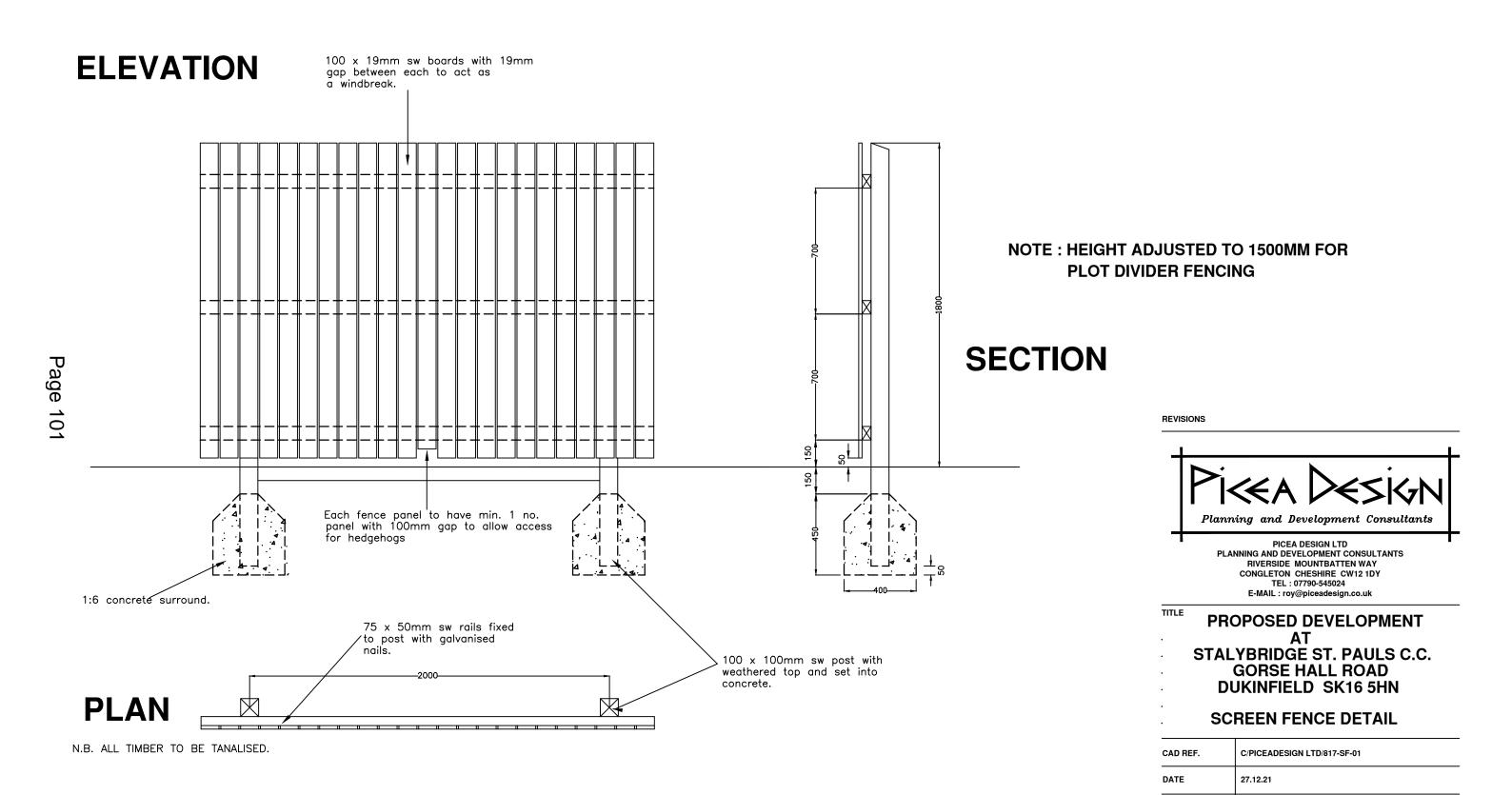
GORSE HALL ROAD DUKINFIELD SK165HN

TIMBER GARDEN STORE DETAIL

CAD REF.	C/PICEADESIGN LTD/817-TGS-01
DATE	11.08.22
SCALE	nts

817-TGS-01

TIMBER SCREEN FENCE - 1800mm & 1500mm

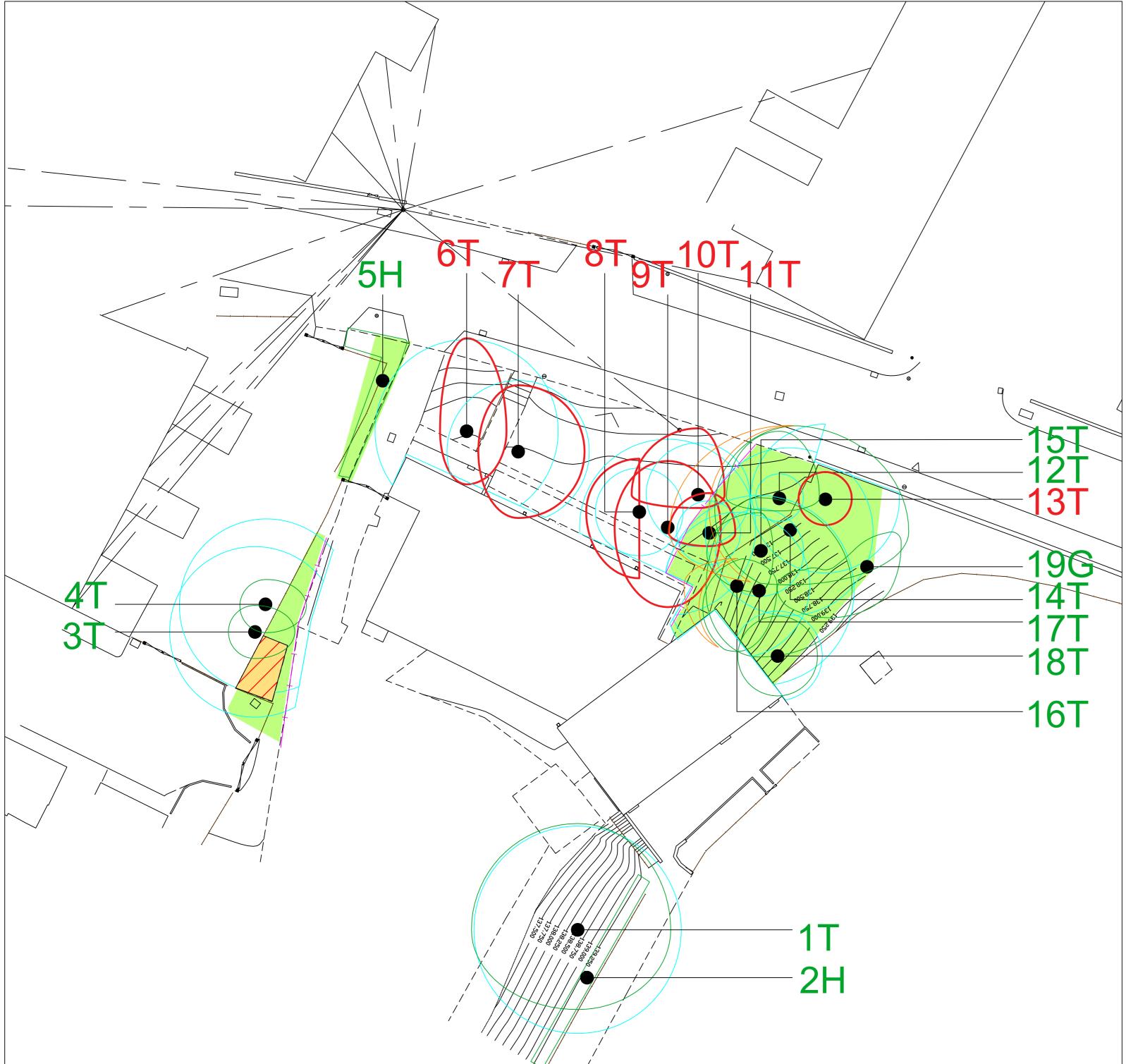


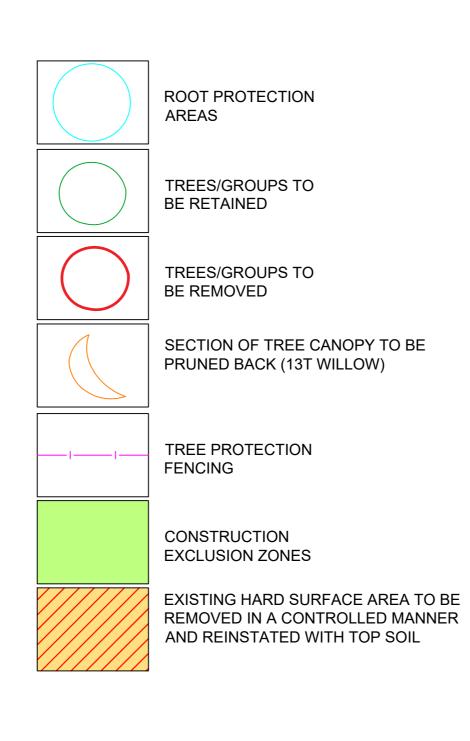
STALYBRIDGE CRICKET CLUB

817-SF-01

1:20 @ A3

SCALE

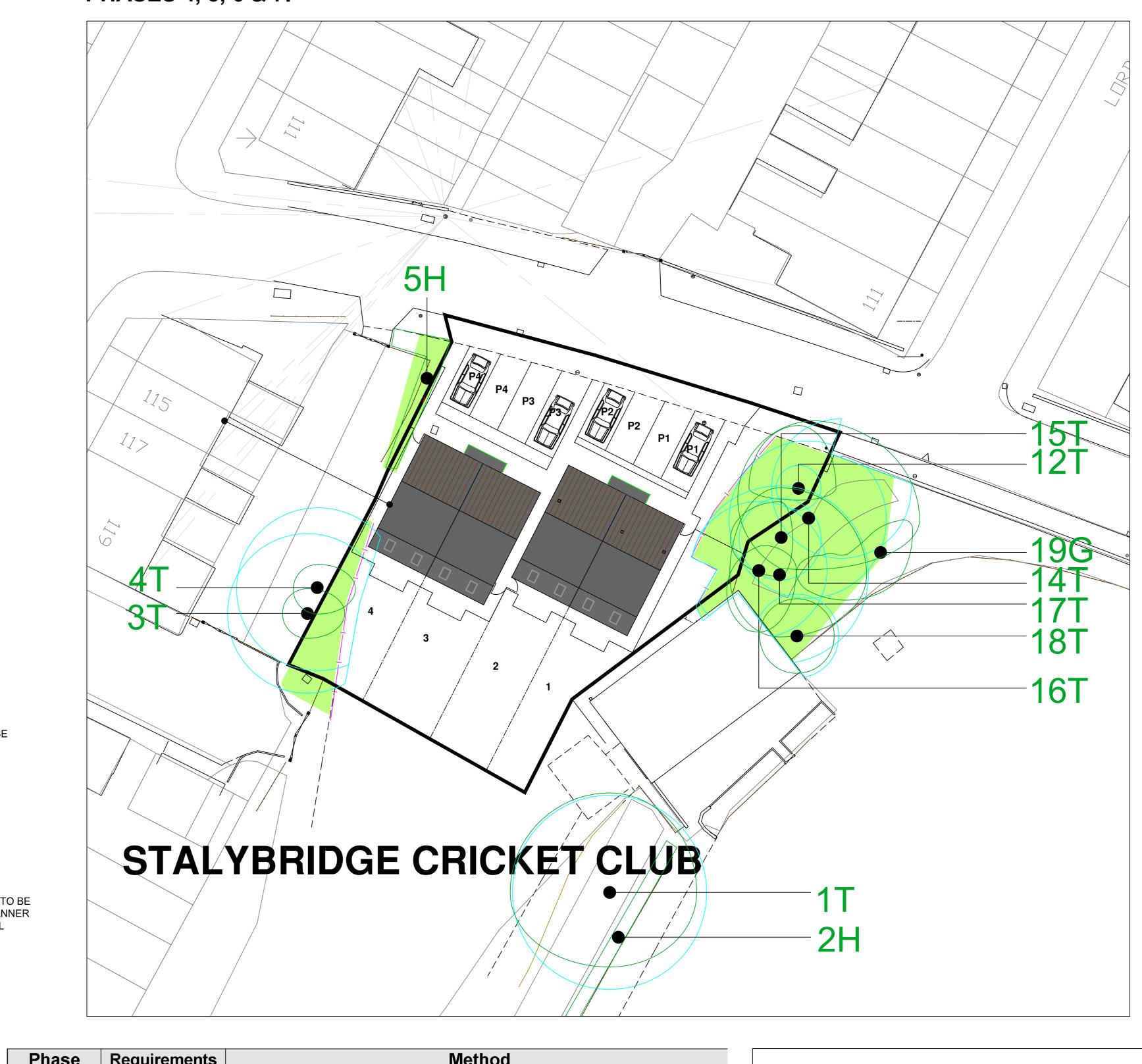




installation of

boundary treatments

PHASES 4, 5, 6 & 7.



BS 5837 (2012) Tree Protection Fencing	PLACED ACCUR	TION FENCING MUST BE RATELY AND SCALED FROM ATIVE TO TRUNK POSITIONS
NOTES		
 STANDARD SCAFFOLD POLES. HEAVY GAUGE 2 M TALL GALVANIZED TUBE AND WELDED MESH INFILL PANELS. 	3. PANELS SECURED TO UPRIGHTS AND CROSS-MEMBERS WITH WIRE TIES.4. GROUND LEVEL.	5. UPRIGHTS DRIVEN INTO THE GROUND UNTIL SECURE (MINIMUM DEPTH 0.6 M).6. STANDARD SCAFFOLD
M >2 M		4
W 9.0 N 5 - 23 M		

Phase	Requirements	Method			
Prior to erection of protective fencing. Prior to any construction works on site	Undertake tree and vegetation removal and pruning works Trees/vegetation to be removed: Erection of protective fencing: To retain throughout the duration of the development:	Refer to section 5.5 of AIA/MS report. All tree works to be carried out to BS3998: 2010: by suitably qualified and insured professional tree surgeons. The following tree felling must be undertaken at this Phase: Items requiring removal:			
Verifying quality of protective barriers	Verify that the location and quality of tree protection barriers is adequate prior to onset of main site works.	Site visit with Arboricultural Consultant and Site Manager. Tree Officer to be pre-informed of visit. In order for set works to proceed the pro-forma in Appendix B. of the AIA/AMS report is to be completed and passed on to the local planning authority: If the protective barriers are not adequately, work is not to proceed until rectified.			
4 Ongoing	Maintain protective fencing	The tree protective barrier fencing is to remain in situ during all construction works.			

Ph <u>a</u> se	Requirements	Method			
Removal of	Controlled removal of existing road	A single panel of the tree protective fencing is to be removed to allow controlled access.			
hard surface areas	surfaces situated adjacent trees to	Present during the work must be the project arboriculturalist/site manager and site operatives.			
	be retained.	2. A panel from the tree protection fencing is to be removed in order to access the works area.			
		3. Prybars and/or jackhammer to be used to break edges of surface nearest the tree/s.			
		4. A mechanical digger to be used to 'peel' away surface of existing road. 5. Mechanical plant is to operate from the intact surfaces of the road, working back.			
		A layer of no-more than 200mm depth good quality top soil to be placed over the removed hard surface to allow for subsequent laying of turf.			
6 Completion	Landscaping and Dismantling of tree barrier	It is essential that ground levels within the root protection areas are not altered, either by raising or lowering soil levels; even at the landscaping stage.			
of main construction	protective fencing.	Landscaping operations must be undertaken in a manner that will not impact trees.			
and undertaking of		Landscaping within the root protection area of trees must be undertaken in the following manner:			
landscaping		Any existing ground flora (grass/weeds/scrub) is to be sprayed with a systemic herbicide and left to die-off.			
		 Dead flora is to be strimmed as hard as possible with a brush cutter or similar. The bulk of the strimmed material is to be removed by raking. A good quality organic topsoil layer may be placed down. Small depressions may be filled (and lightly compacted underfoot). Placed topsoil soil layers must not exceed 100mm depth. 			
		 No plant machinery operating within the root protection areas to exceed 1 tonne gross weight and must only operate from propriety ground protection boards such as DuraMatt Access Matts (see Appendix C). Turf and other planting to proceed thereafter. 			
7 Completion	Garden and perimeter fencing	Within the RPAs of retained trees the wooden fencing shall be installed as follows:			
of main construction	within RPA of retained trees	Hand tools only Exploratory post holes to be dug. Any roots encountered less than 2.5cm			
and	Totallion troes	diameter should be cleanly cut back.			

3. Roots in excess of 2.5cm can only be removed once arboricultural advice

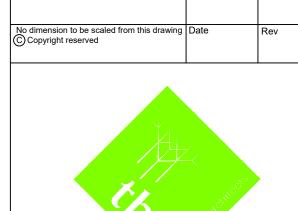
has been sought.

4. Where roots in excess of 8cm are encountered, an alternative location for the post hole is required.

5. Prior to the pouring of concrete a non-permeable membrane must fully line the post hole.

Tree Numbe	r Species	RPA Radius	Category
1T	Aspen	7.8m	B2
2LI	Hawthorn		C1
2H	Hedge		CI
ОТ	Leyland		C1
3T	Cypress		C1
4.T	Leyland		04
4T	Cypress		C1
- 11	Privet		0.4
5H	Hedge		C1
	Flowering		
6T	Cherry		C3
7T	Sycamore		B2
8T	Sycamore	3.3m	C1
9T	Sycamore		B2
10T	Wild Cherry	3.9m	C2
11T	Sycamore	2.4m	C1
12T	Sycamore	1.8m	C3
13T	Standing		U
131	Dead Tree		U
14T	Sycamore		C1
15T	Sycamore	3.3m	C1
16T	Sycamore		C1 C1 C1 C3
17T	Aspen		C1
18T	Silver Birch		C1
19 G	3x Privet		C3

THIS DRAWING MUST BE VIEWED
IN COLOUR AND READ IN
CONJUNCTION WITH
ARBORICULTURAL IMPACT
ASSESSMENT AND METHOD
STATEMENT



Landscape Architecture
Arboriculture

Trevor Bridge Associates Ltd
Ashton Old Baths
Stamford Street West
Ashton-under-Lyne
Lancs OL6 7FW

Tel: 0161-804 2099
E-mail: info@trevorbridge.co.uk

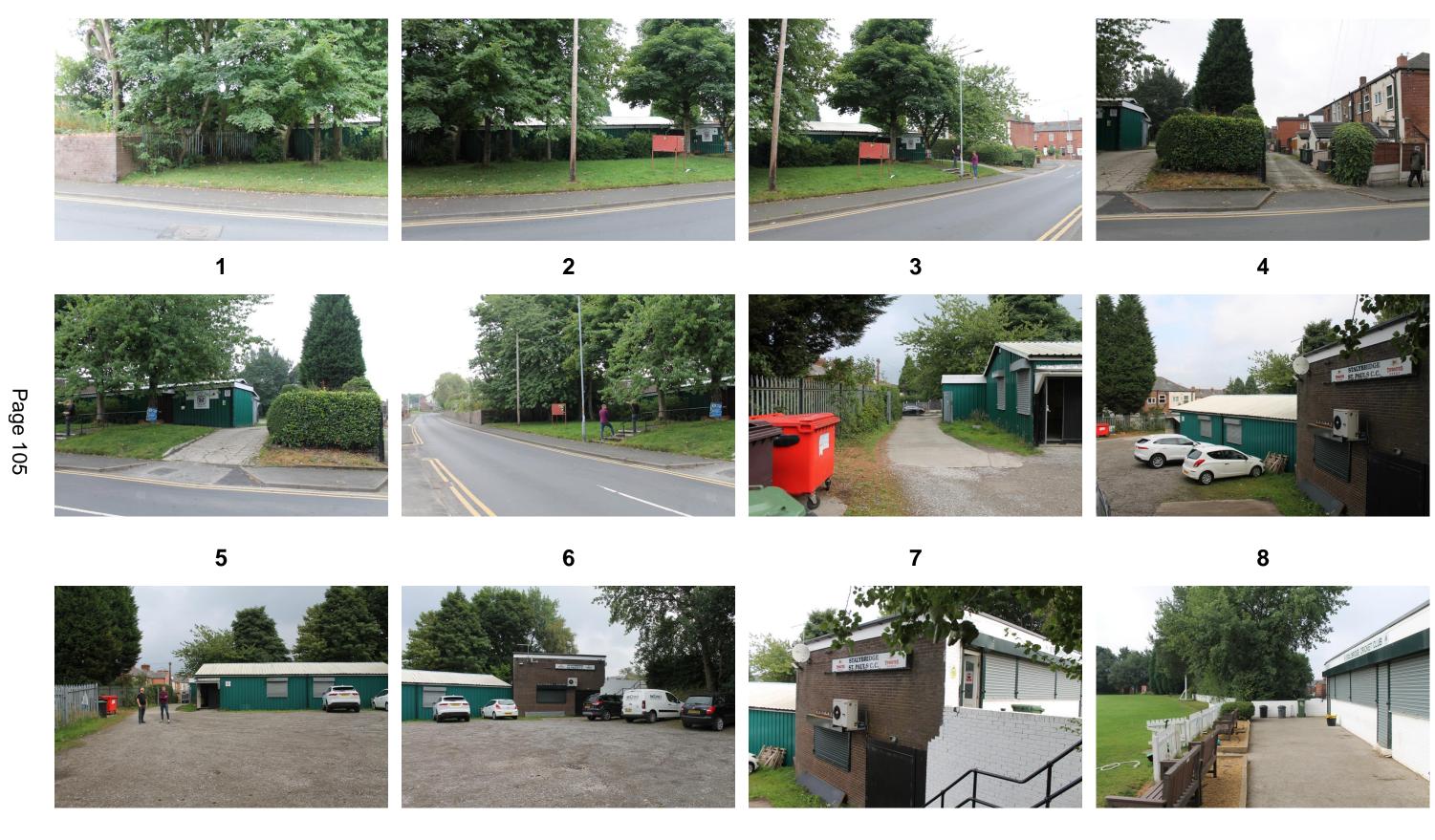
Project
Stalybridge St. Pauls Cricket Club
Gorse Hall Road, Duckinfield
McCrory Brickwork Ltd

Title
Tree Protection Plan

Dwg no Re 6638.02



Stalybridge St. Paul's Cricket Club Dukinfield



9 10 11 12

Agenda Item 5c

Application Number: 22/00360/REM

Proposal: Reserved matters application (namely landscaping) for demolition of

nos. 1 and 2 Ralphs Lane; provision of 29no. single bedroom Extra Care apartments, 17no. car parking spaces and communal gardens

pursuant to outline planning application 16/00767/OUT.

Site: 1 Ralphs Lane, Dukinfield, SK16 4UZ

Applicant: Mr Jack Meredith

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: A Speakers Panel decision is required because the application

constitutes a major development.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The main entrance to the 0.34 hectare site, along Ralphs Lane, is via a tree-lined avenue. Further, along this avenue is the existing care home, The Lakes. At the end of Ralphs Lane, to the east, are six properties, arranged in a cul-de-sac. The site currently contains 2no. two-storey family houses and gardens, with land to the north west the curtilage of no. 1 Ralphs Lane also included within the application site. The 2 dwellings to be demolished to create the overall development site. The remainder of the development site is heavily wooded, backing onto neighbouring residential gardens.

1.2 Outline planning permission exists on the site, consisting of demolition of nos. 1 and 2 Ralphs Lane, and erection of a building containing 29no. single bedroom extra care apartments, 17no. car parking spaces and communal gardens under application ref: 16/00767/OUT, which was allowed at appeal. This established the access, layout, appearance and scale.

2. PROPOSAL

- 2.1 This reserved matters application seeks planning permission for landscaping only, following earlier outline planning permission for demolition of nos. 1 and 2 Ralphs Lane, and erection of a building containing 29no. single bedroom extra care apartments, 17no. car parking spaces and communal gardens. The outline permission established the access, layout, appearance and scale.
- 2.2 The application is supported with a landscape plan, which demonstrates the retention of mature trees and hedging throughout the site, particularly to the northern and eastern boundaries. To the frontage, a hedgerow is proposed around part of the car park area, and shrubbery planting is proposed around the building in sections, and to the frontage of the site separating the car park from the highway.

3. PLANNING HISTORY

3.1 16/00767/OUT – demolition of nos. 1 and 2 Ralphs Lane, and erection of a building containing 29no. single bedroom extra care apartments, 17no. car parking spaces and communal gardens – Approved at appeal May 2019 (ref: APP/G4240/W/19/3221226).

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1:10: Protecting and Enhancing the Natural Environment;
- 1:11: Conserving Built Heritage and Retaining Local Identity.

4.6 Part 2 Policies

- C1: Townscape and Urban Form;
- H10: Detailed Design of Housing Developments;
- OL10: Landscape Quality and Character;
- N3: Nature Conservation Factors;
- N4: Trees and Woodland;
- N5: Trees Within Development Sites;
- N7: Protected Species.

Places for Everyone

- 4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the

more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 In response to the neighbour notification letters, there have been 5 letters of objection. The concerns raised within the letters of objection are summarised below:
 - This development includes demolition of my property, and there has been a lack of consultation from the developer;
 - Development conflicts with land use policy;
 - The development is too large;
 - The development would result in a loss of day light, and cause overshadowing;
 - Excessive noise would be associated with the development;
 - The development would be out of character and sets a precedent;
 - Highway safety and lack of parking provision.

7. RESPONSES FROM CONSULTEES

- 7.1 Arborist No objections, landscape proposals provide sufficient and appropriate landscape features and planting. Arboricultural Impact Assessment is acceptable, proposed root protection measures would meet British Standard.
- 7.2 Greater Manchester Ecology Unit No objections, following amendments addressing concerns that landscaping was ornamental with little native trees and shrubs proposed. Welcomes retention of mature trees.

8. ANALYSIS

- 8.1 The principle of development, consisting of demolition of nos. 1 and 2 Ralphs Lane, and erection of a building containing 29no. single bedroom extra care apartments, 17no. car parking spaces and communal gardens was established through outline planning application 16/00767/OUT, which was allowed at appeal in May 2019 (ref: APP/G4240/W/19/3221226). The previous approval established the access, layout, appearance and scale; and therefore this reserved matters application seeks approval for landscaping only.
- 8.2 Recognising that the development follows the principles established on the approved outline planning application, there should be no fundamental objections to this recognising that the application would be consistent with the principles established on the extant outline planning permission.

9. LANDSCAPING, TREES AND ECOLOGY

- 9.1 Policies within the UDP, NPPF and the adopted Residential Design Guide SPD are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134).
- 9.2 The report to Speakers Panel in relation to the outline application notes that in relation to the impact of the development upon trees, a number of them within the site are the subject of tree preservation orders. The trees of highest value on the land are located to the north west of the site and would not be affected by the proposed development. It was noted that the plans indicate that the development would be sited so as to ensure that no part of the building itself would fall within the crown spread of the trees on the western edge of the site which are also protected and considered to be of high amenity value.
- 9.3 The report acknowledges that the north western corner of the building would be in close proximity to the northern boundary of the site, but notes that a significant number of existing trees on that boundary would be retained and additional planting would be established to the rear of the building. It was considered that a landscaping scheme, alongside planting to be retained, would provide some screening of the development from the adjacent neighbours, particularly given that the closest 'wing' of the building would be adjacent to the existing mature landscaping on the common boundary. The Inspector in the appeal decision noted similar; that a number of valuable mature trees located around the site would be retained to further soften the impact of the scheme.
- 9.4 The applicant has submitted a landscape plan which demonstrates the retention of mature trees and hedging throughout the site, particularly to the northern and eastern boundaries. To the frontage, a hedgerow is proposed around part of the car park area, and shrubbery planting is proposed around the building in sections, and to the frontage of the site separating the car park from the highway. The development is set in turfed grounds, all of which softens the impact of the proposed building. Greater Manchester Ecology Unit (GMEU) reviewed the submitted information, and although welcomed the retention of the majority of mature trees, noted that initially the landscaping was proposed as ornamental with no native trees or shrubs proposed. Amendments were sought to the landscaping plan, to include native and wildlife attracting species, and GMEU considered the updated plan to be an improvement and acceptable. The Council's Arborist has reviewed the submitted information, and considers that the landscape proposals provide sufficient and appropriate landscape features and planting. A condition is recommended which requires the landscaping to be provided and maintained for at least 5 years, until it is hoped the planting would be mature.

- 9.5 Condition 5 of the outline consent required that this application include details of all tree and root protection measures, in order to provide adequate protection to those trees to be retained within the site, particularly during construction. The applicant has submitted an Arboricultural Impact Assessment (AIA), which the Council's Arborist has reviewed, and noted that the proposed root protection measures would meet the requirements of the appropriate British Standard, as per the wording of condition 5. A condition is thereby recommended which states the measures within the AIA shall be followed.
- 9.6 GMEU did note the requirements of condition 6 of the outline consent, which requires that biodiversity enhancement measures be submitted for approval, and considered that this may overlap with the landscape scheme to be approved. It is however not a requirement that the developer submits biodiversity enhancement measures at this stage, with the trigger for this condition requiring details to be submitted pre-commencement of development.
- 9.7 The landscaping and tree protection measures proposed as part of this reserved matters application are considered to be acceptable, subject to conditions ensuring they are implemented. The proposals accord with the outline consent, appeal decision, and Policies N4, N5 and N7 of the Unitary Development Plan.

10. CONCLUSION

- 10.1 The redevelopment of the site as a 29no. unit building for extra care use has been established on the previous outline planning permission, which was allowed at appeal. The principle of this redevelopment of the site was established at outline stage, and it is considered that the reserved matters conforms to the parameters which were established within the outline planning consent.
- 10.2 The application proposes a landscape scheme which retains existing trees within the site, and proposes new landscaping features, further assisting with screening the development from surrounding areas. Essential tree protection measures are also proposed, as was required through the outline consent.
- 10.3 There are no objections to the proposals from any consultees, namely the Greater Manchester Ecology Unit and the Council's Arborist.
- 10.4 Taking into account the relevant development plan policies and other material considerations, subject to the identified conditions, 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.

RECOMMENDATION

Grant reserved matters planning permission subject to the following conditions:

- The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.
 - Planting proposals (dwg no. 0110-PP-01, rev. P1);
 - Proposed site plan (dwg no. 819 A 002, rev. C).

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

2) The submitted Planting Proposals (dwg no. 0110-PP-01, rev. P1) shall be implemented prior to the occupation of the development hereby approved.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the use of the building or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Policies C1 and OL10 of the adopted Tameside UDP.

3) The development hereby approved shall be undertaken in accordance with the submitted Arboricultural Impact Assessment (AIA) (undertaken by Urban Green, dated May 2022).

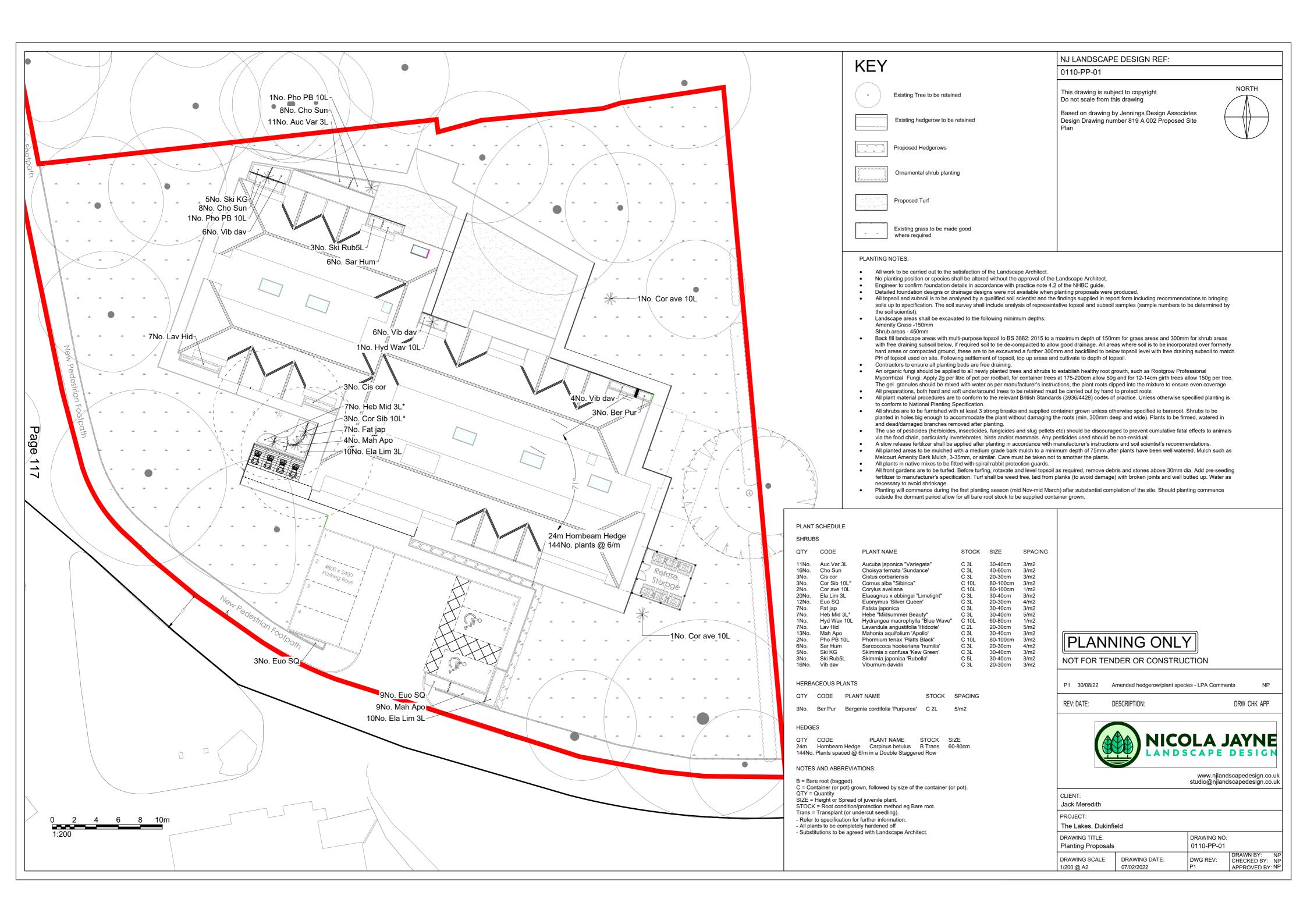
Reason: In order to ensure adequate protection for trees to be retained, in accordance with Policies N4 and N5 of the adopted Tameside UDP.











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Application Number 22/00360/REM

Reserved matters application (namely landscaping) for demolition of nos. 1 and 2 Ralphs Lane; provision of 29no. single bedroom Extra Care apartments, 17no. car parking spaces and communal gardens pursuant to outline planning application 16/00767/OUT

Photo 1: View of entrance to Ralphs Lane looking southwards towards the site



Photo 2: View of protected trees in the north western corner of the site



Photo 3: View of neighbouring properties to the south east of the site



Photo 4: View along existing northern boundary of no. 1 Ralphs Lane



Photo 5: View of neighbouring property to north west of the site



Photo 6: View looking westwards along the southern boundary of the site



Agenda Item 5d

Application Number 22/00483/FUL

Proposal Demolition of existing industrial buildings and erection of 12no. 3-

bedroom semi-detached houses with associated gardens and off

street parking.

Site 30 Town Lane, Denton, M34 6LE

Applicant Mr Darren Atkins

Recommendation Grant planning permission, subject to conditions.

Reason for report A Speakers Panel decision is required because the application is major

development.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The application relates to land occupied by industrial premises located on the eastern side of the junction of Acre Street with Town Lane, this site is located to the south west of Denton town centre and occupies an area of approximately 0.18ha. The employment units are situated within a wholly residential area, they represent a stark departure from the prevailing character.

1.2 There are 3 buildings within the site which are set around an internal courtyard which also supports 3 shipping containers. The buildings are subdivided into 8 units. The applicant utilises 3 of the units informally for the storage of plant associated with their construction business.

Unit 1 & 7 Windows Unit 2 Vacant Unit 4 Vacant Unit 3, 5 & 6 Applicant

- 1.3 The access is taken off Town Lane directly opposite no.37. Two of the buildings are situated immediately to the back of the footway, so there is poor pedestrian visibility splay. There is little consistency in design with materials being varied between precast concrete and brick, roof forms are also both flat and pitched.
- 1.4 Levels within the site are completely flat, it is void of any soft landscaping. The northern and eastern boundaries abut residential gardens.
- 1.5 There are parking restrictions in place along Town Lane (Mon-Sat, 8am-7pm) and along Acre Street (Mon-Fri 8am-6pm) with double yellow liens which extend around the junction. Traffic calming features are in place and the highway is subject to a 20mph speed restriction.

2. PROPOSAL

2.1 The application seeks full planning permission to demolish existing buildings on the site; and with residential development of 12no 3 bedroom semi-detached properties.

- 2.2 The properties would be situated within 6 pairs with 3 fronting Town Lane and 3 fronting Acre Street. There are two house types which hare proposed the design includes a 2m single storey rear outrigger/extension and the properties would include accommodation within the roof space served by a single front facing dormer window and rear facing rooflights. Each dwelling would have a single parking space and landscaped front and rear garden.
- 2.3 The application is supported with the following documents:
 - Bat Survey;
 - Design & Access Statement;
 - Drainage Strategy;
 - Geo Environmental Statement;
 - Marketing Information;
 - Structural Report.

3. PLANNING HISTORY

3.1 04/01329/FUL - Erection of 19no. 2 bed self-contained apartments - Approved 22.12.2004

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012). The site is unallocated bordering the Green Belt and SBI which are located immediately to the west.

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment;
- 1.4: Providing More Choice and Quality of Homes;
- 1.5: Following the Principles of Sustainable Development;

- 1.6: Securing Urban Regeneration;
- 1:10: Protecting and Enhancing the Natural Environment;
- 1:11: Conserving Built Heritage and Retaining Local Identity;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- H1: Housing Land Provision
- H2: Unallocated Sites
- H4: Type, Size and Affordability of Dwellings
- H5: Open Space Provision
- H10: Detailed Design of Housing Developments
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T10: Parking
- C1: Townscape and Urban Form
- N3: Nature Conservation Factors
- N5: Trees within Development Sites
- N7: Protected Species
- MW11: Contaminated Land
- MW12: Control of Pollution
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone

- 4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

6.1 A total of 7 representations have been received the reasons for which are summarised as follows:

6.2 Amenity

- Noise and disturbance during construction and demolition period impacting upon existing residents particularly those working from home;
- Dust during demolition and construction;
- Inconvenience of the parking arrangements;

6.3 Highways and Parking

- Loss of on street parking capacity
- Lack of alterative parking spaces for existing residents and any visitors
- Inadequate off street parking
- Can the driveways be relocated
- Parking should be provided to the rear of the dwellings
- The Town Lane / Acre Street Junction is an accident blackspot

6.4 Support/Neutral

- Plans /house types look very impressive
- Double Yellow Lines need to be retained
- The development will improve the area

7. RESPONSES FROM CONSULTEES

- 7.1 Contaminated Land Recognised that there is potential for onsite contaminated associated with former industrial processes which have taken place at the site. No objections to the principle of the sites redevelopment subject to conditions relevant to further assessment and remediation where appropriate.
- 7.2 Environmental Health Officer No objections, recommend conditions relevant to construction times and provision of an electric vehicle strategy.
- 7.3 Greater Manchester Ecology Unit (GMEU) Reviewed the submitted ecology information. No objections raised.
- 7.4 Local Highway Authority (LHA) No objections subject to conditions. Note that the parking arrangements are suitable and befitting of the sites sustainable location. The total vehicle movements attributed to the development are envisaged to be 8 trips during peak times. Conditions are recommended relevant to provision of the vehicle and cycle parking, travel plan and visibility splays.
- 7.5 Lead Local Flood Authority (LLFA) Recommend that further investigations are undertaken in to the use of SUDS/Infiltration techniques. Recommend pre-commencement conditions requiring submission of further drainage information.

- 7.6 Tree Officer No objections there are no trees on site which are a constraint to development.
- 7.7 United Utilities (UU) No objections subject to details of the site drainage being conditioned in accordance with the drainage hierarchy and that site is drained on separate foul and surface water systems.

8. ANALYSIS

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 Paragraph 219 of the NPPF confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development.
- 8.3 The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For decisions on planning applications this means:
 - approving development proposals that accord with the development plan without delay;
 and
 - where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The site is unallocated on the UDP Proposals Map (2004), it is located on a prominent junction within an established residential area. The principle of development has been previously established albeit on an application which has long since lapsed. The proposals would be evidently compatible with the prevailing land use within the locality in terms of residential amenity and the general appearance and character of the area. The redevelopment of an existing site would also constitute brownfield development, which is consistent with the overarching principles of sustainable development, and the efficient use of land.
- 9.2 It is relevant to acknowledge that the site included within the Strategic Housing and Employment Land Availability Assessment as a future housing development site. This indicates that it is identified as part of the council's housing land supply, although it does not fetter the Council's decision on a planning application.
- 9.3 In recognition of the site's established employment function policy E3 (Established Employment Areas) applies. Policy E3 offers protection to both allocated and non-allocated sites where there is a functioning employment use. It identifies that consideration to housing supply and regeneration benefits of development outweigh the potential of the site in its present form for further use within the context of stated criteria. Matters to be assessed include;
 - a) the quantity and type of employment sites and premises available in the area, and
 - b) evidence of demand for employment sites and premises in the area, and
 - 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, and
 - d) the opportunity which may be presented for new forms of employment as part of a mixed use scheme.

The adopted SPD provides further advice to be taken into consideration for the assessment of non-employment uses on allocated or functioning employment sites.

- 9.4 In response to the exceptions of policy E3 the developer has provided a structural report which is supplemented by marketing commentary. There is emphasis on the principle for residential development having previously been established. An overriding objective of the NPPF is to boost the supply of housing, it promotes the re-use of land within sustainable areas which would secure environmental improvements. The loss of the sites employment capacity against the contribution to housing supply is a matter of planning judgment.
- 9.5 In terms of the case which has been presented this is considered proportionate to the overall scale of development. Whilst the marketing information is somewhat light, meaningful conclusions can be reached from site observations and the information contained within the structural report to confirm that the condition and suitability of the buildings to support continued employment use is compromised.
- 9.6 The buildings date from the early 1900's having been associated with the hatting industry. The structures include a mixture of brick built and prefabricated buildings. The structural report identifies many faults including cracking and structural failure, water ingress and damp, dry rot and a general lack of insulation. The roof coating of many of the buildings is also asbestos sheets. It is clear that substantial investment would be needed in the repair and ongoing maintenance of the buildings. Given the location and access constraints, discussed below, it is understandable why the owner would not want to commit to such an undertaking.
- 9.7 In making an assessment against policy E3, the site is constrained by virtue of the access arrangement, proximity to residential dwellings, onsite contamination and general declining state of the employment accommodation (currently less than 50% occupied) which requires significant levels of investment. The case presented, and observations undertaken are supported from an employment policy perspective, the site functions as a non-conforming use in a predominantly residential area. Extinguishing this use is a positive benefit of these proposals with the proposed residential properties being readily compatible with the predominate adjoining uses.

Housing Supply:

- 9.8 In terms of housing development, the Council cannot demonstrate a deliverable five year supply of housing land and on this basis, it is recognised that the NPPF is a material consideration that carries substantial weight in the decision making process. Assuming the development is considered sustainable, paragraph 11 is clear that where no five year supply can be demonstrated, the presumption in favour of sustainable development should be used to determine planning applications.
- 9.9 Policy H1 seeks to set out the spatial priorities for the distribution of housing including the priority of previously developed land. Whilst pre-dating the NPPF, the policy is aligned in its principles and therefore complimentary to its objectives. This is consistent with paragraph 11 of the NPPF which is clear that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 120 (d) explicitly states that planning decisions should; 'promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained'.
- 9.10 Policy H7 and NPPF paragraph 125 relates to building density and the need to make the efficient use of land, the former promotes housing densities between 30 and 50 units per hectare. The location of the site is within an accessible suburban location, with public services and transport within a convenient walking distance. The development would achieve a density of approximately 66 dwellings per hectare, this is considered favourable in the context of a housing undersupply situation. The overall density is also reflective of the established local housing stock and by virtue of this represents an efficient use of the site.

- 9.11 Moreover, the proposal would achieve an acknowledged regeneration benefit identified within policy E3 through the compatibility of the development to (prevalent) adjoining residential uses, the associated regeneration and efficient re-use of a largely vacant and declining site and overall improved access arrangements. This would accord with the general thrust of planning policies which seek to facilitate a reduction in the need to travel through locating development which is accessible to established centres and ensuring that new housing is accessible by public transport, walking and cycling.
- 9.12 The balance between the loss of the employment space and contribution to housing supply is supported. The NPPF identifies that there are three overarching objectives to sustainable development, economic, social and environmental. The proposal is considered to be in compliance with these factors recognising the sites UDP allocation, sustainable location, building condition and level of occupation and inclusion within Council housing land supply figures.

10. DESIGN & LAYOUT

- 10.1 Policies C1 and H10 seeks to ensure that developments are designed to respect their surroundings and contribute positively to the character of the area, having particular regard to the layout, density, design, scale, height, massing, appearance, materials and landscaping prevalent in the area. Proposals should respond to the townscape and landscape character of the local area, reinforcing or creating local identity and distinctiveness. Good standards of amenity, privacy, safety/security and open space should be provided for the occupants of new housing and good standards of amenity and privacy should be maintained for the occupants of existing housing.
- 10.2 The buildings which would be demolished are of no architectural or historic merit. The building scale, mass and materials appears at odds with established residential character. The demolition can be tolerated and would result in significant improvements to the general setting and character of the street scene.
- 10.3 The Residential Design Guide SPD's overall purpose is to achieve high quality design in residential development. The design has been largely dictated by the shape of the site, in addition to the requirement to engage actively with both Town Lane and Acre Street frontages. The proposals would see 3 pairs of semi-detached properties introduced to both highway frontages. The properties would observe established building lines albeit for a slight stagger to those fronting Town Lane. The layout and form mirrors that of the established pattern of development of the existing housing stock and would represent a significant improvement to the stark and domineering contrast of the current industrial buildings.
- 10.4 There are house types that would read as near identical from the existing street scene from which they would be seen. The elevations are slightly contemporary in appearance, in the main they would be constructed from brick, the fenestration aligns with a vertical emphasis with canopies to the front doors. Dormer windows are not necessarily a common feature within the locality, their inclusion can be supported as they are modest in scale and would be consistent across all of the proposed dwellings. The external boundary treatment would comprise of brick walls, and front garden areas have capacity to support tree planting. Overall the design of the housing stock is acceptable, the design and choice of materials is also considered to be of a desirable quality.
- 10.5 With regard to parking arrangements, discussions have been undertaken with the applicant about increasing spaces within the site, but this resulted in complete hard surfaced frontages with loss of all soft and hard landscaping features. The proposed arrangements are within the parking guidelines and the layout does not appear car dominated. Parking is provided to the front of dwellings, their dominance/impact is offset by soft landscaping within front gardens and boundary finishes. Provision of the front gardens allows some capacity for on

street parking. All of the properties are served with front to rear access which will allow for the storage of bins within curtilage and not in the public domain.

10.6 Having full consideration to the design merits of the proposal and the layout of the scheme, it is considered that the development would deliver an attractive residential environment which would enhance the existing area. The scale and density of the development is reflective of that of housing within the locality. Overall, the design and layout should successfully assimilate with the existing housing stock, whilst providing good quality housing. The proposal adheres to the objectives of UDP polices C1 and H10, and the design guidance within the adopted SPD which stress the importance of residential development being of an appropriate design, scale, density and layout.

11. RESIDENTIAL AMENITY

- 11.1 The adopted policies within the Council's Residential Design Guide Supplementary Planning Document strive to raise design standards; they should be applied along with the criteria of Building for Life (BFL). Good design is aligned to the delivery of high residential amenity standards. This should reflect equally on the environment of existing residents as well as that of future residents. Paragraph 130(f) of the NPPF states that development should seek to provide a high standard of amenity for existing and future users alike. This is reflected in policy H10 and the recommendations of the Residential Design Guide SPD, which seek to ensure that all development has regard to the amenity of existing and proposed properties.
- 11.2 The properties would align to established building lines to properties on Town Lane and Acre Street. Properties on Town Lane have been re-positioned to improve the relationship to no.28 on the eastern boundary. The level of outlook from neighbouring properties would be improved as a result of demolition of the industrial structures which have a domineering appearance. The removal of employment activity would also be favourable in terms of general compatibility and lack of disturbance. In terms of matters relevant to amenity, privacy and outlook/light, the proposals are deemed to be sufficiently compliant with policy RD5.
- 11.3 Disruption from the development would be mainly attributable to the construction phase. A construction environment management plan (CEMP) has been submitted which commits to best practice guidelines for reducing noise and disturbance. Environmental Health has no objections to the proposals.
- 11.4 With regard to the amenity which will be afforded to the residents of the development, it is of note that each of the properties meets with the technical housing standards. The close proximity of the site to Denton, transport links, nearby local amenities and open space means that residents would also benefit from an acceptable standard of access to local services.

12. HIGHWAYS AND ACCESS

- 12.1 Policy T1 requires all developments to be designed to improve the safety for all road users. Likewise paragraph 111 of the NPPF confirms that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 12.2 Each of the properties would have a single dedicated off street parking space and secure cycle storage would be provided within rear gardens. The site's location is deemed sustainable given its proximity to Denton, bus service and associated amenities. Local parking restrictions on Town Lane and Acre Street are acknowledged, which limit on-street parking capacity. This has been considered by the Local Highway Authority (LHA) who deem that the parking arrangements suitably mitigate the impacts of the development. The

- removal of employment traffic within a residential area (albeit for the construction period) is also supported.
- 12.3 To encourage modal shift, the LHA has requested improvements to footpaths located off Town Lane which serve local school and greenspaces. This would comprise new surfacing and signage to create a better walking and cycling environment. Consultation with the LHA confirms that work will be subject to a Section 278 agreement under the Highway Act. This will be addressed separate to the planning application although conditions are still recommended detailing the level of highway improved required.
- 12.4 The LHA has reviewed the application and the predicted vehicle journeys on the network during peak periods. It will generate a maximum of 8 no. additional vehicle movements during peak times. The LHA is satisfied that the increased vehicle trips generated by the development are minimal and therefore the residual cumulative impact on the road network would be acceptable.
- 12.5 The LHA is satisfied with the development arrangements and that it is designed to protect all road users. In recognition of this, the development has appropriately demonstrated that safe and convenient access can be achieved to meet all highway users' requirements. The disruption associated with traffic during the construction period can be managed to ensure minimal disruption would occur during the temporary period. Once operational, the associated traffic movements from the site would not be significant and there would remain appropriate capacity on the local network. Safety would not be compromised and future residents would have direct access to public transport. The proposals would be in compliance with the requirements of T1, T7, T10 and T11 and NPPF paragraph 111.

13. DRAINAGE AND FLOOD RISK

- 13.1 The site is in flood zone 1 and is at a lower risk of flooding. The site is, at present, completely hard-surfaced so the impermeable area will be reduced by the associated creation of garden areas.
- 13.2 For the purposes of the planning application flood risk and overall water management have been appropriately investigated. The full methodology of how the site will be drained is a matter of detail that can be secured by an appropriately worded condition and will ensure that the drainage hierarchy is followed, surface water would be appropriately drained and attenuated to ensure that greenfield run-off rates can be achieved.
- 13.3 Subject to the safeguarding of the recommended conditions requiring drainage details to be submitted no objections are raised from a drainage perspective.

14. GROUND CONDITIONS

- 14.1 The site falls outside of the Coal Authority's defined development high risk area. As such, a coal mining risk assessment has not been undertaken.
- 14.2 The Environmental Protection Unit (EPU) has reviewed the initial site investigation appraisal which identified some elevated concentrations of lead within the soil. Further investigations will be required to inform the remediation strategy. This is not a constraint to development and there are no objections raised to the proposals subject to recommended conditions. The conditions recommended by the EPU are considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site.

15. LANDSCAPING, TREES & ECOLOGY

- 15.1 Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. As previously acknowledged, the majority of the site was hard surfaced.
- 15.2 With respect to biodiversity, a bat survey has been undertaken of all of the existing buildings. No or minimal potential bat roosting features were observed and the buildings were assessed as having negligible bat roosting potential. GMEU are supportive of the conclusions and have raised no objections.
- 15.3 The biodiversity value of the site could be enhanced as part of the landscaping proposals to be approved by condition. The landscaping can include locally native species to benefit and maintain wildlife connectivity in addition there will be ecological value in the form of bird and bat boxes to the properties.

16. AFFORDABLE HOUSING

16.1 The scale of the development constitutes a major development, there is a requirement to meet affordable housing (15%) contributions which equates to 2 units. The applicant acknowledges this and has requested that the matter is addressed by a condition.

17. OTHER MATTERS

- 17.1 Noise: With removal of the employment uses noise affecting the development is largely transport based. The EHO is satisfied that a suitable standard of amenity level can be achieved and there are no requirements for any noise related planning conditions. A construction management plan (to be conditioned) will ensure disturbance is kept to a minimum during the construction period. Residential use is fully compatible with the local established character, there is no reason why existing residents amenity should be impacted upon negatively from the development.
- 17.2 Heritage: There are no recorded assets within the vicinity of the site. The development will therefore not have any influence on the setting of any assets.

18. CONCLUSION

- 18.1 The development is a brownfield site that can be appropriately redeveloped for housing. It is located in a highly sustainable location, as demonstrated by its accessibility to services. The redevelopment for residential purposes would be readily compatible with the nature of adjoining uses and would add to the delivery of housing in the Borough in a period of under supply. It is also considered that there are significant benefits to the removal of the industrial activity from the residential environment.
- 18.2 The design makes a positive contribution to the street scene and would create a welcoming residential environment. The high quality design would make a positive contribution to the local housing stock, in accordance with core principles of the NPPF and compliance of the UDP.
- 18.3 Taking into account the relevant development plan policies and other material considerations, subject to the identified mitigation measures, 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 represents a highly

efficient re-use of a brownfield site that would meet sustainability requirements, and contribute positively to the Boroughs housing supply.

RECOMMENDATION:

That Members grant planning permission for the development subject to the following:

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

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

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

Location Plan ref: 202203/OS1

Existing survey Site Plan Elevations ref 202203/Es1

Topographical Survey ref: 40065MCLS-01

Ground Floor Site Plan ref: 202203 / SKB1A rev A

First Floor Plan ref: 202203 / SkB2A rev A Second Floor Plan ref: 202203 / SkB3A rev A

Elevations & Street Scenes ref: 202203 / SkB4A rev A

Side Elevations ref: 202203 / SkB5 House Floor Plans ref: 202203 / SkB6

Reports:

Design & Access Statement ref PP-11238442
Preliminary Bat Roost Assessment Ref Issue 1 Dated 01.07.2022
Phase 1 GeoEnvironmental Desk Study Ref A4845/22
Surface Water Management Report Ref 839 June 2022 Rev A
Marketing Information Statement
Structural Report (Philip E Dey Associates)

Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policies and relevant national Planning Guidance.

3. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the building; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

4. No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:

- 1. A site investigation strategy, based on the Groundtech Geo-Environmental Appraisal (reference 17068/344) detailing any additional investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
- 2. The findings of the site investigation and detailed risk assessment referred to in point (1) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
- 3. Based on the site investigation and detailed risk assessment referred to in point (2) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
- 4. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (3) have been fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

- 5. Prior to use, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the Local Planning Authority (LPA). If during development, contamination not previously identified is encountered, then no further development (unless otherwise agreed with the LPA), shall be undertaken until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved. The discharge of this planning condition will be given in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA and occupation of the development shall not commence until this time unless otherwise agreed in writing by the LPA.
- Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.
- 7. The car and cycling parking spaces to serve the development hereby approved shall be laid out as shown on the approved site plan ref 202203/SKB1 rev A prior to the first occupation of that development and shall be retained free from obstruction for their intended use thereafter.

Reason: To ensure that the development has adequate car parking arrangements in accordance with UDP Policy T10 Parking.

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

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

9. A clear view shall be provided from the driveways of the dwellings where it meets the footway on Acre St/Town Lane. Its area shall measure 2.4 metres along the edge of the site access and 2.0 metres along the (footway/roadway). It must be kept clear of anything higher than 600mm above the access, on land which you control.

Reason: In the interest of highway safety to ensure safe access onto Acre Street abd town lane in accordance with UDP policy T1.

10. The development shall not commence until details of a green Travel Plan have been submitted to and approved in writing by the local authority. The approved travel plan shall be implemented to the satisfaction of the local Planning Authority prior to occupation of any part of the development.

Reason: To encourage modal shift towards none car based travel in the interests of sustainability.

- 11. No work shall take place in respect to the construction of the Development, until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
 - 1. Phasing plan of highway works.
 - 2. Details of the works of new dropped crossing and reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase.
 - 3. Details of carriageway markings and signage.
 - 4. Offsite improvements to footways.

No part of the approved development shall be occupied until the approved highways works have been constructed in accordance with the approved details or phasing plan and the development shall be retained as such thereafter.

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

- 12. No development shall commence until such time as a Demolition 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:
 - Details of restriction to weight limits of Construction Vehicles along Moss Lane;
 - Emergency contact details of the site manager to be displayed publically.

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

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

13. No part of the development hereby approved shall be occupied until details of the secured cycle storage provision to serve apartments 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 details of the means of enclosure. The secured cycle storage arrangements shall be implemented in accordance with the approved details prior to the occupation of the first apartment and shall be retained as such thereafter.

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

14. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

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

15. No development shall commence (excluding the demolition of existing structures and site clearance or preparation) until a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The strategy shall also include details of on-going management and maintenance arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure proper drainage of the area, in accordance with UDP policy U3 Water Services for Developments and Section 14 NPPF.

- 16. 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 NPPF or any future guidance that replaces it. The scheme shall include:
 - 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 RSL 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 H5 and paragraph 65 of the NPPF.

17. A scheme for the Biodiversity Enhancement and Mitigation Measures including the planting of native trees and the provisions of bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter

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

18. Prior to the first occupation of the development full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs and as schedule of implementation shall be submitted for approval in writing to the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s) and the soft landscaping details in accordance with approved schedule.

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

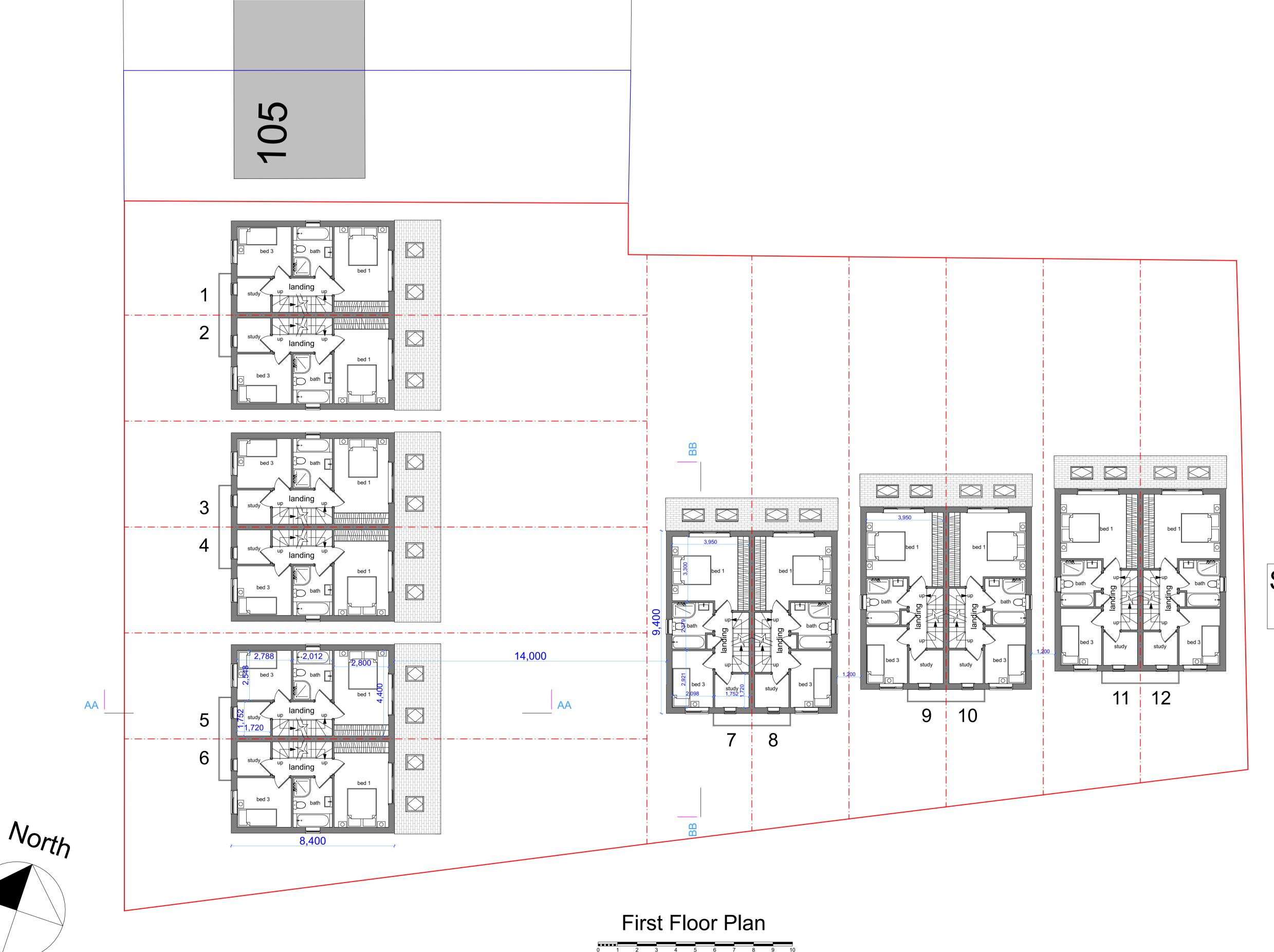
19. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period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

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









rev A. Car parking to units 6 & 7 amended, units 11 & 12 brought forward by 300mm and cycle stores added to each unit, all following recommendation by planning officer. 29.9.22

Scheme Proposals First Floor Plan



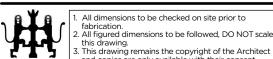
9 Mersey Road, Sale, Cheshire. M33 6HL tel : 0161 973 9391 mobile : 07801 474646 e-mail: paul@phddesigns.co.uk www.phddesigns.co.uk

Housing Development Town Lane / Acre Street Denton

A & A Developments Ltd

First Floor Plan

drawing no.)2203/SkB2	revision.
drawn by.	scale.	date.
PD	1:100 (when printed at A1)	4.22





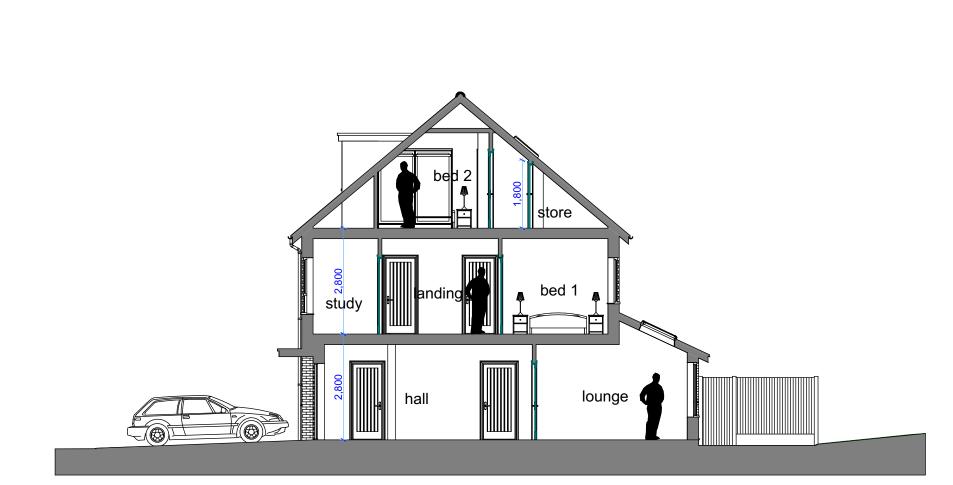
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Side Elevation To Unit 6

Front Elevation To Town Lane (south) Units 7 - 12



Front Elevation To Acre Street (west) Units 1 - 6



Cross Section A-A - Units 1 - 6

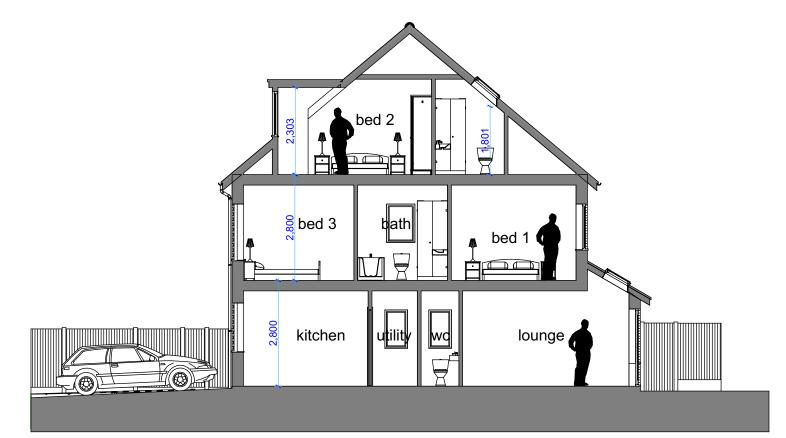


Rear Elevation To Town Lane (north) Units 7 - 12

Side Elevation To Unit 1



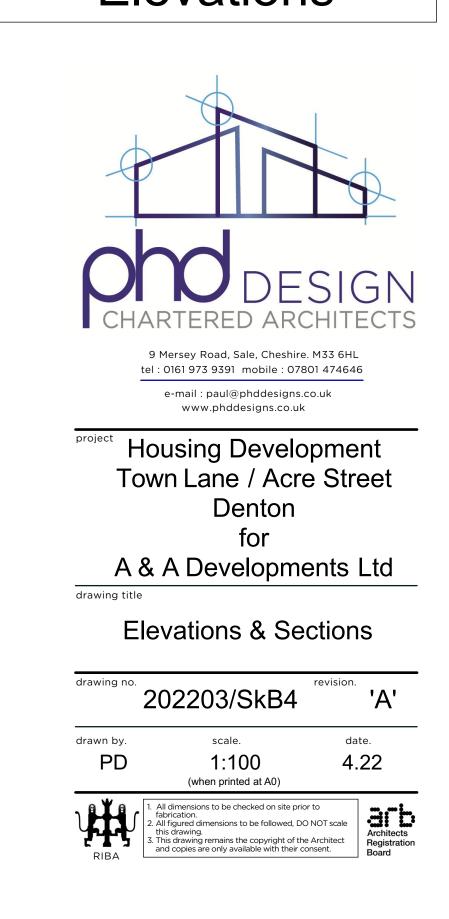
Rear Elevation To Acre Street (east) Units 1 - 6



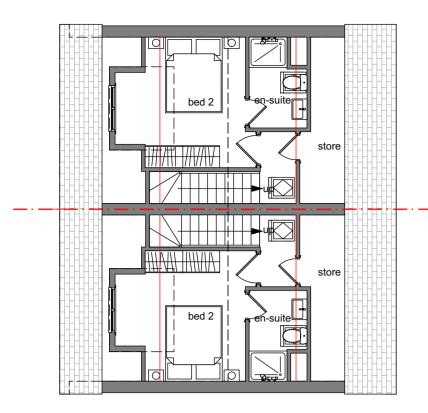
Cross Section B-B - Units 7 - 12

rev A. Car parking to units 6 & 7 amended, units 11 & 12 brought forward by 300mm and cycle stores added to each unit, all following recommendation by planning officer. 29.9.22

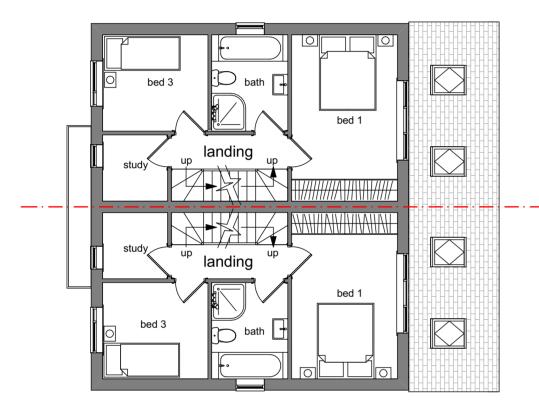
Scheme Proposals Elevations



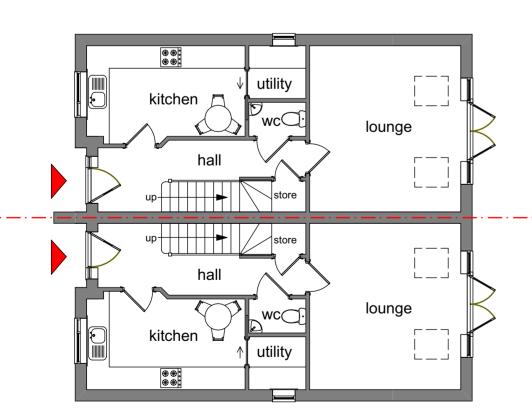




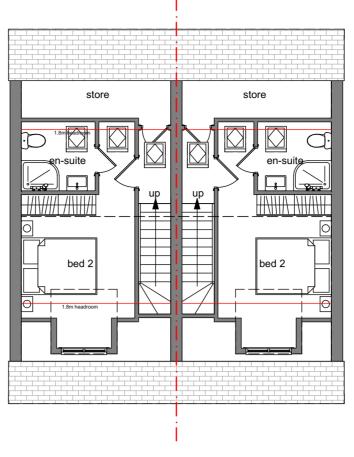
Second Floor Plan (units 1 - 6)



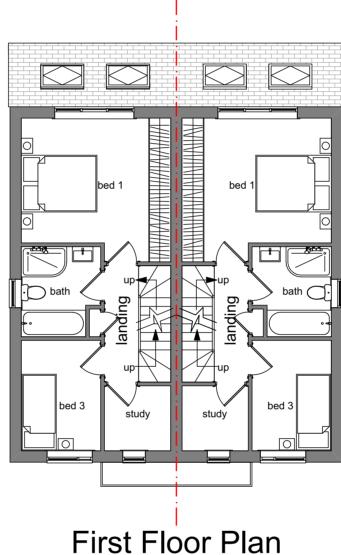
First Floor Plan (units 1 - 6)



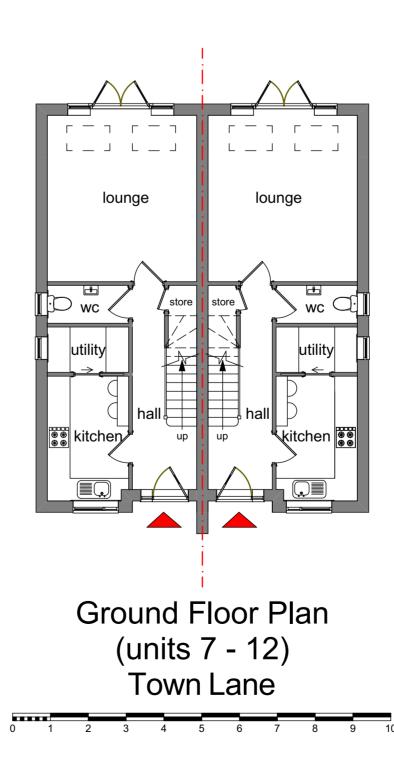
Ground Floor Plan (units 1 - 6) Acre Street



Second Floor Plan (units 7 - 12)



First Floor Plan (units 7 - 12)



Scheme Proposals House Floor Plans



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Housing Development
Town Lane / Acre Street
Denton
for

A & A Developments Ltd

House Floor Plans

drawing no.

202203/SkB6

drawn by. scale. date.

PD 1:100 9.22

(when printed at A2)

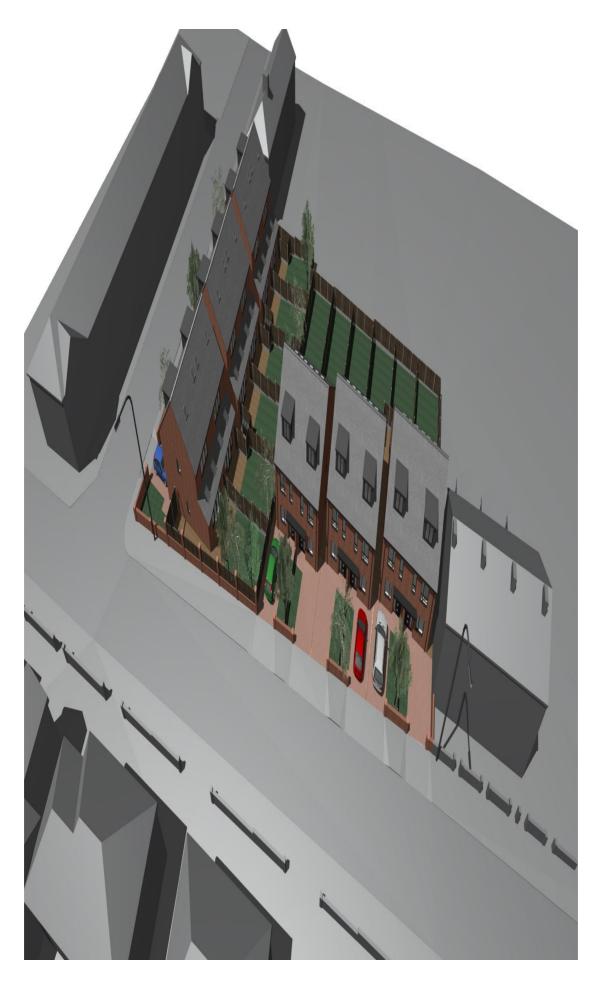
1. All dimensions to be checked on site prior to fabrication.
2. All figured dimensions to be followed, DO NOT scale this drawing.
3. This drawing remains the copyright of the Architect and copies are only available with their consent.





Page 147





Page 149



Application Number 22/00483/FUL

Demolition of existing industrial buildings and erection of 12no. 3-bedroom semidetached houses with associated gardens and off street parking.

Photo 1: Aerial view of site



Photo 2: Current site arrangement



Photo 3: Acre Street



Photo 4: Town Lane



Agenda Item 5e

Application Number: 22/00523/FUL

Proposal: Proposed new two storey Creative Arts Wing extension to existing

school.

Site: Astley Sports College and Community High School, Yew Tree Lane,

Dukinfield, SK16 5BL

Applicant: Helen Williamson

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: A Speakers Panel decision is required because the application

constitutes a major development.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The application relates to Astley Sports College and Community High School in Dukinfield. The site is accessed via Yew Tree Lane with parking areas integrated around the site to the front and rear of the main school building.

- 1.2 The area around Yew Tree Lane has a mix of domestic properties as well as a number of educational facilities, including the school, along its northern aspect towards its western end. The school itself is attached to and occupies a shared site with Cromwell High School which itself delivers special educational provision.
- 1.3 The school building is of a significant size and comprises a mix of single storey and two storey elements. External elevations are generally of brickwork with significant areas of white uPVC glazing with flat roofing.
- 1.4 To the rear (south) of the existing north wing, adjacent to the central link and south wing, there is an existing temporary classroom block. This temporary two storey building houses a number of classrooms and is situated within the rear car parking area. It is of a dark grey, flat roofed design and is of a modular block form in its appearance.
- 1.5 The school premises benefits from a number of playing fields across the southern part of the site, with the addition of a 3G full size sports pitch and a similarly sized AstroTurf pitch all of which is allocated Protected Green Space, according to the Tameside Unitary Development Plan (UDP) Proposals map. The rest of the site, north of the playing pitches, is unallocated.

2. PROPOSAL

- 2.1 This full application seeks planning permission for the removal of the existing two storey temporary modular units (classrooms) to the rear car parking area, and the erection of a new part single storey, part two storey 'creative arts' wing extension. The extension would link to the school's existing two storey south block and central single storey link building.
- 2.2 At ground floor, the new building will accommodate new teaching classrooms/studio, music room, drama studio and ancillary support stores. At first floor level the extension would accommodate a further arts studio/classrooms as well as a further music room.

- 2.3 The supporting Design and Access Statement (May 2022) outlines that the proposals will provide an adequate space for the school's essential educational and curriculum needs, as the current creative arts facilities are noted as 'extremely poor' with no dedicated space for drama and performing arts. The document outlines that the proposals are essential to assist the significant long-term improvement of facilities and subsequently pupil attainment in a number of study areas. The school currently has a single music classroom the new facilities will expand on this significantly enhancing the curriculum area.
- 2.4 The extension would be constructed with metal cladding to the external elevations with engineering brickwork up to the damp proof course level. Window frames will be in dark grey aluminium.

3. PLANNING HISTORY

- 3.1 01/00012/R3D New special school plus new main entrance and dining room Approved 21.03.2022.
- 3.2 01/01043/OUT New sports hall and low level lighting to refurbished tennis courts outline Approved 18.10.2001.
- 3.3 04/01417/FUL Erection of new sports hall, (including changing facilities and reception) and refurbishment of existing sports hall withdrawn 10.02.2005.
- 3.4 05/00214/FUL Erection of new sports hall, (including changing facilities and reception) and refurbishment of existing sports hall Approved 13.04.2005.
- 3.5 06/01317/R3D New build part refurbishment 750 place 11-16 school with 70 place special needs school OUTLINE approved 09.11.2006.
- 3.6 10/00882/FUL Erection of new 2.4m palisade fence and replacement of existing 1.8m high gate and fencing with new 2.4m high palisade fence Approved 06.12.2010.
- 3.7 12/01100/FUL Provision of all weather sports pitch including associated fencing, flood lighting and access paths Approved 08.03.2013.
- 3.8 13/00454/ADV New school signage Approved 26.07.2013.
- 3.9 14/01201/FUL Variation of condition no. 6 of planning application no. 12/01100/FUL proposing the sports pitch and floodlights to be used between 09:00-22:00 Monday to Friday and 09:00 20:00 Saturday and Sunday Approved 01.04.2015.
- 3.10 16/00141/FUL Creation of a new external sports pitch (3G Artificial Grass Pitch) with perimeter ball-stop fencing, floodlights (artificial lighting), access and outdoor storage for maintenance equipment. Approved 28.04.2016.
- 3.11 16/00879/FUL Variation of condition No. 6 (hours of use) relating to planning permission 16/00141/FUL (creation of new sports pitch with associated works) to allow the sports pitch and floodlights to be used between 09.00 to 22.00 hours Monday to Friday and 09.00 to 20.00 hours on Saturdays and 09.30 to 18.00 hours on Sundays approved 22.11.2016.
- 3.12 17/00074/PLCOND Request to discharge conditions 3 (Surface Water Drainage Scheme) 4 (Drainage Management and Maintenance Plan), 5 (Community Use Scheme) and 8 (Materials) from planning permission 16/00879/FUL (Creation of a new external sports pitch (3G artificial grass pitch) with perimeter ball-stop fencing, floodlights (artificial lighting), access and outdoor storage for maintenance equipment) Approved 02.10.2017.

3.13 17/00748/FUL - Re profiling works to create level playing area. – Approved 13.11.2017.

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 **Part 1 Policies**

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

4.6 Part 2 Policies

- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- C1: Townscape and Urban Form
- MW11: Contaminated Land
- MW12: Control of Pollution
- U4: Flood Prevention

Places for Everyone

4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.

- 4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

6.1 None received.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority No objections, subject to conditions requiring a surface water drainage scheme be submitted to an approved in writing; the submission of a construction environment management plan; and a scheme for secured cycle storage also be submitted and approved.
- 7.2 United Utilities No objection to the proposal. It is advised that the applicant should not presume that the principles outlined within a drainage strategy will meet the detailed requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change. It is further advised that the applicant or developer should contact our Developer Services team for advice if their proposal is in the vicinity of water or wastewater pipelines and apparatus. It is their responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

- 7.3 Environmental Health No objections, subject to conditions recommending restrictions on construction working hours.
- 7.4 Contaminated Land No objections, subject to a condition requiring the submission of a remediation strategy, if, during development, contamination not previously identified is encountered.
- 7.5 Tameside Council Education Services No objections, Education Services are supportive of the application as it will allow the school to develop their curriculum and provide current and future pupils with enhanced accommodation and learning experiences.
- 7.6 Coal Authority No objections, the content and conclusions of the Intrusive Investigation Report are sufficient and meet the requirements of the NPPF in demonstrating that the application site is safe and stable for the proposed development.

8. ANALYSIS

8.1 The site is unallocated according to the Tameside Unitary Development Plan (UDP) Proposals Map. The application relates to an extension to an existing building within the urban boundary and would maintain the same use as existing. There is no conflict with the land use allocation, and so subject to the full consideration of any other material planning considerations including design, residential amenity and highway safety, which will be considered in more detail below, the proposal is considered to be acceptable in principle.

9. DESIGN & LAYOUT

- 9.1 Policies within the UDP and the NPPF are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134). Paragraph 130 of the NPPF states that planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit:
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users49; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.2 Policy C1 within the UDP states that in considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and

- their setting should be given particular attention in the design of any proposal for development.
- 9.3 The existing school building is predominately two storey in height with a large flat roof and is constructed from brick with white uPVC windows. It has a number of different 'wings' resulting in an irregular appearance.
- 9.4 To accommodate the proposed extension it would be necessary to demolish the existing temporary modular buildings to the rear car parking area. By reason of its position to the rear of the main school building and within the central car park to the site, the proposed extension would not be a prominent addition and would be largely screened from the public realm by the existing school buildings. The scale is such that it would not appear overly dominant and being split in two heights (single storey/two storey), the extension would not be a disproportionate addition.
- 9.5 The design of the extension is contemporary in its appearance. Through incorporating a flat roof design into the scheme, the extension would assimilate sympathetically into its surroundings responding to the existing architecture; but through adding modern materials such as the metal and timber cladding, with large areas of glazing, the extension would take on a more modern appearance. As a result, the extension would create design interest and enhance the context and appearance of the existing school building.
- 9.6 The extension is remote from the overall site boundaries and would be situated within the existing car parking area. It would not result in the loss of any green space, vegetation or trees or result in harm to the visual amenity of the surrounding residential properties.
- 9.7 Overall, the extension would be perceived as a contemporary addition to the building. It is of an appropriate scale and is well-proportioned. The materials proposed are considered appropriate to the locality in principle, however it is recommended that full details and product specification are submitted for approval to ensure the materials are appropriate to the locality. A condition will be recommended on this basis.
- 9.8 In light of the above, the extension to the existing school building is considered appropriate in this location and acceptable in respect of visual amenity.

10. RESIDENTIAL AMENITY

- 10.1 No neighbouring residential properties would be directly affected by the proposed development. The extension would replace an existing modular building which is in the same use.
- 10.2 The Council's Environmental Health officers have also reviewed the application, and raise no objections but recommend a condition restricting the hours of construction to daytime hours only. Given that the school premises is located within a predominately residential area, a condition is necessary to protect the amenities of residential properties.
- 10.3 In light of the above, the development is acceptable in this regard, ensuring a reasonable level of amenity for future occupiers, retaining a good standard of amenity for existing neighbouring residents, and not causing undue noise and disturbance to residential uses.

11. HIGHWAY SAFETY & ACCESSIBILITY

11.1 The application has been reviewed by the Local Highway Authority who have confirmed that there is no objection to the proposal. In accordance with paragraph 111 of the NPPF, the

- scheme would not have an unacceptable impact on highway safety, nor have a residual cumulative impact on the road network which would be severe.
- 11.2 It is recommended that a Construction Environment Management Plan be submitted to and approved in writing by the Local Planning Authority, of which the applicant has agreed to.
- 11.3 In the interests of sustainable travel and to account for the potential increase in pupil numbers at the school, the provision of additional secured cycle storage is recommended. A condition requiring a scheme for cycle storage to be submitted to and approved in writing by the LPA is therefore recommended.
- 11.4 Overall, subject to the recommended conditions, the proposals would not result in a detrimental impact on highway safety and is in accordance with policies T1 and T7 of the UDP and the NPPF, in particular paragraph 111.

12. DRAINAGE AND FLOOD RISK

- 12.1 The site lies within Flood Zone 1, at the least risk of flooding. The site is a previously developed site.
- 12.2 United Utilities have reviewed the submission, and have offered no objection. It is recommended that the applicant considers their drainage plans in accordance with the drainage hierarchy outlined within the NPPF and the National Planning Practice Guidance (NPPG).
- 12.3 Further to this, it is recommended by the Local Highway Authority that, prior to the commencement of development, a surface water drainage scheme, based on the hierarchy as described above, shall be submitted to and approved in writing by the Local Planning Authority. Therefore, a condition requiring a drainage scheme to be submitted is recommended.
- 12.4 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity.

13. GROUND CONDITIONS

- 13.1 The site falls within the Coal Authority's defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. The application is accompanied by an Intrusive Investigation Report (July 2022, prepared by Geoinvestigate Ltd). The Coal Authority's Planning & Development Team considers that the content and conclusions of the Intrusive Investigation Report are sufficient for the purposes of the planning system and meet the requirements of the NPPF in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore raise no objection to the proposed development. However, it is noted that further more detailed considerations of ground condition and foundation design may be required as part of any subsequent building regulations application.
- 13.2 The Environmental Protection Unit (EPU) have identified that historical mapping confirms that the site was undeveloped pastureland until the construction of the current school in the mid twentieth century. The EPU have reviewed the submitted information which comprises the Geoinvestigate Ltd report, which was produced primarily for geotechnical reasons, and note that the Coal Authority has review this report and has no objections to the proposed development. The EPU have advised that when considering the history of the site, the intrusive investigations undertaken to date and that no new soft landscaping is to be included

with the development, significant contamination issues appear unlikely. However, it is possible that unknown/unforeseen contamination could be encountered during the development. For instance, some old school sites may have been heated by an oil fired boiler and this can lead in some cases to localised contamination of soils and groundwater. On this basis a condition is recommended requiring the submission of a remediation strategy be submitted to and approved in writing by the LPA, should contamination, which has not been previously identified on site, be encountered.

13.3 The condition recommended by the EPU is considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site, and subject to its imposition the application is thereby considered acceptable in this regard.

14. CONCLUSION

- 14.1 The application proposes an extension to an existing school building and would maintain the same use as existing. The site is previously developed, brownfield land, and is not allocated for other purposes.
- 14.2 The design and scale of the development is appropriate for this location and would not harm the residential amenities of neighbouring occupiers given the nature of the proposed use and distance from the site boundaries.
- 14.3 The development would not cause undue impacts to highway safety, and would be considered acceptable subject to the imposition of conditions.
- 14.4 There are no objections to the proposals from the statutory consultees in relation to the proposals which is considered to be an efficient use of an existing site.
- 14.5 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

RECOMMENDATION

Grant planning permission subject to the following conditions:

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

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

- 2. The development hereby approved shall be carried out strictly in accordance with the following plans and specifications as approved unless required by any other conditions in this permission:
 - a. 022009 -AAD -01 -ZZ -DR A -0001 P01 WIP Site Location Plan
 - b. 022009 -AAD -01 -ZZ -DR A -0002 P01 WIP Block Plan
 - c. 022009 -AAD -01 -ZZ -DR A -0005 P01 WIP Proposed Ground Floor Plan
 - d. 022009 -AAD -01 -ZZ -DR A -0006 P01 WIP Proposed 1st Floor Plan
 - e. 022009 -AAD -01 -ZZ -DR A -0007 P01 WIP Proposed Elevations

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

3. Notwithstanding any description of materials in the application form and shown within the Design & access Statement no development shall take place until samples and/or full specification of materials to be used externally on the extension hereby approved 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.

Reason: In the interests of the visual amenities of the locality, in accordance with polices OL10: Landscape Quality and Character and C1: Townscape and Urban Form

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

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

5. During demolition / construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

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

6. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The strategy shall also include details of on-going management and maintenance arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development, elsewhere and to future users.

- 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:
 - i. Wheel wash facilities for construction vehicles;
 - ii. Arrangements for temporary construction access;
 - iii. Contractor and construction worker car parking;
 - iv. Turning facilities during the remediation and construction phases; and
 - v. Details of on-site storage facilities.

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

Reason: In order to avoid the possibility of the public highway being affected by the deposit of mud/or loose materials which could create a potential hazard to road users, in order to protect the amenity of the occupiers of the adjacent properties, in order to protect the visual amenities of the locality and the interests of highway safety.

8. No part of the development hereby approved shall be occupied until details of the secured cycle storage provision to serve the extended school building 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 details of the means of enclosure. The secured cycle storage arrangements shall be implemented in accordance with the approved details prior to the occupation of the extension and shall be retained as such thereafter. The Local Highway Authority require an increase of 20 no. cycle storage spaces to further promote sustainable travel and to account for the potential increase in pupil numbers.

Reason: Reason: in the interests of sustainable travel in accordance with UDP policy T7 (Cycling).

Informative Notes

REASON FOR GRANTING PLANNING PERMISSION

Statement under Article 35 (2) of the Town and Country Planning (Development Management Procedure) England Order 2015 (as amended): The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the NPPF.

2. UNITED UTILITIES DRAINAGE

It is advised that the applicant should not presume that the principles outlined within a drainage strategy will meet the detailed requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change. It is further advised that the applicant or developer should contact our Developer Services team for advice if their proposal is in the vicinity of water or wastewater pipelines and apparatus. It is their responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

3. DEVELOPMENT IN HIGH RISK COAL AREAS

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant).

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority

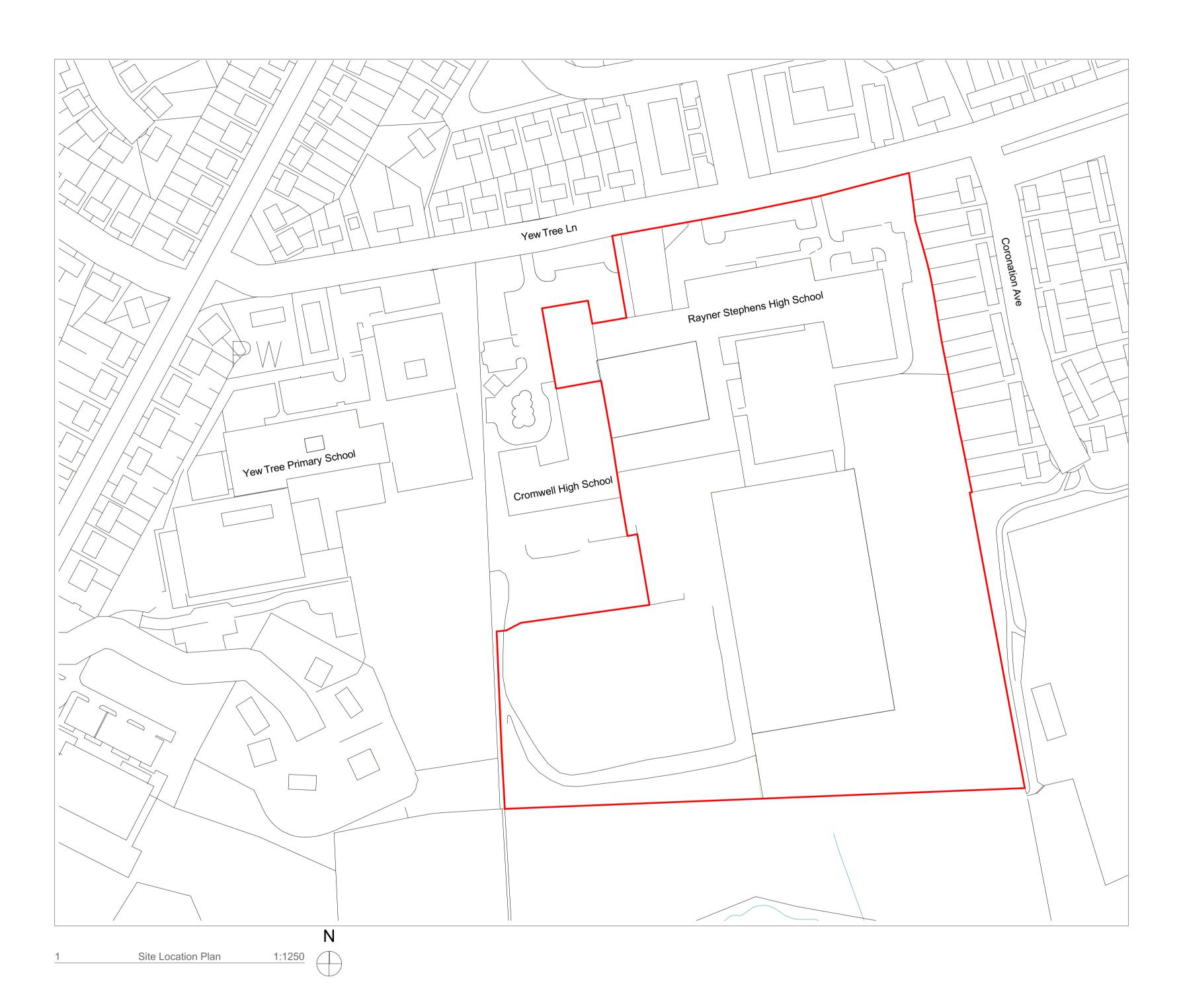
considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property-specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority





ttal Set	Transmittal Set Name	Date
P01	Initial Issue	Work in Progress

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SUSTAINABILITY

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recycling and composting of waste on the development proposals and to reduce CO2 emissions.

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Client Details Ryner Stephens School

Rayner Stephens High School, DukinField, SK16 5BL

High School Works

Site Location Plan

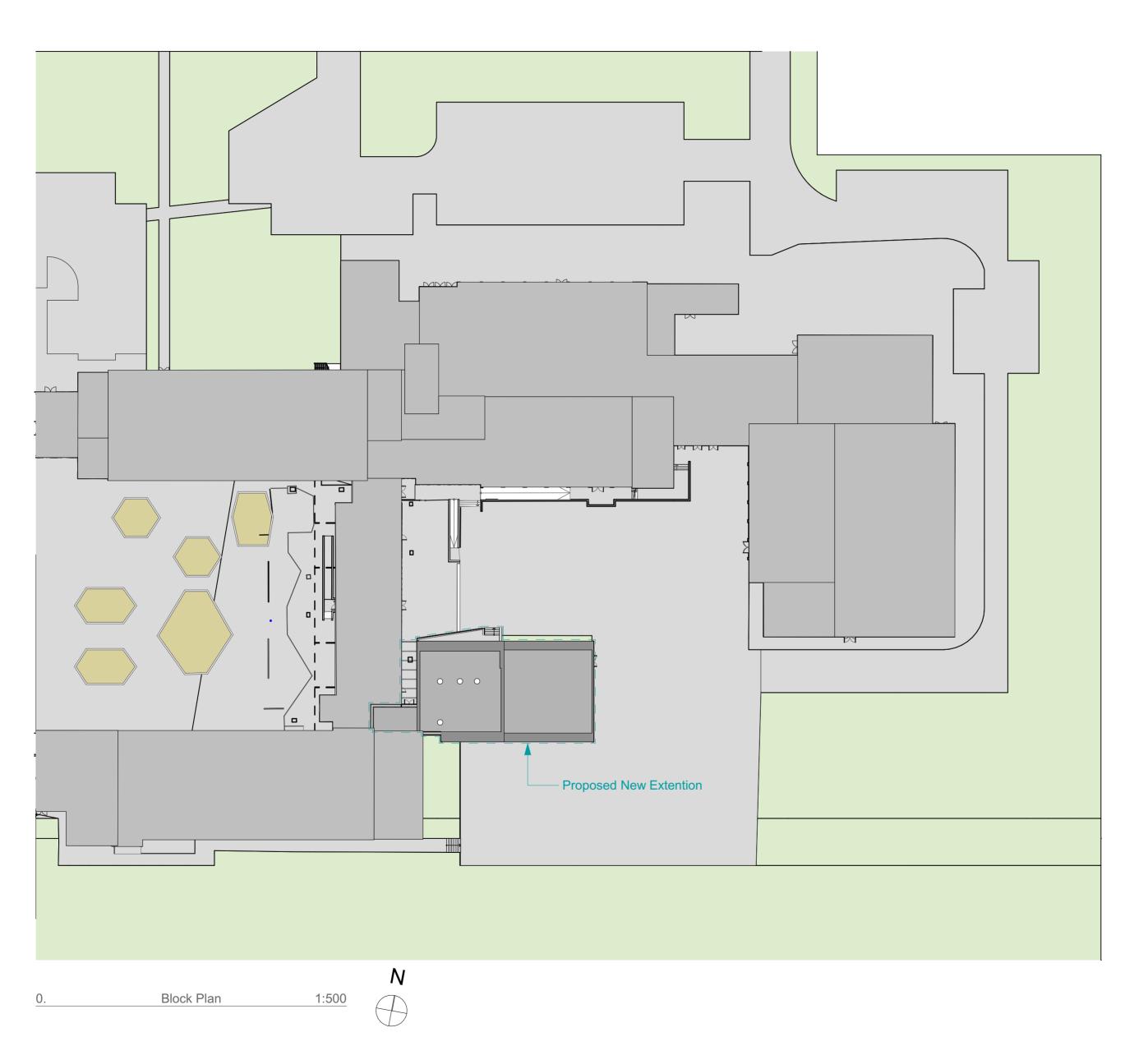
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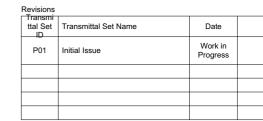
Job Number: 022-009

Document Number: Project Company Zone Level Type Role LayID RevID

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Client Details

Ryner Stephens School

Rayner Stephens High School, DukinField, SK16 5BL

High School Works

Block Plan

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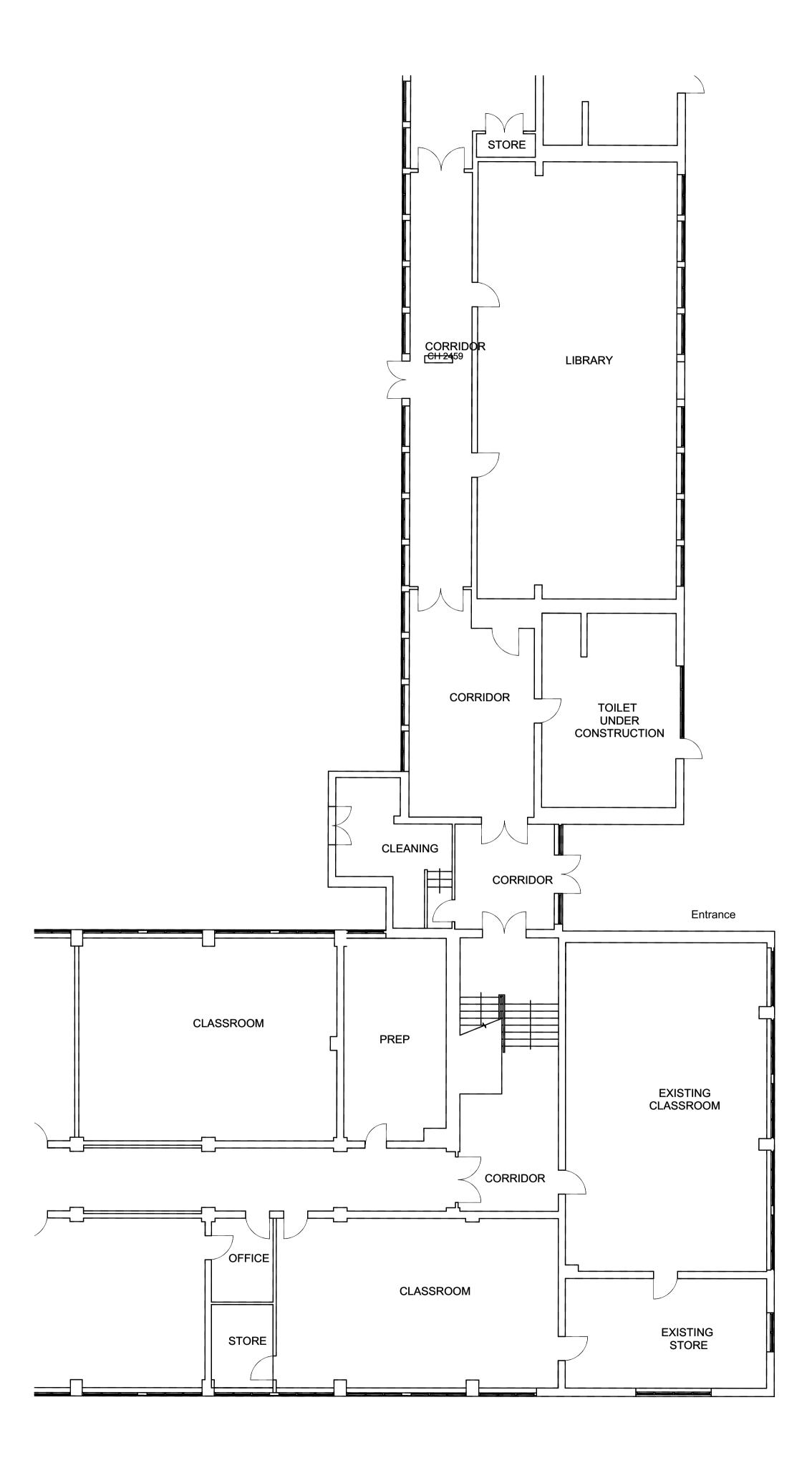
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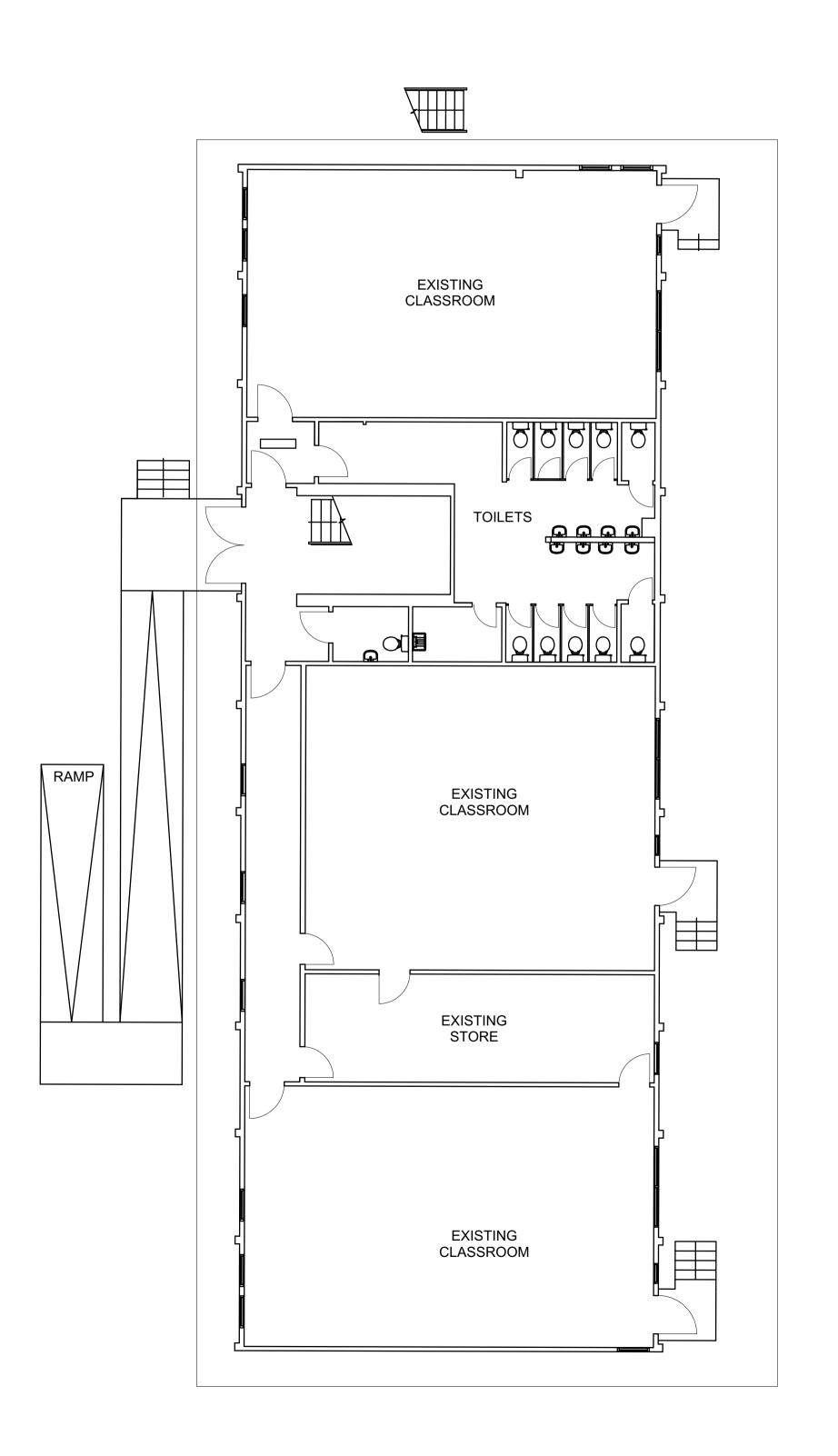
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Client Details

Roger-Hannah Century Buildings

Rayner Stephens High School, SK16 5BL

High School Works

Existing Ground Floor Plan

date	drawn by
12/05/2022	AR

Job Number: 022-009

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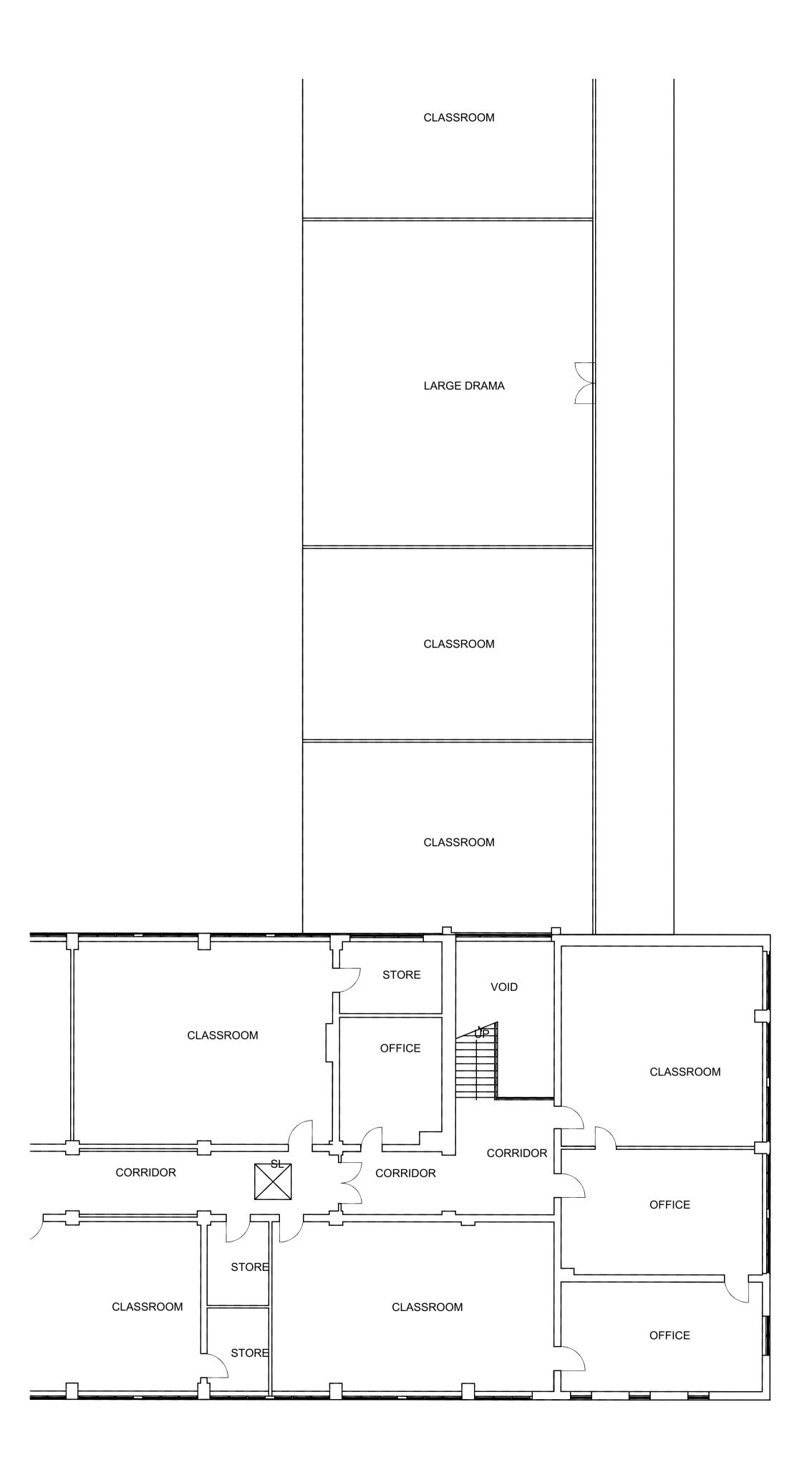
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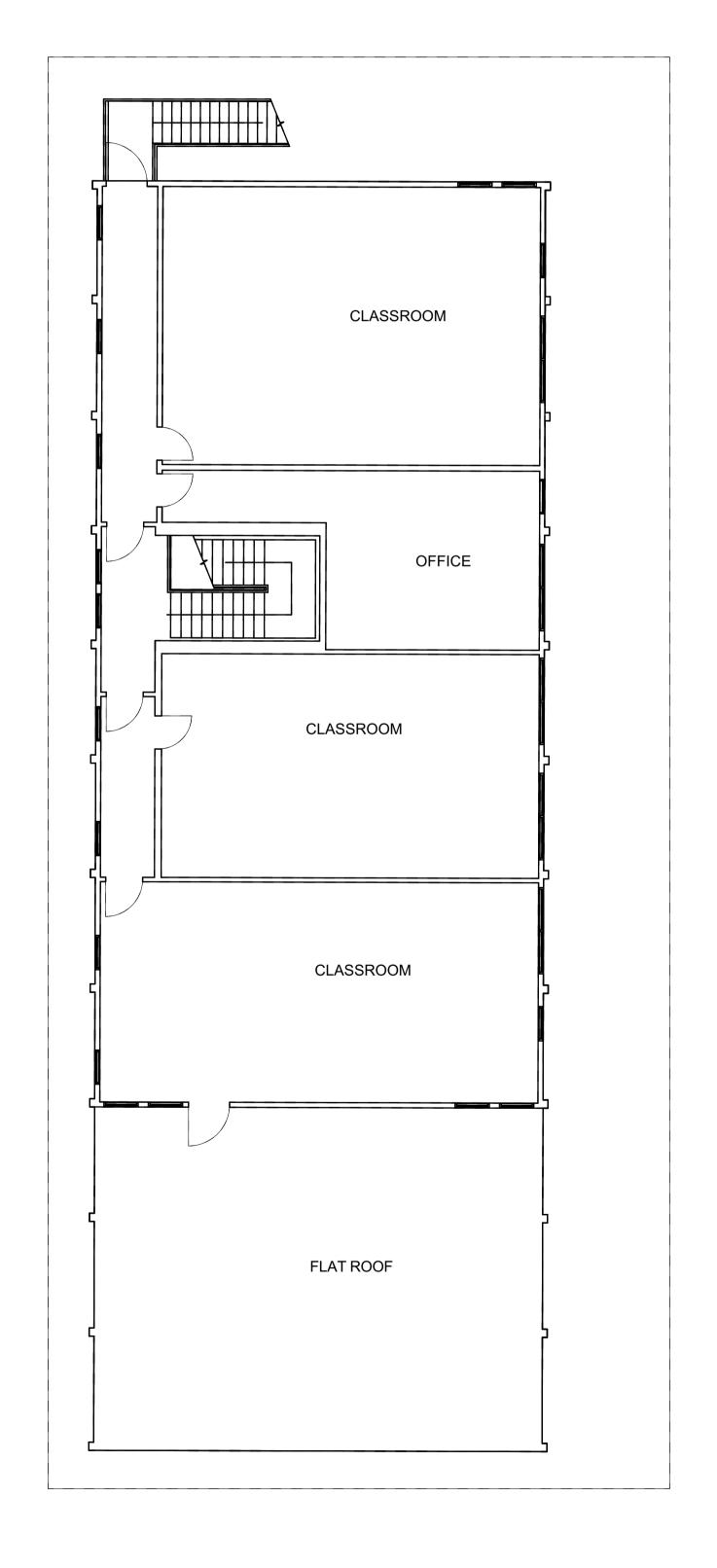
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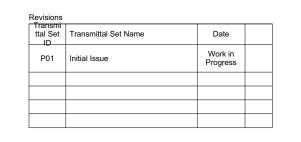
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GF-Ground Floor 1:100

01-First Floor







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Client Details Roger-Hannah Century Buildings

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Rayner Stephens High School,

SK16 5BL

High School Works

Existing First Floor Plan

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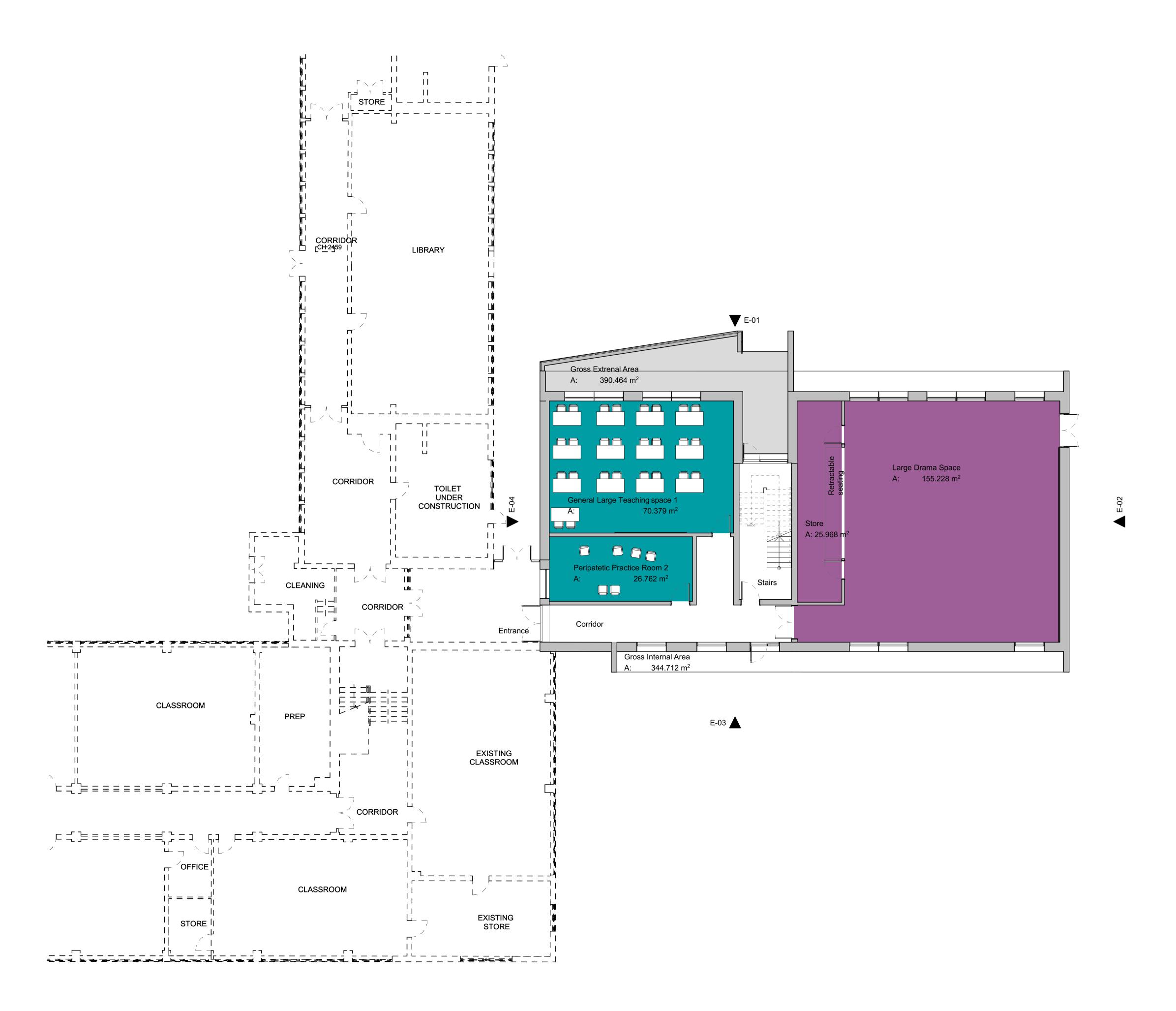
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Client Details Roger-Hannah Century Buildings

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High School Works

Proposed Ground Floor Plan

scale(s) 1:100 @A1 12/05/2022 TJ

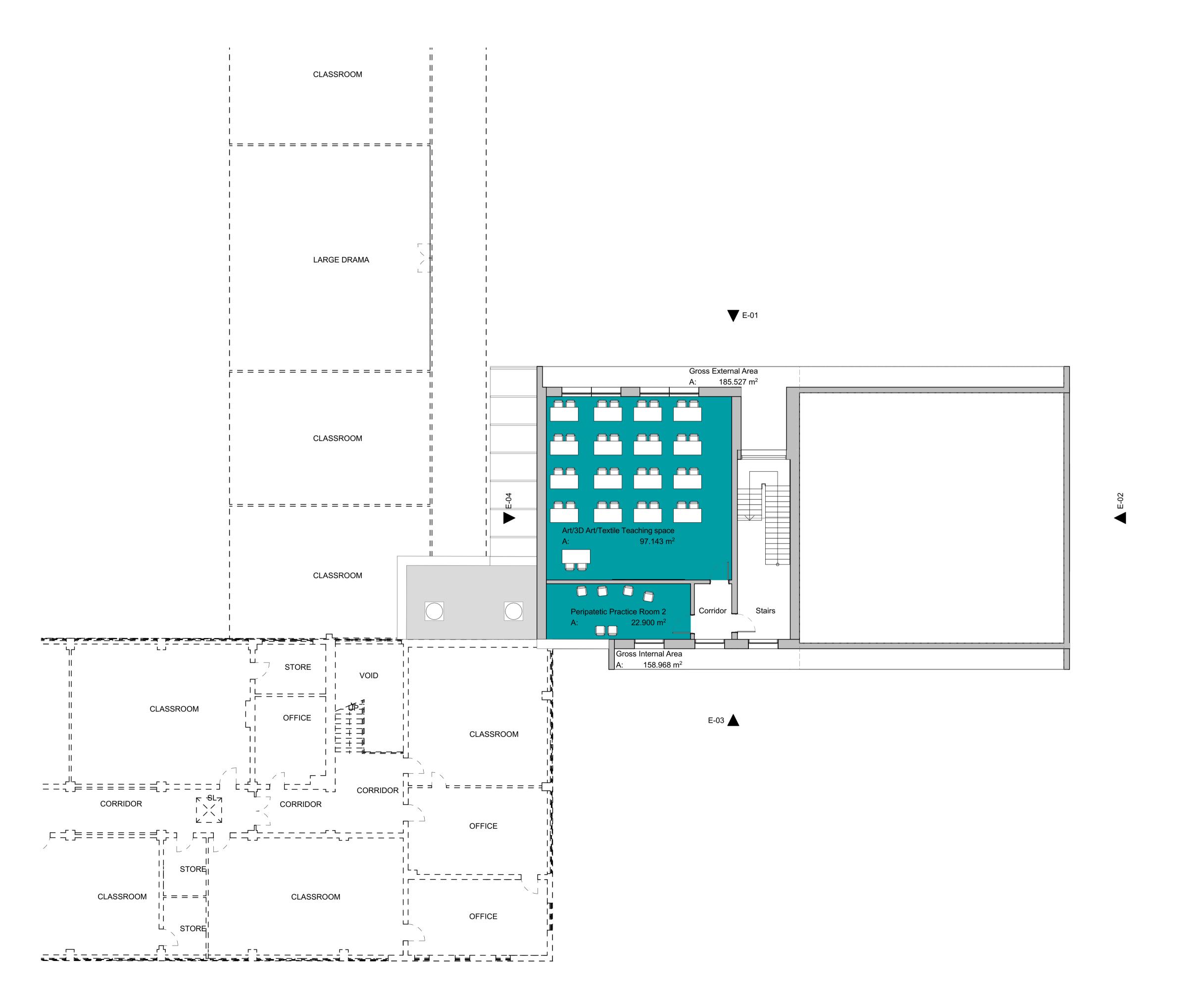
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Client Details

Roger-Hannah Century Buildings

Rayner Stephens High School, SK16 5BL

High School Works

Proposed 1st Floor Plan

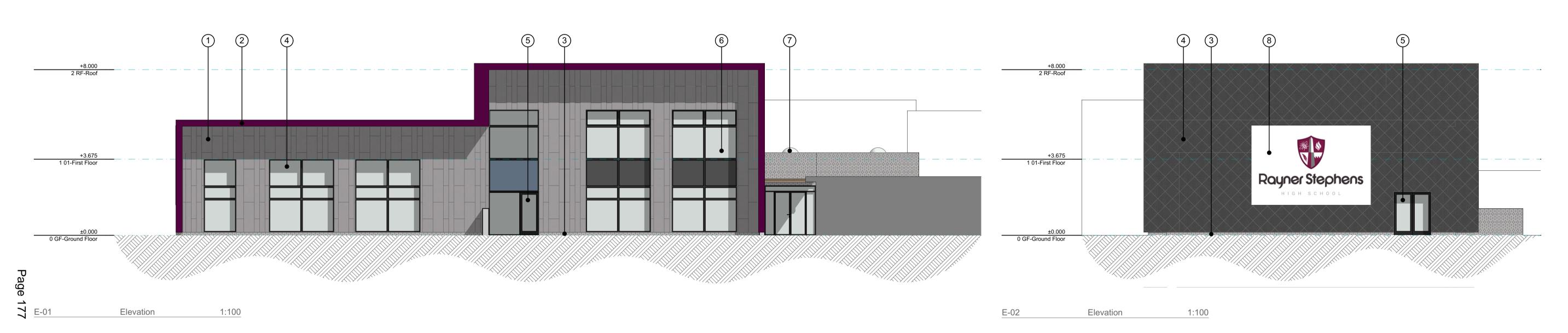
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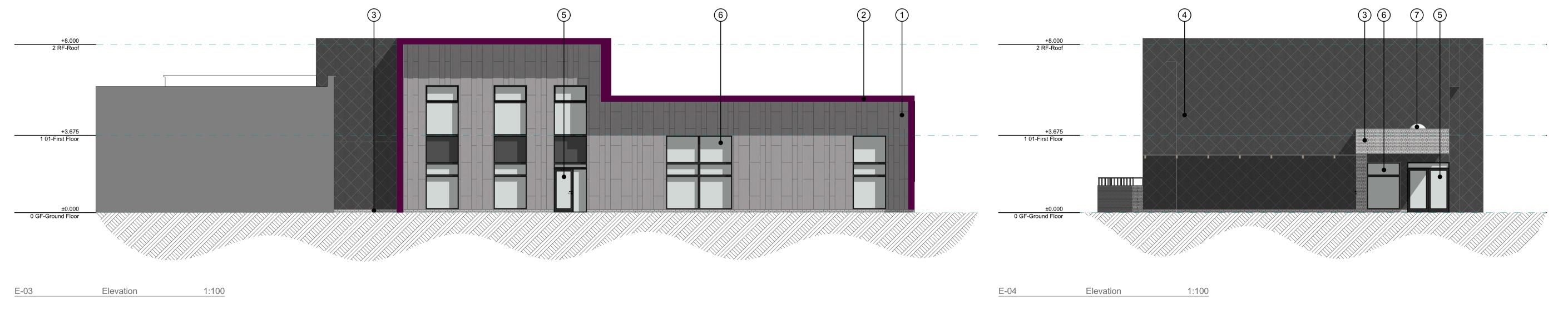
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Job Number: 022-009

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Revisions Transmi		
	Transmittal Set Name	Date
P01	Initial Issue	Work in Progress

MATERIALS KEY

Light Grey Robust Metal Cladding to LA approval
 Robust Metal Cladding to LA approval
 Brickwork to LA approval
 Dark Grey Robust Metal Cladding to LA approval
 Dark Grey Aluminium Door

Dark Grey Robust Metal Cladding to L
 Dark Grey Aluminium Door
 Dark Grey Aluminium Windows
 Dark Grey Aluminium Skylight
 Graphics to LA approval

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Client Details

Roger-Hannah Century Buildings

SK16 5BL

Rayner Stephens High School,

High School Works

Proposed Elevations

scale(s) 1:100 @A1

date drawn by
12/05/2022 AR

Job Number: 022-009

Document Number:

Project Company Zone Level Type Role LayID RevID

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TJ

Application Number 22/00563/FUL

Proposed new two storey Creative Arts Wing extension to existing school.

Photo 1: Existing south wing and central link (to the left) and existing modular building to be demolished (right)



Photo 2: Existing school elevations



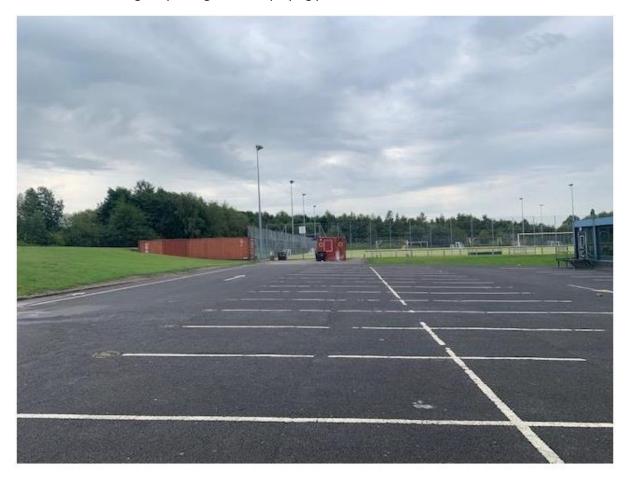
Photo 3: Proposed location of extension to south wing



Photo 4: Existing temporary modular buildings (to be removed/demolished)



Photo 5: Surrounding car parking area and playing pitches







01. Rendered Image: View From South-West

ttal Set	Transmittal Set Name	Date
P01	Initial Issue	Work in Progress

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Client Details Ryner Stephens School

Render

Rayner Stephens High School, DukinField, SK16 5BL

High School Works

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02. Rendered Image: View From South-East

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Client Details Ryner Stephens School

Rayner Stephens High School, DukinField, SK16 5BL

High School Works

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03. Rendered Image: View From North-East

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Client Details Ryner Stephens School

Rayner Stephens High School, DukinField, SK16 5BL

High School Works

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04. Rendered Image: View From North-West

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High School Works

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07. Rendered Image: Aerial View From South-West

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Client Details

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Ryner Stephens School

Rayner Stephens High School, DukinField, SK16 5BL

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Agenda Item 5f

Application Number: 22/00692/FUL

Proposal: Change of use of former nightclub (Sui Generis use) to 17no. flats (use

class C3); with roof infill section and section of roof to be replaced with

lower pitch, and new windows, doors and roof lights.

Site: 228 Stamford Street Central, Ashton-under-Lyne

Applicant: Bricks and Soul Ltd

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: A Speakers Panel decision is required because the application

constitutes a major development.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The site relates to an existing two storey building, which was last used as the Universal nightclub. It has been closed for over 14 years, and has remained vacant since. The building has in recent years been repainted and repaired externally, with new window and door security added.

- 1.2 The site is situated within Ashton Town Centre. The buildings surrounding the site are in a mix of uses and are of a varied appearance. To the east fronting Stamford Street Central are remaining terraced properties, in commercial use. To the west is a grade II listed building, no. 230 Stamford Street, which is currently utilised as a church. To the north (rear) of the building is a separate highway, Wood Street, with a funeral directors situated to the opposite side; and opposite the building to the front is another former nightclub.
- 1.3 The site lies within the Ashton Town Centre Conservation Area.

2. PROPOSAL

- 2.1 This full application seeks planning permission for the change of use of the building to 17no. flats.
- 2.2 An extension to the roof would be positioned between the front and rear pitches, creating an infill section. This would be finished in a zinc material.
- 2.3 New windows, doors and rooflights are also proposed, with a considerable increase in new window openings to the side elevation facing west.
- 2.4 Accommodation would be included within the ground, first and second floor of the building. Also at ground floor a bin store and bike store would be provided.

3. PLANNING HISTORY

3.1 07/01681/FUL – Proposed ground floor office/retail and residential development comprising 8no. 2 bed apartments – Approved February 2008

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment;
- 1.4: Providing More Choice and Quality of Homes;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1:10: Protecting and Enhancing the Natural Environment;
- 1:11: Conserving Built Heritage and Retaining Local Identity;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- H1: Housing Land Provision
- H2: Unallocated Sites
- H4: Type, Size and Affordability of Dwellings
- H5: Open Space Provision
- H6: Education and Community Facilities
- H10: Detailed Design of Housing Developments
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- C1: Townscape and Urban Form
- C2: Conservation Areas
- C4: Control of Development in or adjoining Conservation Areas
- C6: Setting of Listed Buildings
- N3: Nature Conservation Factors

- N7: Protected Species
- MW11: Contaminated Land
- MW12: Control of Pollution
- S4: Retail Dominance and Shopping Frontages
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone

- 4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

6.1 None received.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority No objections, subject to conditions a scheme for secured cycle storage; and a travel plan. A financial contribution for off-site highway works is also requested.
- 7.2 United Utilities No comments on this application.
- 7.3 Lead Local Flood Authority No objections, subject to a condition requiring a surface water drainage scheme.
- 7.4 Greater Manchester Ecology Unit No objections.
- 7.5 Environmental Health No objections, subject to conditions requiring acoustic mitigation measures outlined within the submitted Noise Impact Assessment to be implemented; and restrictions on construction working hours.
- 7.6 Contaminated Land No objections, subject to conditions requiring a site investigation strategy to be undertaken if necessary, followed by a remediation strategy; and that recommended remedial measures be implemented prior to use.
- 7.7 Transport for Greater Manchester No objections. Recommends sufficient Traffic Regulation Orders are in place within the vicinity.
- 7.8 Greater Manchester Police Designing out Crime Officer No objections. The physical security measures included within the Crime Impact Statement should be implemented.
- 7.9 Waste Management Provides guidance regarding bin store capacity and future requirements.
- 7.10 Education Would like to see a contribution towards education infrastructure.
- 7.11 Coal Authority No objections, the development type falls on the Authority exceptions list.

8. ANALYSIS

- 8.1 In terms of the principle of housing development, members will be aware that the Council cannot demonstrate a deliverable five year supply of housing land. It is therefore recognised that the NPPF is a material consideration that carries substantial weight in the decision making process. Assuming the development is considered sustainable, the NPPF is clear that where no five year supply can be demonstrated, the presumption in favour of sustainable development identified at paragraph 11 of the NPPF should be used to determine planning applications. The opportunity to develop the site for 17 apartments would make a positive contribution to housing land supply, this should be apportioned due weight in the decision making process.
- 8.2 Section 5 of the NPPF requires local planning authorities to support the delivery of a wide choice of quality homes in sustainable locations. Policy H2 (Unallocated Sites) states that unless other considerations take precedence in a particular case, the Council will permit the redevelopment of previously developed land for residential use and the conversion of existing buildings to such use, where these are not specifically allocated for this purpose in the plan. Paragraph 60 of the NPPF identifies the Government objective to significantly boost the supply of homes, stating that it is important that a sufficient amount and variety of land can come forward where it is needed and that land with permission is developed without unnecessary delay. UDP policies 1.6, H1 and H2 promote the re-use of previously developed

- sites within accessible areas, given the sites location within a town centre location with links to services the proposals would meet these policy objectives.
- 8.3 The site lies wholly within the Ashton Town Centre boundary, as identified within the Tameside Unitary Development Plan (UDP). Policy S4 of the UDP states that outside of the primary shopping areas of the town centres (as shown on the Proposals Map), the Council will permit a diversity of uses which contribute to the overall appeal of the town centre, help to minimise the extent of empty properties, and improve the appearance of the centre.
- 8.4 Paragraph 68 (criterion f) of the NPPF states that planning policies should recognise that residential development often plays an important role in ensuring the vitality of town centres and encourage residential development on appropriate sites.
- 8.5 It is evident that the building has been vacant for at least 14 years. It remains that the site is undeveloped and reflects negatively on the local environment.
- 8.6 There is no doubt that the site constitutes previously developed land (PDL) for the purposes of the planning assessment. The proposal presents an opportunity to address this by instating long-term stewardship of the site. The opportunity to make a positive contribution to housing supply by the redevelopment of a brownfield site is considered to be highly sustainable and this is afforded significant weight in the determination of the application. The site is situated outside of the defined primary shopping areas of Ashton Town Centre, and as per the above policies, residential development would improve the vitality of the town centre, and would be an appropriate re-use of previously developed land.
- 8.7 The site is located within a highly accessible area within a town centre, connected to public transport, local services and employment uses within Stalybridge. In light of the above, the principle of residential development in this location is considered to be acceptable.
- 8.8 The site is located within a highly accessible area within a town centre, connected to public transport, local services and employment uses within Ashton. In light of the above, the principle of residential development in this location is considered to be acceptable.

9. DESIGN & LAYOUT

- 9.1 Policies within the UDP, NPPF and the adopted Residential Design Guide SPD are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134).
- 9.2 The site consists of an existing two storey, former nightclub building, with a dual pitched roof. The building includes some attractive features, particularly to its front elevation. To the left of the frontage, an attractive window light sits above one of the entrances. Alongside the two ground floor windows to the front, each include a stone cill with a detailed crest above. The entrance to the right of the frontage includes an attractive stone surrounding the door, with detailing to the sides and above. All of these features are to be retained as part of the proposed scheme, which is welcomed given they enhance the character of the building and retain its historic appearance.
- 9.3 At the upper floor of the building frontage, each of the windows are currently sealed. The right hand side window includes an attractive surround and header with detailing. Whilst these features are to be retained and the window reinstated, new windows would be positioned to the centre and the opposite side of the frontage. These would be double paned and aligned above the ground floor windows and door. They would appear appropriate on the building

- frontage, with a header and footer included, in order to replicate the style and character of other features on the frontage.
- 9.4 To the rear of the building, fronting Wood Street, existing sealed windows would largely be revealed and utilised, with two and ground floor converted to access doors. The windows would continue to include their existing attractive headers and footers, and the building would largely retain its original character and appearance from this location.
- 9.5 A roof infill extension is proposed to the central section of the building, which would consist of a zinc finish. This is a moderate addition to the building, and due to the dual pitch nature would only be visible from the side elevation, along Stamford Street Central. Although modern in appearance due to its design and finish, this is considered to be an acceptable addition to the building, not widely visible from the front and rear elevations. It would not disrupt the main features of this attractive building. Alongside this, additional windows are proposed to each floor of the side elevation facing toward the courtyard area. These are designed to include similar features such as headers and footers, as the main windows serving the building, and are considered to be acceptable visually.
- 9.6 Aside from materials utilised for the roof extension, any repairs and alterations carried out to the building should be undertaken in matching materials. A relevant condition is thereby recommended. A separate condition is recommended requiring details of any window and door materials to be submitted for approval.
- 9.7 In light of the above, the alterations to the building are considered appropriate in this location.

10. IMPACT UPON HERITAGE ASSETS

- 10.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 states that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 10.2 Policy C2 of the UDP states that the character and appearance of the Borough's Conservation Areas will be preserved or enhanced through the control of development, the promotion of improvement measures, or both. Policy C3 states that where unlisted buildings in Conservation Areas make no positive contribution to the character or appearance of the area, demolition will only be permitted if this would be followed, as soon as practical, by a development scheme which would make a greater contribution to the character or appearance of the area. Policy C6 states that new development, which fails to preserve, or detracts from, the setting of a listed building or structure will not be permitted.
- 10.3 Immediately bordering the site to the west is no. 230 Stamford Street, which is a Grade II listed building, and currently used as a church. The site lies within the Ashton Town Centre Conservation Area.
- 10.4 Various external alterations are proposed to the building, including new and additional windows and doors; and a modern roof infill extension consisting of a zinc finish. These are relatively modern alterations to the building, however due to discussions with the applicant and the sympathetic nature of the changes, it is considered that the main features of the building would remain. The additional windows to the side elevation and the roof infill extension are the main features which would be viewed within the same context as no. 230 Stamford Street; however as discussed they are considered to be moderate additions which would not unduly affect the character and setting of the listed asset. The listed asset would

remain in situ, and its grounds would not be affected by the proposal, aside from the courtyard which separates the two buildings, which would be overlooked by new windows serving the proposed apartments. This would not affect enjoyment of the asset.

- 10.5 In light of the above, it is considered that no harm would be caused to the setting of no. 230 Stamford Street.
- 10.6 It is noted that the existing building has been vacant for at least fourteen years. The proposed development would deliver a scheme which retains the original features of the host building, whilst making some moderate external alterations. These are considered appropriate, themselves allowing the building to be utilised for a new use and to be repurposed. It is not considered that the development would have a negative impact upon the character and appearance of the Conservation Area, and through its repurposing of the building would enhance the Conservation Area.
- 10.7 In light of the above, no harm is attributed to the identified listed building or Conservation Area.

11. RESIDENTIAL AMENITY

- 11.1 No neighbouring residential properties would be affected by the proposed development.
- 11.2 Windows which would serve habitable rooms would be positioned within the front, rear and western side elevation of the building. Policy RD5 of the Residential Design SPD states that facing habitable room windows should be positioned at least 14.0m apart on street frontages.
- 11.3 Windows serving habitable rooms positioned to the ground and first floor of the building, concerning flats 6, 11 and 12, would face towards an existing funeral directors to the opposite side of Wood Street, achieving a distance of just below 6.0m separation between the two. This would fall below the 14.0m as identified above. Notwithstanding this relationship, it is considered that the windows within the funeral directors facing the building would not serve habitable rooms, and therefore a lesser separation distance could be acceptable. Those rooms would unlikely be occupied during evening and night time hours, as would be primarily expected from the proposed apartments, and amenity and privacy concerns would therefore be less. The buildings along Wood Street are relatively closely spaced, as is the character of this particular area of the town centre. It is also considered the case that town centre locations may not achieve the same level of separation and amenity expectations of other areas.
- 11.4 Other windows serving habitable rooms, concerning flats 3, 4, 5, 9, 10 and 15, would face towards the side elevation of the neighbouring church building, across a courtyard separating the two. Although not a street frontage, the windows within the side elevation of the church would also serve non-habitable rooms, and therefore a distance of 14.0m (rather than 21.0m as would be required between habitable rooms in such circumstances) is considered to appropriate to assess the suitability of the amenity of these flats. A distance of just over 14.0m would be achieved between the two buildings, which is considered to represent a good level of amenity for future occupiers of those flats. The courtyard would remain within the control of the applicant, and would unlikely be developed in future due to the setting of the church.
- 11.5 The windows within the front elevation, concerning flats 1 and 7, would face towards the former Hudson Bay nightclub building (currently vacant), at a distance of approximately 13.5m. This is considered an acceptable relationship, only slightly below the standard discussed above. The remaining windows within the front elevation would face over a cleared plot of land to the opposite side of Stamford Street Central.
- 11.6 On balance, although the relationship between flats 6, 11 and 12 and the neighbouring funeral directors building would achieve a separation distance below the standard outlined in

Paragraph 10.3, it is considered acceptable in this scenario. It is noted that the building is situated within a town centre location, where considerably lower separation distances than those within the SPD are commonplace, and this scheme would bring a vacant building back into a viable use, according with the aims of the NPPF wishing to achieve greater use of town centre living.

- 11.7 With regard to the amenity of future occupiers, it is noted that each of the apartments would achieve at least 37sqm internally, and most would exceed this, which is the minimum size expected to achieve a reasonable standard of amenity, as outlined within the Government Technical housing standards document (nationally described space standard). On this basis, the development is acceptable in this regard, providing adequate internal space for future occupiers.
- 11.8 The site lies within a busy town centre location, with commercial uses situated within close proximity, including the church to the west, funeral directors to the north, and hairdressers adjoining the site to the east. Highways lie either side of the building. Associated background noise from those uses and highways are likely, and the applicant submitted a Noise Impact Assessment alongside the application, which recommends a range of mitigation measures to ensure better soundproofing of the future accommodation. The application has been reviewed by the Council's Environmental Health officers, who raise no objections but recommend that the mitigation measures be implemented prior to occupation of the accommodation. A relevant condition is thereby recommended.
- 11.9 The Council's Environmental Health officers have also recommended a condition restricting the hours of conversion of the proposed development to daytime hours only. As set out above, the site is in a busy mixed use location. For this reason, it is considered that such a condition is necessary to protect the amenities of residential properties.
- 11.10 In light of the above, the development is considered to be acceptable in this regard, ensuring a reasonable level of amenity for future occupiers, retaining a good standard of amenity for existing neighbouring residents, and not causing undue noise and disturbance to residential uses.

12. HIGHWAY SAFETY & ACCESSIBILITY

- 12.1 The proposed development would generate only a small amount of vehicle movements that are considered to be minimal. In light of this, the proposed development would not create a severe cumulative impact upon the highway network.
- 12.2 The development proposes no dedicated car parking provision. The LHA are satisfied that due to the town centre location of the site, with a variety of shops and services available within walking distance, in addition to public transport provision, no parking provision would be required. Notwithstanding, it is considered that any residents with cars would be required to utilise off-street parking elsewhere within the town centre, or on-street parking close to the development, much of which is subject to restrictions on length of stay. As a result, it is considered appropriate to reduce reliance upon the private car, and incentivise future users of the development to travel utilising public transport, or via walking and cycling. The LHA thereby recommended that a Travel Plan be submitted, in order to raise awareness of opportunities for reducing travel by car and including a range of measures and initiatives promoting a choice of transport mode. The plan should also include a clear monitoring regime with agreed targets. Such a condition is therefore recommended.
- 12.3 The submitted plans demonstrate that a room would be provided at ground floor for storage of cycles. The LHA considers that 30no. spaces should be provided for use by cycles. These are important matters to promoting sustainable travel and can be addressed by way of a condition.

- 12.4 Further to the internal cycle storage provision to be created, the LHA have recommended that facilities for cyclists and pedestrians be improved close to the site, in order to encourage sustainable transport links. Within the vicinity of the site lies the junction of Stamford Street and Mill Lane, and alongside the adjacent footway, requires upgrade for cyclists and pedestrians. The LHA requested a commuted sum of £13,600 in order to contribute to such works, which the applicant has agreed to. These measures would encourage future users of the site to access the site sustainably, rather than the development becoming reliant upon the private car.
- 12.5 In concluding highways matters, the proposed development would not result in an adverse impact on highway safety in terms of trip generation, and a Travel Plan would encourage use of sustainable transport methods for future users of the development, with improvements for pedestrians and cyclists made within the vicinity, subject to the recommended conditions and commuted sum. The proposals would not result in a detrimental impact on highway safety.

13. DRAINAGE AND FLOOD RISK

- 13.1 The site lies within Flood Zone 1, at the least risk of flooding. The site is a previously developed site, formerly a nightclub.
- 13.2 The Lead Local Flood Authority has reviewed the application, and raise no objections, subject to a drainage scheme being agreed and implemented as per the agreed details. Therefore, a condition requiring a drainage scheme to be submitted is recommended.
- 13.3 United Utilities have reviewed the submission, and have offered no comment. Therefore, no objections have been received from this drainage body.
- 13.4 Subject to imposition of a condition as set out above, it is considered that the proposals have demonstrated they can be drained appropriately, subject to an acceptable scheme being agreed.
- 13.5 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity.

14. GROUND CONDITIONS

- 14.1 The site falls within the Coal Authority's defined Development High Risk Area. However, a Coal Mining Risk Assessment is not required for changes of use of buildings. In this case, the Coal Authority was consulted because the development does include an increase in floor space and a small extension to the roof area, however the Coal Authority noted that they would have no comments, and therefore raise no objections.
- 14.2 The Environmental Protection Unit (EPU) have reviewed the submitted information. They note that although no significant sources of contamination have been identified within the immediate vicinity of the site, based on the apparent age of the building there is the potential for asbestos containing materials to be present in its construction. They also note that as is the case for the majority of sites within the borough, there is also the potential for made ground to be present, which can be associated with a range of contaminants. The EPU raise no objections to the application, and recommend that a condition is attached to any approval which would require a programme of investigation to be carried out in order to assess the future contamination risks at the site, followed by a remediation strategy as necessary, in order to address those risks. The condition would ensure any recommended remedial works and measures be implemented prior to first use.

14.3 The condition recommended by the EPU is considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site, and subject to its imposition the application is thereby considered acceptable in this regard.

15. ECOLOGY

- 15.1 Greater Manchester Ecology Unit (GMEU) have reviewed the application, as it is noted the building has not been in active use for some time, and may be utilised by protected species such as bats. GMEU have reviewed the submitted documents and the condition of the building, and raise no concerns or objections on these grounds.
- 15.2 The application is thereby considered acceptable in these regards.

16. AFFORDABLE HOUSING AND OTHER CONTRIBUTIONS

- 16.1 In relation to developer contributions, any requirements in this regard must satisfy the following tests (as stated in paragraph 57 of the NPPF):
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- The scale of the development constitutes a major development, as such there would normally be a requirement to meet affordable housing (15%), green space, education and potentially highways contributions as per the requirements of polices H4, H5, H6 and T13 of the UDP.
- 16.3 Paragraph 65 of the NPPF identifies that all major residential developments (those of 10 units and above) should include the provision of affordable housing. This is below the threshold identified by policy H5 which set a threshold of 25 units. The Housing Needs Assessment identifies an expectation of provision of 15% of units on an affordable basis. The glossary of the NPPF provides a definition of affordable housing.
- 16.4 Paragraph 63 of the NPPF lists exceptions to affordable housing requirements. To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount. The proposals seek to introduce an additional 330sqm above an existing floor space of 740sqm which reflects as a 45% increase on the cumulative floor area. If vacant building credit were not applied, in policy terms 2.55 affordable housing units would be required to be provided. However, if vacant building credit is applied, the affordable housing provision reduces to 0.79 units. Considering the affordable housing requirement is less than one unit, no contribution is sought/required on the development for such purposes.
- The applicant will be required to make a contribution to the provision of cycle and pedestrian infrastructure upgrades within the local area, in accordance with Policy T13 of the adopted UDP. A contribution of £13,600 is to be secured towards improvements to walking and cycling infrastructure.
- 16.6 The upgrades to the walking and cycling facilities would improve access to the proposed development, and would encourage sustainable transport links, reducing reliance upon the private car.
- 16.7 Regarding green space, although none is proposed to be delivered on-site, within walking distance of the site to the south is the Huddersfield Narrow Canal, and from here a large open space, Bank Top Field, can be accessed. The Memorial Gardens is also situated within

- walking distance to the east. Noting that 17no. apartments are proposed, the application falls below the threshold for education contributions (25). Contributions towards such are therefore not sought.
- 16.8 The pedestrian/cycle upgrade contributions would meet the CIL regulations in that they are necessary to make the development acceptable in planning terms (given that sustainable transport methods are to be promoted), directly related to the development (as the close proximity ensures that future users are likely to use these facilities): and proportionate in that the sums are based on the size of the development.

17. OTHER MATTERS

- 17.1 The application has been accompanied with a Crime Impact Statement. This has been reviewed by the Greater Manchester Police Designing Out Crime Officer, who has concluded the contents of the statement are sufficient. The Designing Out Crime Officer recommends that physical security measures are implemented, in order to achieve good levels of security and reduce the fear of crime for future users of the development and for members of the public. The applicant is advised of this via an informative.
- 17.2 The submitted plans demonstrate that a bin store would be provided as part of the proposals. The Council's Waste Management officers have provided guidance regarding the requirements of the bin store, in terms of number of bins and apparatus which would need to be accommodated for the size of the development. The applicant has however indicated that they may utilise either the Council's waste services, or may employ a private waste contractor as they prefer. A condition is recommended requiring further details of the bin store to be provided pre-occupation of the development, in order to ensure that adequate waste storage provision is provided. Assuming the condition is attached should the application be approved, it is considered that the proposals would meet the requirements of the National Planning Policy for Waste (NPPW).

18. CONCLUSION

- 18.1 The application proposes the change of use of a former nightclub building, which would be utilised for residential use. The site is previously developed, brownfield land, and is not allocated for other purposes.
- 18.2 The site is situated within a busy town centre, close to shops and services. The town centre benefits from public transport links including bus, tram and train, and provides sustainable connections to surrounding areas, reducing reliance upon the private car. Encouraging town centre living accords with the strategy outlined both locally within the UDP and nationally within the UDP, with a diversity of uses within these areas.
- 18.3 The design and scale of the development is appropriate for this location. The applicant has responded positively to early suggestions of design improvement, and it is considered that the development would be appropriate visually, with only moderate alterations to the building.
- 18.4 Following an assessment of the relationship between the development and surrounding heritage assets, including listed buildings and the Ashton Town Centre Conservation Area, it is considered that no harm would be caused to the setting of those assets as a result of the development. The proposals would improve the site, bringing a vacant building back into use and ensuring a viable future use.
- 18.5 The proposal is considered not to be detrimental to residential amenity, given the nature of the proposed use and the distance and intervening uses between residential uses. In

- particular, the relationship between the proposed flats and the development to the north has been assessed in detail and is considered appropriate.
- 18.6 The development would not cause undue impacts to highway safety, and would be considered acceptable subject to the imposition of conditions.
- 18.7 There are no objections to the proposals from the statutory consultees in relation to the proposals which is considered to be an efficient use of an existing site.
- 18.8 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

RECOMMENDATION

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

- 1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
 - Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2) The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.
 - Location plans. Dwg no. GL353Q/00;
 - Proposed plans. Dwg no. GL353Q/61;
 - Proposed GF plan. Dwg no. GL353Q/62;
 - Proposed FF plan. Dwg no. GL353Q/63;
 - Proposed 2F plan. Dwg no. GL353Q/64;
 - Proposed courtyard plans. Dwg no. GL353Q/65;
 - Proposed elevations. Dwg no. GL353Q/71;
 - Proposed front/north elevation. Dwg no. GL353Q/72;
 - Proposed side/west elevation. Dwg no. GL353Q/73;
 - Proposed rear/north elevation. Dwg no. GL353Q/74;
 - Proposed side/east elevation. Dwg no. GL353Q/75.

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

- 3) Notwithstanding any description of materials in the application form and shown within the Design & access Statement no conversion works shall take place until samples and/or full specification of materials to be used externally on the building 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.
 - Reason: In the interests of the visual amenities of the locality, in accordance with polices OL10: Landscape Quality and Character and C1: Townscape and Urban Form
- 4) Prior to any above ground works commencing on the site, plans at a scale of 1:20 of the window openings to be installed on the elevations of the building hereby approved

shall be 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 thereafter be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, in accordance with Policy C1 of the adopted Tameside Unitary Development Plan.

Prior to the commencement of development, the CLS2B Contaminated Land Screening Form shall be submitted to, and approved in writing by the Local Planning Authority (LPA). Where necessary, a programme of investigation (including soil analysis and/or ground gas monitoring) shall be undertaken at the site in order to enable an assessment of the risks posed by contamination to be carried out. The proposed scheme of investigation shall be agreed with the LPA prior to being undertaken.

Where necessary, a remediation strategy detailing the works and measures required to address any unacceptable risks posed by contamination shall be submitted to and approved in writing by the LPA. The strategy shall include full details of the information that will be obtained in order to demonstrate the scheme has been appropriately implemented. The approved remediation scheme(s) shall be fully implemented and a verification / completion report demonstrating this and that the site is suitable for its proposed use shall be submitted to and approved in writing by the LPA.

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

For the avoidance of doubt, the discharge of this planning condition will be provided in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA. Occupation of the development shall not take place until this time unless otherwise agreed in writing by the LPA.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 184 of the National Planning Policy Framework.

6) Prior to the commencement of 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 scheme shall be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall demonstrate that foul and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The scheme shall also include details of ongoing maintenance and management arrangements. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure proper drainage of the area, in accordance with Policy U3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

7) Prior to the first occupation of the apartments hereby approved, details of secured cycle storage to be installed to serve the apartments shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of storage and details of the means of enclosure. The secured cycle storage shall be installed in accordance with the approved details prior to the first occupation of the apartments and shall be retained as such thereafter.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

8) Prior to the first occupation of the development hereby approved, full details of the refuse and recycling storage facilities shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a method statement indicating how the facilities will be managed and serviced and how occupiers of the proposed development will be encouraged to maximise the use of the proposed recycling facilities to reduce general waste arisings. The approved facilities shall be implemented in conjunction with the approved method statement prior to the first use or occupation of the development and shall be retained as such thereafter

Reason: In the interests of encouraging recycling and visual amenity in accordance with Policies C1 and H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy for Waste.

9) Prior to the first occupation of the apartments hereby approved, the noise mitigation measures outlined in the submitted Noise Protection Scheme (undertaken by YAcoustics, ref: YA409.P1) shall be implemented in full, with evidence of such implementation submitted to and approved in writing by the Local Planning Authority. The measures shall be retained as such thereafter.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

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 and 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

11) Prior to the first occupation of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be designed to raise awareness of opportunities for reducing travel by car, and shall feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with set targets. The Travel Plan shall thereafter be implemented as per a timetable agreed within the approved details.

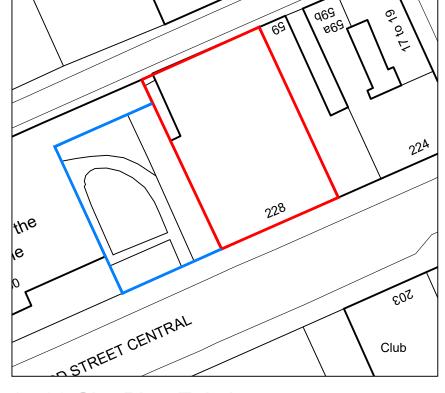
Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management and T11 Travel Plans.

Q 228 Stamford Street Central Ashton-under-Lyne OL6 7LJ.GL



Funeral Directors







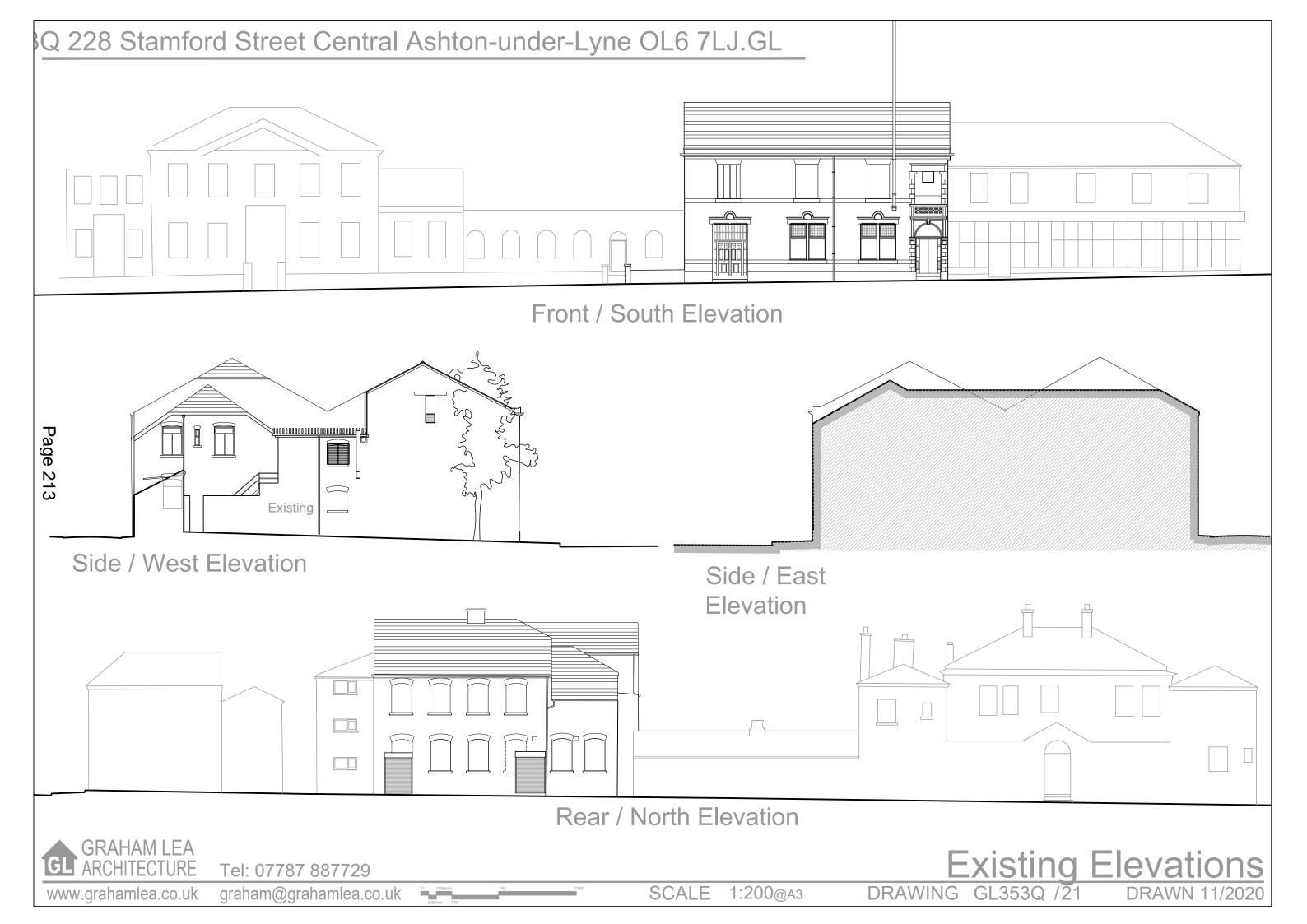
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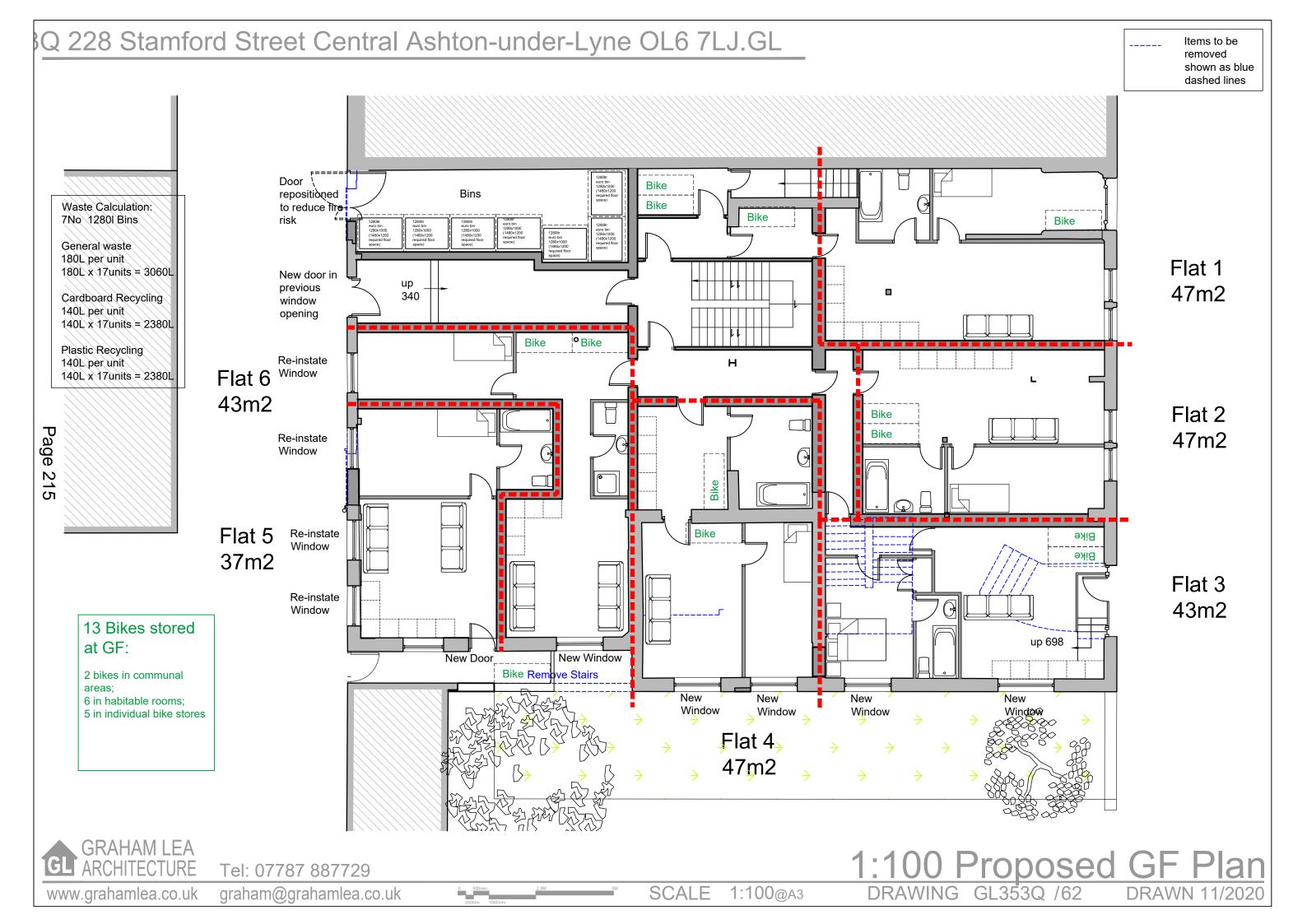
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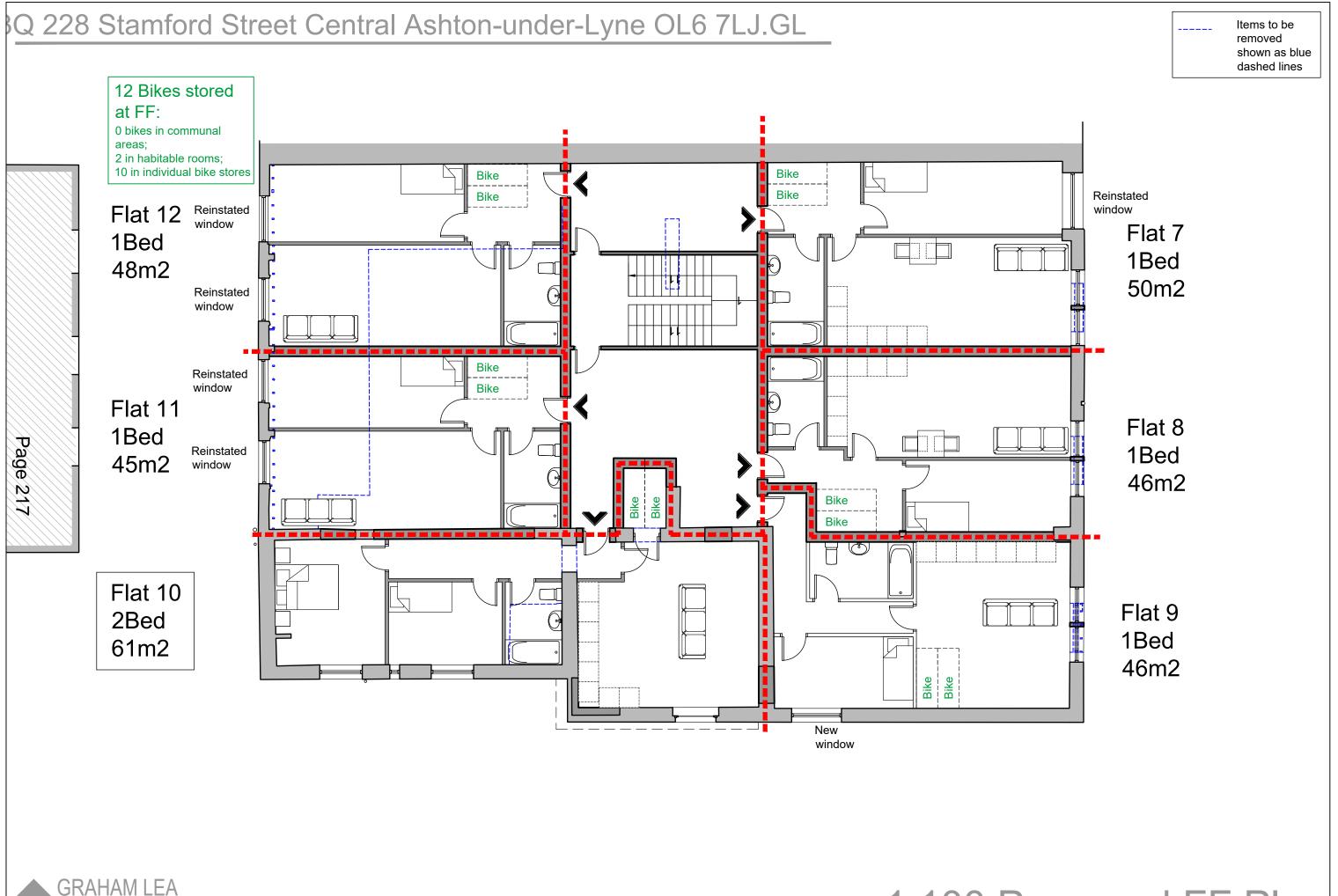




3Q 228 Stamford Street Central Ashton-under-Lyne OL6 7LJ.GL +----First Floor Basement Page 211 Roof Plan ind Floor, **Existing Plans** Tel: 07787 887729 DRAWING GL353Q /11 SCALE 1:200@A3 www.grahamlea.co.uk graham@grahamlea.co.uk **DRAWN 11/2020**





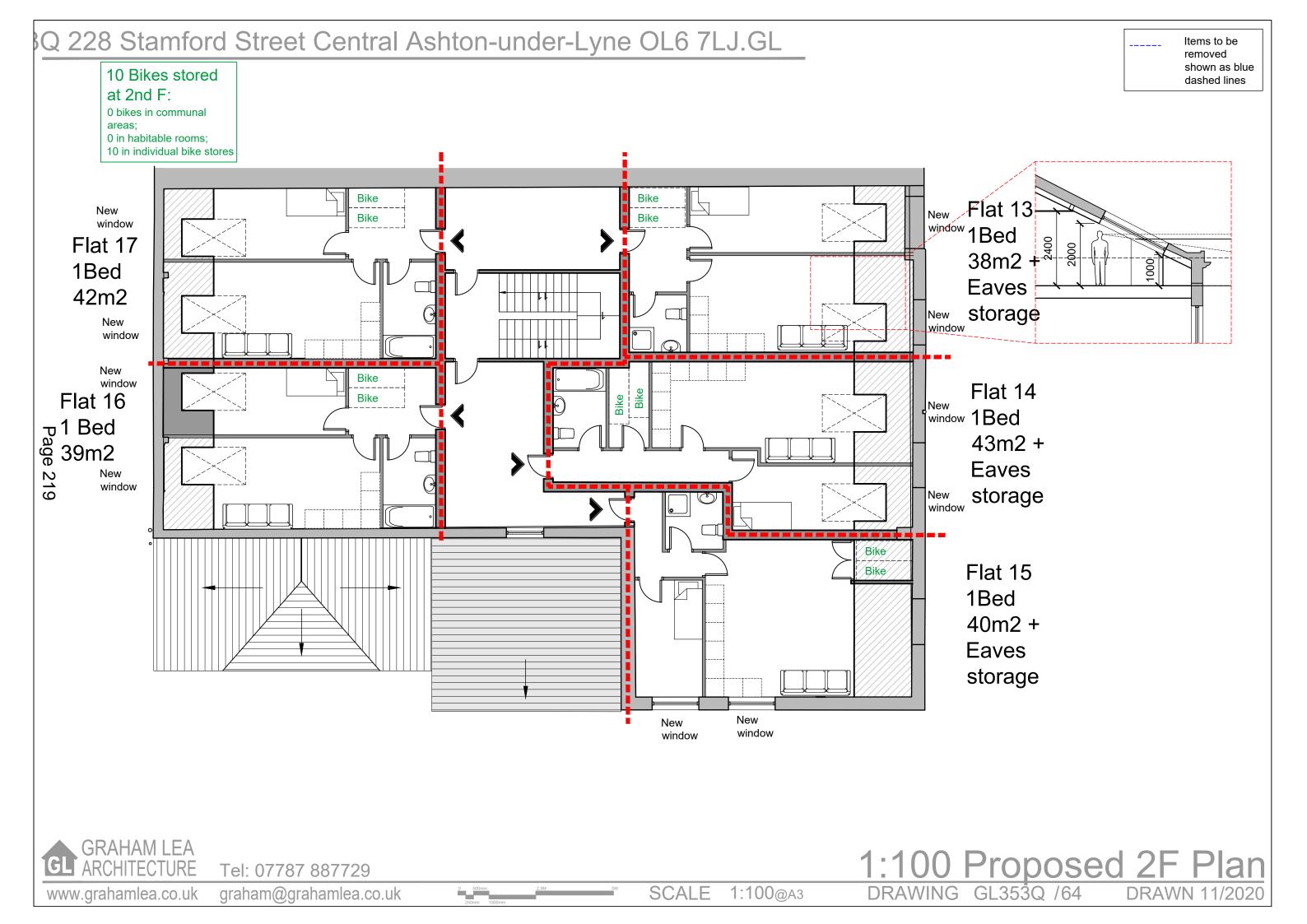


GRAHAM LEA ARCHITECTURE

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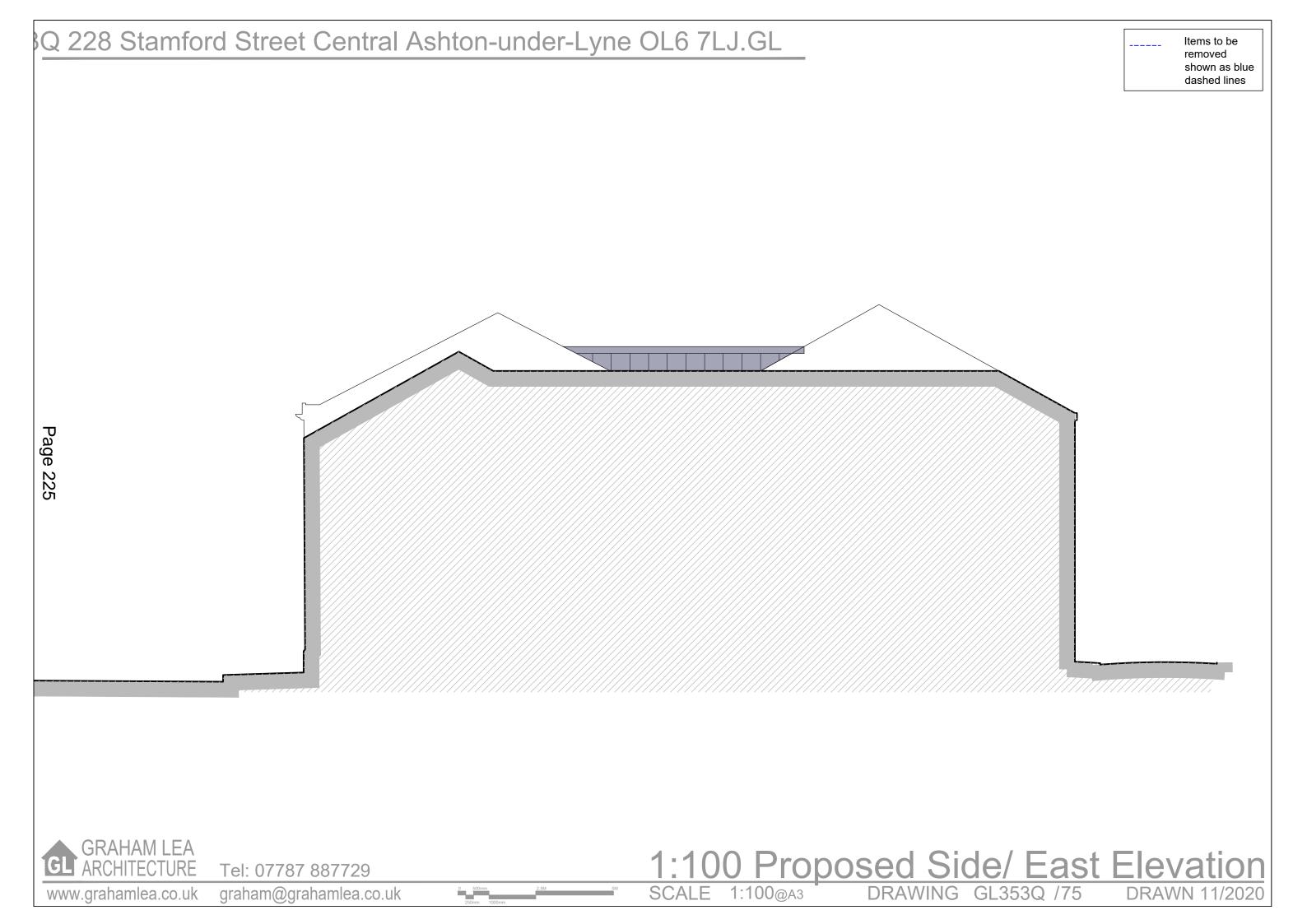
1:100 Proposed FF Plan

SCALE 1:100@A3













Application Number 22/00692/FUL

Change of use of former nightclub (Sui Generis use) to 17no. flats (Use Class C3); with roof infill section and section of roof to be replaced with lower pitch, and new windows, doors and rooflights

Photo 1: Aerial view of site



Photo 2: Building front elevation



Photo 3: Building side elevation



Photo 4: Building rear elevation



Agenda Item 5g

Application Number: 22/00561/FUL

Proposal: Variation of condition 2 (approved plans) of planning permission

21/00412/FUL (Demolition of existing building, erection of 14 semidetached houses and associated parking and amenity space) to alter plans to show: individual plot floor levels; external alterations to elevations (pediments); alterations to bicycle storage and bin storage and updated site levels to suit surveyed site levels and existing

adjacent property levels.

Site: Jonathan Grange Nursing Home, Micklehurst Road, Mossley, OL5 9JL

Applicant: Mr Naphtaly Stamler

Recommendation: Grant planning permission, subject to conditions.

Reason for Report: A Speakers Panel decision is required because the application

constitutes a major development.

Background Papers: The planning application documents are background papers to the

report. They are open to inspection in accordance with Section 100D

of the Local Government Act 1972.

1. SITE & SURROUNDINGS

1.1 The site measures approximately 4,000 square metres and is located to the west of both Marle Avenue and Marle Rise, to the north of Micklehurst Road, and to the east of Duke Street which provides the existing access to the site. Land levels rise steeply from the east across the site.

- 1.2 The site was previously occupied by a large former care home building and its associated curtilage which met the definition of previously developed land. The site has been cleared in preparation for works to commence on the approved scheme for the erection of 14no. semi-detached houses.
- 1.3 The surrounding area is predominantly residential in character with terraced dwellings to the south west along Duke Street and Micklehurst Road. Properties along Marle Avenue and Marle Rise comprise a mix of detached and semi-detached bungalows (some with front dormers).
- 1.4 Trees protected by a Tree Preservation Orders flank the southern boundary of the site covering a group of Lime and Horse Chestnuts (G3) and a Lime and 2 Ash Trees (T10, T11, and T12) of the TMBC Micklehurst Mossley (M4) Tree Preservation Order 1997.
- 1.5 The site is in a highly sustainable location given it is a 12 minute walk (0.6 miles) from Mossley railway station and the services and facilities offered in Mossley town centre.

2. PROPOSAL

2.1 The application seeks planning permission for a minor material amendment to a previously approved planning application. Full planning permission (reference 21/00412/FUL) was granted on 21 March 2022 for the demolition of the existing building and the erection of 14 semi-detached houses and associated parking and amenity space.

- 2.2 This application seeks to vary condition 2 (approved plans) of planning permission 21/00412/FUL to show/ make the following changes:
 - Individual plot floor levels;
 - External alterations to elevations (pediments);
 - Alterations to bicycle storage and bin storage' and
 - Updated site levels to suit surveyed site levels and existing adjacent property levels.

3. PLANNING HISTORY

- 3.1 20/00691/FUL Erection of four detached dwellings and associated amenity space and access road to the rear of Jonathan Grange Nursing Home Withdrawn 23.03.2021
- 3.2 20/00012/TPO Felling of a Lime Tree (T10) Approved, 31 March 2020.
- 3.3 21/00412/FUL Demolition of existing building, erection of 14 semi-detached houses and associated parking and amenity space Approved 21.03.2022
- 3.4 22/00037/PLCOND Discharge of conditions 3 (Materials), 4 (Construction Environment Management Plan), 5 (Vehicle Charging Points), 6 (Secured Cycle Storage), 7 (Highways Details), 8 (Visibility Splay), 10 (Conditions Survey), 13 (Ground Investigation Reports), 14 (Surface Water Drainage & Calculations), 15 (Foul & Surface Water Drainage) of planning permission 21/00412/FUL Pending Consideration

4. PLANNING POLICY

National Planning Policy Framework

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

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004) UDP Allocation: unallocated.

4.5 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment;
- 1.4: Providing More Choice and Quality of Homes;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1:10: Protecting and Enhancing the Natural Environment;
- 1.11: Conserving Built Heritage and Retaining Local Identity; and,
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- H1: Housing Land Provision
- H2: Unallocated sites
- H4: Type, Size and Affordability of Dwellings
- H5: Open Space Provision
- H7: Mixed use and Density
- H10: Detailed Design of Housing Developments
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- C1: Townscape and Urban Form
- N4: Trees and Woodland
- N5: Trees within Development Sites
- N7: Protected Species
- MW11: Contaminated Land
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

4.7 Other Policies

- Residential Design Supplementary Planning Document;
- Trees and Landscaping on Development Sites SPD adopted in March 2007;
- Tameside Open Space Review 2018.
- National Design Guide (2019) (Ministry of Housing, Communities and Local Government) and,
- Department for Communities and Local Government Technical housing standards nationally described space standard.

Places for Everyone

- 4.8 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.9 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

4.10 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.11 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.12 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 Two representations have been received in relation to the application. The comments received have been summarised below:
 - Object to use of Marle Rise as an entrance to the development. The plans should have been designed with a T-shaped estate with only one entrance on Micklehurst Road.
 - A retaining wall is to be built across the end of Duke Street queries as to why the existing access cannot be maintained.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority No objections, subject to conditions requiring a surface water drainage scheme be submitted to an approved in writing by the Local Planning Authority (LPA); as well as the submission of a Construction Environment Management Plan, a scheme for electric vehicle charging and a lighting scheme all to be submitted to and approved in writing by the LPA.
- 7.2 Greater Manchester Ecology Unit (GMEU) No comments.
- 7.3 Environmental Health (Public Protection) No comments.
- 7.4 Contaminated Land No objections, subject to a condition requiring the submission of a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing, by the LPA.
- 7.5 Tameside's Arboricultural and Countryside Estates Officer No objections, the variations should have no negative impacts on the trees to be retained.

- 7.6 Greater Manchester Archaeological Advisory Service (GMAAS) No objections, the proposed condition variation does not have any archaeological implications.
- 7.7 Greater Manchester Police No objections, recommends that the applicant seeks to apply for the Secured by Design accreditation should the application be approved.
- 7.8 Transport for Greater Manchester (TfGM) No comments.
- 7.9 United Utilities No comments received.
- 7.10 Lead Local Flood Authority No comments received.

8. ANALYSIS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. 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.
- 8.2 The National Planning Policy Framework (NPPF) is also an important consideration in assessing planning applications. It states that a presumption in favour of sustainable development should be at the heart of every application decision and for planning application decision making this means:
 - Approving development proposals that accord with the development plan without delay; and,
 - Where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or,
 - Specific policies in the Framework indicate development should be restricted.
- 8.3 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 permission. 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.
- 8.4 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.

9. PRINCIPLE OF DEVELOPMENT

9.1 Section 38 of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to determine the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 212 - 217 of the NPPF set out how its policies should be implemented and the weight that should be attributed to the UDP policies.

- 9.2 Paragraph 213 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development and Section 5 of the NPPF requires Local Planning Authorities to support the delivery of a wide choice of quality homes in sustainable locations.
- 9.3 In terms of housing development, the Council cannot demonstrate a deliverable five year supply of housing land. It is therefore recognised that the NPPF is a material consideration that carries substantial weight in the decision making process. Assuming the development is considered sustainable, the NPPF is clear that where no five year supply can be demonstrated, the presumption in favour of sustainable development identified at paragraph 11 of the NPPF should be used to determine planning applications.
- 9.4 Section 5 of the NPPF requires local planning authorities to support the delivery of a wide choice of quality homes in sustainable locations. Paragraph 60 of the NPPF identifies the Government objective to significantly boost the supply of homes, stating that it is important that a sufficient amount and variety of land can come forward where it is needed and that land with permission is developed without unnecessary delay. UDP policies 1.6 and H1 promote the re-use of previously developed sites within accessible areas.
- 9.5 In this instance, the principle of development has been established through the granting of planning permission reference 21/00412/FUL. This application seeks to make minor amendments to the extant permission.
- 9.6 The main issues to be assessed in the determination of this planning application, which are to be considered in more detail below, are:
 - The impact of the revisions to the previously approved scheme on the character of the surrounding area;
 - The impact of the revision to the previously approved scheme on residential amenity and.
 - The impact of the revisions to the previously approved scheme on highway safety.

10. DESIGN & LAYOUT

- 10.1 The Unitary Development Plan (including the associated Supplementary Planning Document: Tameside Residential Design), and National Planning Policy Framework, clearly set out their expectations of high quality sustainable development that integrates with and enhances the surrounding area and contributes to local character and place making.
- 10.2 The surrounding area is characterised by terraced dwellings to the west, bungalows to the east, and further to the south west the more recently constructed dwellings on the allocated housing site including those on Earnshaw Clough.
- 10.3 Policies within the UDP and the NPPF are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134). Paragraph 130 of the NPPF states that planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping:

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users49; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 10.4 Policy C1 within the UDP states that in considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development.
- 10.5 Policy H10 states that the layout, design and external appearance of proposed housing developments, which are acceptable in relation to other relevant policies in this plan, will be required to be of high quality and to meet the following more detailed criteria:
 - a) a design which meets the needs of the potential occupiers, provides an attractive, convenient and safe environment for the local community, and complements or enhances the character and appearance of the surrounding area, and
 - b) suitable arrangements for parking, access to and from the highway, and delivery, refuse and emergency vehicles, including access by pedestrians, cyclists and disabled people, and for convenient access to public transport where appropriate, with no unacceptable impact on the surrounding highway network, and
 - c) suitable landscaping and fencing, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development, ensure privacy and security where necessary, enable discrete storage of wheelie bins and minimise the visual impact on surrounding areas, and
 - d) no unacceptable impact on the amenity of neighbouring properties through noise, loss of privacy, overshadowing, or traffic, and (e) minimisation of the opportunities for crime and anti-social behaviour. The Council will encourage and permit new and innovative design solutions wherever this can be achieved without adverse effects on existing character.
- 10.6 Further to the above, Policy RD22 of the Residential Design Guide SPD gives detailed guidance advising on how infill development should respond to the context of the area. Policy RD2 provides detailed design criteria for new proposals. As set out in the above policies, in order to integrate sympathetically, the design of the proposal needs to be carried through to the proposed development in terms of: scale, massing, proportions, materials, fenestration patterns and general design/appearance. These matters are considered in more detail below.

10.7 Layout

The density of the site (number of units proposed) remains the same as previously approved, and as concluded within the previous report, the proposal is considered acceptable in relation to policy H7 (mixed use and density) of the UDP. There is a minor shift in the positioning of the dwellings on the site as generally they are all moving around 2m (just less than) further east than originally proposed. This creates a small embankment to the west of the site adjacent to Duke Street with some alterations to the car parking spaces. Overall, the changes are considered minor and whilst design is somewhat subjective, the proposed layout is

considered to represent an efficient use of land as evidenced by the density achieved, and also provides a form of development which is compatible within the context of the surrounding area. In this regard the proposal is found to be acceptable in respect of Policy H10.

Scale, massing and proportions:

- 10.8 The size/footprint of the proposed dwellings remains the same as previously approved and therefore the general scale, massing and proportions are considered acceptable. The most notable changes are an alteration to the location of the front pediment, roof heights, and reduction from two roof lights at the front to one (to all units). As detailed below:
 - Plots 9-10 (elevation 01 Micklehurst Road): Front facing gable changed to outer edge (previously centrally aligned) and slight stagger created to roof line of the semi-detached pair. Plot 9 previously sat around 2.5m above height of adjacent property, No.39 Duke Street – this is now reduced to around 1.8m;
 - Plots 11-12 (elevation 01 Micklehurst Road): Front facing gable changed to outer edge (previously centrally aligned). Flat roof line retained;
 - Plots 13-14 (elevation 01 Micklehurst Road): Front facing gable changed to outer edge (previously centrally aligned) and slight stagger created to roof line of the semi-detached pair.
 - Plots 1-2 (elevation 02 Marle Rise): Reduced stagger in roof line. Increased distance from No. 6 Breezehill Cottages but minor increase in height of plot 1 above this neighbouring property by around 0.2m (compared to previously approved).
 - Plots 3-4 (elevation 02 Marle Rise): retained equal roof line/retained positioning of front gable/pediment.
 - Plots 8-7 (elevation 03 Marle Rise): Front facing gable changed to outer edge (previously centrally aligned) and slight stagger created to roof line of the semi-detached pair. The roofline of plot 8 will sit just less than 2m higher than previously approved. The impact of this visually is considered to be acceptable (this is also considered to be acceptable from a neighbour amenity perspective given there would be an interface distance of around 18.5m between the gable end of plot 8 and the nearest neighbouring property No.9 Marle Avenue).
 - Plots 6-5 (elevation 03 Marle Rise): reduced stagger in roof height between the semidetached pair. Increased distance from No. 40 Duke Street but slight increase in height difference (still complies with 45 degree line rule).
- 10.9 Overall, the proposed units respond well to the surroundings. The staggered rooflines respond to the changing ground levels of the site and in some cases reduce the perceived dominance of the units. The surrounding area is predominately made up of terraced properties to the west and bungalows/split level two storey properties to the east, but the proposed dwellings would not appear disproportionately large in their context, as such the overall mass and bulk of the units is considered to be acceptable having regard to the scale of existing development in the locality.

Materials, fenestration and detailing:

10.10 The dwellings are proposed to be constructed with facing brick elevations and pitched tiled roofs. Overall the proposed dwellings will have a uniform and consistent appearance which will be complimentary to the wider street scape. Specific materials are recommended to be secured by condition to ensure the materials are appropriate to the locality.

Street scape/ refuse storage:

- 10.11 The bin store was previously proposed to the front of the site fronting Micklehurst Road this has been relocated with individual bin stores being provided to the rear gardens of plots 9-14. This is considered a visual improvement and improves the visual quality of the scheme.
- 10.12 In summary, having regard to the above matters, it is considered that the proposal adheres to the aims and objectives of UDP policy H10 and the adopted SPD which highlight the importance of residential development being of an appropriate design, scale, density and

layout. However, this would be subject to the imposition of conditions requiring samples of materials to be approved, and a detailed scheme for hard and soft landscaping works which would include boundary treatments.

11. RESIDENTIAL AMENITY

11.1 At paragraph 130, the NPPF outlines the importance of planning in securing good standards of amenity for future and existing occupiers of land and buildings. UDP Policy H10 seeks to ensure that new development does not result in any detrimental impact on the residential amenities of existing occupiers through loss of privacy, overshadowing or traffic. The Residential Design SPD identifies standards for new residential development and expands on issues covered by criteria under Policy H10 with, amongst other matters, the requirement of new development to maintain adequate separation distances between proposed and existing dwellings in order to protect the amenities of future and existing occupiers.

11.2 Existing Residential Amenities:

SPD policy RD5 confirms buildings should be orientated to maximise levels of natural light/solar gain and minimise overlooking in habitable rooms and private gardens. To help achieve this minimum distances are applied between new and existing dwellings:

- RD5(A) habitable room to habitable room = 21metres standard, 14m on street frontages, 14m between bungalows;
- RD5(B) habitable room window to a blank wall = 14m to two storey wall, 10m to single storey wall (a reduction may be permitted if the affected window is not the main source of natural light to the room).

RD5(C) states that 1 metre extra is added to A and B for every 1 metre in height difference between facing buildings. RD5(E) states that for infill sites, such as this, variation of these guidelines may be acceptable where existing spacing should be taken into account.

- 11.3 As briefly mentioned above, the position of the units has changed slightly (all moved further east). In some cases the units are in closer proximity to the neighbouring dwellings than previously approved, particularly to those to the east on Marle Rise and Marle Avenue. Plot 4 is closer to No.1 Marle Rise but this relationship is considered acceptable given there are no side facing habitable room windows to this existing property. Plots 8 and 14 still maintain an adequate separation distance between the properties on Marle Avenue (accounting for orientation/ground levels).
- 11.4 The distance between plots 9, 5 and 1 and the adjacent properties is greater than previously approved but in some cases there is a slight increase in the ground level difference, owing to the proposed embankment. As previously concluded: No.39 Duke Street is located adjacent to Plot 9 and has a small first floor window in the gable elevation which would serve a bedroom – subject to this window being obscure glazing and being fixed shut below 1.7m internal floor level, this relationship is considered acceptable. No.40 Duke Street has a staggered relationship with Plot 5 but has no windows within its side elevation facing the application site. Plot 5 is at a higher level and therefore it is important to consider whether the impact on no.40 would be overbearing and/or result in overshadowing or loss of privacy to its garden area. The stagger between these two properties has increased since the previous approval, however the distance between the two properties has also increased. Despite being at a higher level it is acceptable having regard to the orientation and need to find a balance between interface distances between the new properties and between new and existing dwellings. The relationship with the gable of 6 Breezehill Cottages is considered acceptable given this property has no side elevation windows and has a large two storey rear extension extending the side elevation rearward.

- 11.5 Previously the second floor gable window served a bathroom to all units. This is now proposed to serve a bedroom/study. As indicated on the floor plans, this window is shown to be obscure glazed. It is an extra recommendation that the window is fixed shut below a height of 1.7m (internal floor level) to prevent overlooking/a loss of privacy to neighbours when/if the window is open (to be secured by condition).
- 11.6 In summary, having regard to the above matters, it is considered that the proposal adheres to the aims and objectives of UDP policy H10 and the adopted SPD. However, this would be subject to the imposition of conditions, as detailed above.

11.7 Residential Environment Created:

Reflecting the requirement of Section 12 of the NPPF, that developments create places with a high standard of amenity for existing and future users, UDP policy H10 (a) requires that the design of proposed housing developments, which are acceptable in relation to other relevant policies in the plan, meets the needs of the potential occupiers. To this end policy RD18 of the Residential Design SPD recommends minimum floor areas that residential developments should achieve. Internal space is interpreted by reference to the nearest equivalent national technical standard which is given in the Government's Technical housing standards – nationally described space standard document (THS).

- 11.8 Previously the scheme comprised of 3 bedroom dwellings and showed an additional study room at second floor level. The plans now indicate a fourth bedroom (also labelled study). The kitchen/lounge/diner area at ground floor level has also been knocked together into one room.
- 11.9 For a 4 bed, 5 person dwelling (3 storey) the THS require a minimum of 103m2 gross internal floor space with 3.0m2 of built in storage. The proposed dwellings would each have a gross internal floor space of approximately 121m2 exceeding this requirement.

11.10 Other requirements are that:

- a dwelling with two or more bedspaces has at least one double (or twin) bedroom;
- in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m2 and is at least 2.75m wide;
- any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the Gross Internal Area)
- any other area that is used solely for storage and has a headroom of 900- 1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area
- 11.11 Bedroom 3 falls below the standard for a double bedroom (required to have an internal floor area of at least 11.5m2). Although it shows a double bed, it cannot be assumed that this room would serve two people. In any case, the units meet the requirements for a 4b, 6p dwelling.
- 11.12 Each of the bedrooms have access to natural light and ventilation. The proposal is therefore found to be acceptable in this regard and would provide a good standard of amenity for future occupiers, in accordance with Policy H10 of the UDP and section 12 of the NPPF.
- 11.13 In considering the level of private amenity space provided within the site to serve the proposed dwellings, regard has been had to Policy RD11 within the Tameside Residential Design Guide SPD. The Policy requires that all houses should have private amenity space of a size and function suitable for its intended occupants. Each of the units has an enclosed garden space to the rear of the plots. These are all considered to be an acceptable size with adequate privacy to create a satisfactory useable/functional amenity space to serve the intended occupants.

11.14 In light of the above, the development is considered to be acceptable in this regard, ensuring a reasonable level of amenity for future occupiers, retaining a good standard of amenity for existing neighbouring residents, and not causing undue noise and disturbance to residential uses.

12. HIGHWAY SAFETY & ACCESSIBILITY

- 12.1 Access to the proposed development is achieved from Marle Rise to serve Plots 1 to 8 whilst Plots 9 to 14 would be served from a new vehicular entrance created from Micklehurst Road. Each dwellinghouse would be provided with two off road parking spaces which is considered sufficient given the size of the properties and is consistent with the requirements of the SPD.
- 12.2 The Local Highway Authority (LHA) have been consulted on the application and are satisfied that the access and egress arrangements from the development onto both Marle Rise and Micklehurst Road is satisfactory and meets the requirements for a maximum gradient of 1:14. Furthermore, the visibility splays comply with the requirements of Manual for Streets, and the LHA considers that provision is made for vehicles to enter and exit the development in a forward gear.
- 12.3 The LHA are satisfied that the vehicle trips generated by the proposals is expected to generate only a minimal increase in vehicular trips over the course of an entire day. It is expected to generate an addition 18 trips in the morning and afternoon peak and the LHA consider this additional demand can be accommodated by the existing local highway network without any significant detrimental impact.
- 12.4 The development proposed a minimum of 26no. off road parking spaces which is considered acceptable by the LHA. This, together with the proposals for secure/covered cycle storage facilities and the sustainable location of the development, means the LHA have no objection to the level of parking provision proposed to serve the proposed development. In addition, a condition is attached to the recommendation requiring the provision of electric vehicle charging points.
- 12.5 However, the impact of the proposed development on vehicular movements from the creation of 14no. dwellings must also be considered in the context of vehicular movements associated with the former care home which remains its established lawful use. Having regard to this, and the lack of objection from the Local Highway Authority who have considered the information submitted with the application, it is not considered the development would result in a cumulative severe impact to highway safety which is the necessary planning test set out in paragraph 111 of the National Planning Policy Framework. However, this is on the basis of the conditions attached to the recommendation.
- 12.6 As such, having regard to the requirements of UDP policies T1, T10, and the guidance in the SPD associated with UDP Policy H10, the layout, parking and access proposals are considered to be acceptable.

13. DRAINAGE AND FLOOD RISK

13.1 The Lead Local Flood Authority and United Utilities have been consulted on the planning application. The site is in Flood Zone 1 on the Environment Agency's Flood Risk Maps and is therefore considered to be at a lower risk of flooding. United Utilities have provided no comments for this application. Under the previous application, 21/00412/FUL, United Utilities requested the imposition of conditions requiring a scheme for surface water runoff to be submitted for approval and that foul and surface water are discharged on separate systems. This is still outstanding under application 22/00037/PLCOND. Such conditions are attached

to the recommendation and will ensure that appropriate schemes are designed and agreed with the Local Planning Authority as part of the development.

14. TREES

- 14.1 Policy N5 seeks to protect trees of a recognised quality, which are located within development sites.
- 14.2 At the time of the Case Officer's site visit, the application site was cleared of the previous development.
- 14.3 Previous assessment under application 21/00412/FUL concluded: the site is subject to a Tree Preservation Order ("The TMBC Micklehurst Mossley (M4) Tree Preservation Order 1997. Permission was granted in March 2020 to fell a Lime Tree (20/00012/TPO) immediately adjacent to the existing vehicular entrance to the site on Micklehurst Road. Alongside this, on the other side of the entrance and parallel to Micklehurst Road, the TPO is relevant as a Group Order known as G3.
- 14.4 The TPO also applies to two individual trees including an Ash which is identified as T2 on the Proposed Masterplan and is to be removed. The Tree Appraisal Report submitted with the previous application identified that this tree, which is approximately 19m high, is a mature tree in fair condition but is rated as a C1 category tree which are those of low quality with an estimated remaining life expectancy of at least 10 years. It was noted that the tree had been topped in the past, is of low vigour, with early signs of ash die back disease. The Council's Arboricultural Officer was consulted on the planning application and raised no objections to the removal of the trees. In consultation for this application, the consultee confirms that the variations should have no negative impacts on the trees to be retained.
- 14.5 As per the previous application, the absence of an objection from the Council's Arboriculturalist is on the basis that the proposed root protection system should be used to protect the root areas of the trees on the Micklehurst Road boundary and other retained trees be protected to the recommendations in BS5837 during all works.
- 14.6 A Landscape Plan and planting plan has been submitted during the course of the application but comments from the Consultee are outstanding. As such it is recommended that for completeness, that these details are submitted for approval via condition. This is attached to the recommendation.

15. ECOLOGY

- 15.1 UDP Policy N7 states that the Council will not permit development which would have an adverse impact on badgers or species protected by the Wildlife and Countryside Act unless it can be demonstrated that such impact can be successfully mitigated. Furthermore, Section 11 of the NPPF advocates biodiversity enhancement. The biodiversity value of the site could be enhanced as part of the landscaping proposals to be approved by condition. GMEU advise that this should include planting of native species and the fixture of bat and bird boxes across the development.
- 15.2 It was concluded within the previous Officer's report that the pre-existing building had the potential to support roosting bats and the Greater Manchester Ecology Unit had reviewed the Preliminary Roost Assessment report submitted with the application. The report had followed reasonable efforts to survey the structure of the building internally and externally for signs of current or historic use by bats and made an assessment of the likelihood that bats would use the structure at other times. The report acknowledged that the survey was carried out outside the bat activity season and although it found no evidence of bat use it assessed the pre-

- existing building as having moderate potential to support bats despite its poor condition. The report recommended that two additional bat activity surveys are required during the active season (May to August).
- 15.3 The Greater Manchester Ecology Unit agreed with the findings and conclusions of the report and, as such, recommend that the planning application is not determined until such a time as the additional survey work has been undertaken. This stance is supported by Defra Circular 01/2005 paragraph 99 which discourages the use of planning conditions to require such surveys except in exceptional circumstances. As such, the recommendation is made on the basis that the decision is not issued until such a time as the surveys have been carried out and satisfy the requirements of GMEU.
- 15.4 GMEU have confirmed they have no additional comments to make in respect of this section 73 application and so the previously recommended conditions in relation to nesting birds and biodiversity enhancements are attached to the recommendation.

16. GROUND CONDITIONS

- 16.1 The site does falls outside of a high risk mining area and therefore consultation with the Coal Authority has not been necessary. The development is therefore not prejudiced by any mining legacy issues.
- 16.2 The Environmental Protection Unit (EPU) has no objection to the proposed development from a contaminated land perspective. However, the site and adjacent areas have had a number of uses that may potentially pose a contamination risk to the site. A brief review of historical mapping available for the area has been undertaken which shows that the site in the mid nineteenth century appears to form part of the Marle House Stately home. In the 1940s a Vale Mills (woollen) is shown adjacent to the site. From the 1950s the description of Vale Mills as a woollen mill is no longer present on mapping and it is possible that it was used for other manufacturing purposes. The area appears to have been redeveloped in the 1960s/1970s and only Marle House is shown to be located on the site, a number of other buildings have been demolished. The surrounding area also appears to have been redeveloped for housing.
- 16.3 The former mill and also the development of the area during the 1960s/1970s may have introduced contamination into the soils at the site, which will need to be assessed as part of the above planning application.
- 16.4 The applicant has submitted a couple of reports as part of application reference 22/00037/PLCOND (discharge of conditions application relating to the previous permission 21/00412/FUL), but not as part of this current application. The EPU have considered the reporting provided to date to be generally satisfactory and the confirm that the Land Consultancy have identified the potential contamination issues and how they can be mitigated; however the EPU confirm that further detail and evidence is required. For completeness, it is recommended that a condition is attached requiring the full details to be submitted and approved in writing, as per the previous application for the avoidance of doubt (as documentation relating to permission 21/00412/FUL should not be transferred to this current s.73 app when the discharge of condition application 22/00037/PLCOND is still pending consideration). As such, a condition is attached to the recommendation requiring further survey works to be undertaken.

17. AFFORDABLE HOUSING

- 17.1 As considered within the previous report, policy H4 set out that developments of 25 or more dwellings should, when in areas of the borough where there is a demonstrable lack of affordable housing, make provision for it.
- 17.2 However, paragraph 64 of the NPPF supersedes the trigger point identified in UDP Policy H4, and identifies that all major (10 units and above) residential developments should involve the provision of affordable housing. The Housing Needs Assessment identifies an expectation of on-site provision of 15% of units on an affordable basis.
- 17.3 Planning policy also provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is to be brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought.
- 17.4 A 15% provision of affordable housing units on the site equates to two of the units being 'affordable'. The applicant has submitted a statement explaining that the net affordable housing requirement is 119m² which is less than the average dwelling size proposed. As such, it is considered that no affordable housing is required in this case on the basis of vacant building credit.
- 17.5 As such, having regard to the Council's policies on the provision of affordable housing, it is not considered appropriate in this instance to require it as part of the proposals.

18. CONTRIBUTIONS

18.1 Notwithstanding the affordable housing matters above, since the scale of the development constitutes a major development, it would also trigger potential requirements for Green Space and Highways contributions as per the requirements of polices H5 (Open Space) and T13 (highways) of the Development Plan. The Developer Contributions calculator identified the following commuted sums providing they can be used to satisfy mitigation measures linked to the proposals:

Highways - £10,967.97 Green Space - £8,845.79.

- 18.2 The LHA has requested that the highway contributions is used towards upgrades and improvements to signage and footpaths from the development to Mossley Hollins High School including lining to secure safe access into the development.
- 18.3 The Green Space Manager has been consulted and requested that the Green Space Contribution is used towards infrastructure improvements to green space in Mossley and in particular Roaches which is located nearby.
- 18.4 These commuted sum payments are considered to satisfy the CIL requirements for their use since they are considered to mitigate against the impacts likely to be caused by the proposals.
- 18.5 The Section 106 agreement for application reference 21/00412/FUL can be carried forward to this section 73 application without a deed of variation. This section 73 application is still subject to the obligations in the original agreement. A new section 106 agreement will not be required.

19. OTHER

- 19.1 Greater Manchester Police (Design for Security) have no objection to the application. They recommend that the applicant seeks to apply for the Secured by Design accreditation should the application be approved.
- 19.2 Previous comments relating to application 21/00412/FUL: GMP support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned. A condition requiring this is attached to the recommendation.

20. CONCLUSION

- 20.1 At the heart of the NPPF is a presumption in favour of sustainable development. This requires planning applications that accord with the Development Plan to be approved without delay, and where the Development Plan is absent, silent or out of date, granting permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework as a whole or specific policies in the framework indicate that development should be restricted.
- 20.2 Taking into account the relevant development plan policies and other material considerations, and subject to the identified mitigation measures, there are no significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission. The proposals represent an efficient re-use of a previously developed site that would meet sustainability requirements, and contribute positively to the borough's affordable housing supply.

RECOMMENDATION

That Members GRANT planning permission subject to the following conditions:

- 1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
 - Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2. The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.
 - Drawing Number 21162(pl)400 Proposed Block and Location Plan
 - Drawing Number 21162 (90) 100 C4 Proposed Site Plan
 - Drawing Number 21162 (PL) 110 Street Scene and Site Sections
 - Drawing number 22-13289-100- A Preliminary Site Levels and External Works Required
 - Drawing Number 21162 (04) 100A Ground Floor House Type A
 - Drawing Number 21162 (04) 101B First Floor House Type A
 - Drawing Number 21162 (04) 102B Second floor House Type A
 - Drawing Number 21162 (05) 100A Front Elevation House Type A
 - Drawing Number 21162 (05) 101A Side Elevation House Type A
 - Drawing Number 21162 (05) 101A Rear Elevation House Type A
 - Drawing Number 21162 (04) 104A Ground Floor, House Type B
 - Drawing Number 21162 (04) 105B First Floor, House Type B
 - Drawing Number 21162 (04) 106B Second floor House Type B
 - Drawing Number 21162 (05) 103A Front Elevation House Type B
 - Drawing Number 21162 (05) 104A Side Elevation House Type B
 - Drawing Number 21162 (05) 105A Rear Elevation House Type B

- Drawing Number 21162 (04) 108A Ground Floor Type C
- Drawing Number 21162 (04) 109B First Floor Type C,
- Drawing Number 21162 (04) 110B Second floor Type C
- Drawing Number 21162 (05) 106A Front Elevation Type C
- Drawing Number 21162 (05) 107A Side Elevation Type C
- Drawing Number 21162 (05) 108A Rear Elevation Type C
- Drawing Number 21162 (04) 112A Ground Floor Type D
- Drawing Number 21162 (04) 113B First Floor Type D
- Drawing Number 21162 (04) 114A Second floor Type D
- Drawing Number 21162 (05) 109A Front Elevation Type D
- Drawing Number 21162 (05) 110A Side Elevation Type D
- Drawing Number 21162 (05) 111A Rear Elevation Type D
- Drawing Number 21162 (04) 120A Block Elevations Plots 1 -2
- Drawing Number 21162 (04) 122A Block Elevations Plots 3 -4
- Drawing Number 21162 (04) 124A Block Elevations Plots 5 -6
- Drawing Number 21162 (04) 126A Block Elevations Plots 7 -8
- Drawing Number 21162 (04) 128B Block Elevations Plots 9 -10
- Drawing Number 21162 (04) 130A Block Elevations Plots 11 -12
- Drawing Number 21162 (04) 132B Block Elevations Plots 13 -14
- Drawing Number WJR/17082020 21 TPP 004 Tree Protection Plan 004

Reason: For the avoidance of doubt.

3. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

4. 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;
- Any 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.

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

5. As indicated on the approved site plan, prior to the first occupation of the development hereby approved each house shall be provided with an electric vehicle charging facility. The specification of the charging points installed shall:

- Be designed and installed in accordance with the appropriate parts of BS EN 61851 (or any subsequent replacement standard in effect at the date of the installation);
- Have a minimum rated output of 7 kW, measured or calculated at a nominal supply voltage of 230VAC;
- Be fitted with a universal socket (known as an untethered electric vehicle charge point);
- Be fitted with a charging equipment status indicator using lights, LEDs or display; and
- A minimum of Mode 3 or equivalent.

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

6. No part of the development hereby approved shall be occupied until details of the secured cycle storage provision been submitted to and approved in writing by the local planning authority. The details shall include scaled plans showing the location of storage and details of the means of enclosure. The secured cycle storage arrangements shall be implemented in accordance with the approved details prior to the occupation of that each dwelling and shall be retained as such thereafter.

Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management. But shows plan with new house arrangements

- 7. No work shall take place in respect to the construction of the approved highway, as indicated on the approved site plan, until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
 - a. Phasing plan of highway works;
 - b. Stage 1 Safety Audit 'Completion of preliminary design' and subsequent Stages 2-4 based on the Design Manual for Roads and Bridges document GG 119 Road Safety Audit:
 - c. Surface and drainage details of all carriageways and footways;
 - d. Details of the works to the reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase:
 - e. Details of an Approval in Principle must be obtained for proposed retaining walls within the development including temporary retaining structures required for the proposed site be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, (This does not define adoption of the asset but merely the design constraints should they be approved by the LHA.):
 - f. Details of the areas of the highway network within the site to be constructed to adoptable standards and the specification of the construction of these areas;
 - g. Details of carriageway markings and signage; and,
 - h. Details of a lighting scheme to provide street lighting (to an adoptable standard), to the shared private driveway and pedestrian/cycle pathways have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the lighting will be funded for both electricity supply and future maintenance.

No part of the approved development shall be occupied until the approved highways works have been constructed in accordance with the approved details or phasing plan and the development shall be retained as such thereafter.

Reason: In the interests of highway safety.

8. A clear view shall be provided at the junction of the proposed with Micklehurst Road. Its area shall measure 2.4 metres along the centre of the proposed road and 43 metres along the

edge of the roadway in Micklehurst Road. It must be kept clear of anything higher than 0.6 metre/s above the edge of the adjoining roadway or access, on land which you control and shall be retained as such thereafter.

Reason: To allow users of the development and Micklehurst Road to see each other approaching.

9. Prior to bringing the development into use the car parking, servicing and turning facilities indicated on the approved plans shall be provided in full and shall thereafter be kept unobstructed and retained as such thereafter to enable vehicles to enter and leave the site in forward gear at all times.

Reason: In the interest of highway safety, in accordance with UDP Policy T1: Highway Improvement and Traffic Management.

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

Reason: In the interest of highway safety, in accordance with UDP Policy T1: Highway Improvement and Traffic Management.

11. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

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

12. Dust suppression equipment in the form of sprinklers or water bowsers shall be employed at the site at all times. During periods of hot or dry weather water suppression shall be undertaken at regular intervals to prevent any migration of dust from the site. All surface water run off associated with the equipment shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway at any time.

Reason: In the interests of air quality and local residential amenity.

- 13. No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:
 - 1. A Preliminary Risk Assessment which has identified:
 - a. All previous and current uses of the site and surrounding area.
 - b. All potential contaminants associated with those uses.
 - c. A conceptual site model identifying all potential sources, pathways, receptors and pollutant linkages.

- 2. A site investigation strategy, based on the Preliminary Risk Assessment in (1) detailing all investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
- 3. The findings of the site investigation and detailed risk assessment referred to in point (2) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
- 4. Based on the site investigation and detailed risk assessment referred to in point (3) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
- 5. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (4) have been fully implemented including any requirements for long term monitoring and maintenance.

Prior to occupation, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the Local Planning Authority (LPA).

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

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

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

- 14. No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:
 - a. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - b. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and,
 - c. A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with UDP Policy U3 and Section 14 of the NPPF.

15. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

16. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas for shall be submitted to and approved by the local planning authority prior to the occupation of the first dwelling. The landscape management plan shall be carried out in accordance with the approved plan and in accordance with timetable to be agreed in writing with the local planning authority.

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

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

Reason: In the interests of biodiversity in accordance with policy N7: Protected Species

18. A scheme for the Biodiversity Enhancement and Mitigation Measures including the planting of native trees and the provisions of bird and bat boxes shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: In the interests of biodiversity to ensure sufficient protection is afforded to wildlife in accordance with policy N7: Protected Species and to provide mitigation for the trees to be felled.

19. The root structures of trees on the site which are to be retained adjacent to Micklehurst Road, as identified on drawing number WJR/17082020 21 TPP 004, shall be protected from the development using the 'Protectaweb Tree Root Protection System' unless an alternative solution has first been submitted to and approved in writing by the Local Planning Authority. All other trees to be retained shall be protected to the recommendations of BS5837 during the development.

Reason: To ensure that retained trees are adequately protected from the proposed development and in accordance with UDP Policy N5.

20. Prior to the first occupation of any of the dwellings hereby approved a Crime Mitigation Statement shall be submitted to and approved by the Local Planning Authority demonstrating:

How the recommendations in Section 3.3 of the Crime Impact Statement (reference 2021/0170/CIS/01, Version A, 05/05/2021) have been incorporated into the discharge of condition 3 (boundary treatments);

That the Physical Security requirements set out in Section 4 of the Crime Impact Statement (reference 2021/0170/CIS/01, Version A, 05/05/2021) have been provided in full unless otherwise justified and approved in writing by the Local Planning Authority.

Reason: In the interests of reducing opportunities for crime in accordance with Unitary Development Plan Policy H10.

21. Notwithstanding the plans hereby approved the second floor side elevation windows to each of the house types shall be installed with obscure glazing achieving at least Level 4 on the Pilkington Scale of Obscuration and non-opening unless the parts of the window which can

be opened are more than 1.7 metres above the floor of the room in which the window is installed. The windows shall be maintained in such specification at all times thereafter.

Reason: In the interests of residential amenity to prevent opportunities for overlooking and loss of privacy having regard to the requirements of Unitary Development Plan Policy H10.

Informative Notes

1. REASON FOR GRANTING PLANNING PERMISSION

Statement under Article 35 (2) of the Town and Country Planning (Development Management Procedure) England Order 2015 (as amended): The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the NPPF.

2. CONTAMINATED LAND

The applicant is directed to the Council's 'Guidance Document for Applicants, Land Owners and Consultants in relation to Ground Investigation', which contains further information and guidance in relation to contaminated land conditions. It is essential the applicant reads this document and ensures it is passed onto all parties involved with investigation, remediation and development works at the site. A copy of this guidance document can be obtained from the Councils website (www.tameside.gov.uk, A to Z Services, Contaminated Land, Contaminated Land Forms and Guidance, CLS1B Guidance Link) or by contacting the Council's Environmental Protection Unit (0161 342 3680 / 0161 342 2691).

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

3. This permission should be read in conjunction with the Agreement under Section 106 of the Town and Country Planning Act 1990, dated 17/03/2022 between the applicant (and other interested parties) and the Tameside Metropolitan Borough Council.



100 High St Esher Surrey KT10 9QJ 01372 203 335

1. Site - Block Plan - Proposed SCALE 1: 500 MARLE RISE DUKE STREET MICKLEHURST ROAD

Site - Location Plan - Existing DUKESTREET 10 20 36 カル 30 40

2

PROPOSED BLOCK AND LOCATION PLAN DWG: 21162 (pl) 400 * DATE: 10.10.22 SCALE: 1:500/1:1250 @ A3 DRAWN: SC

CASSEL & FLETCHER

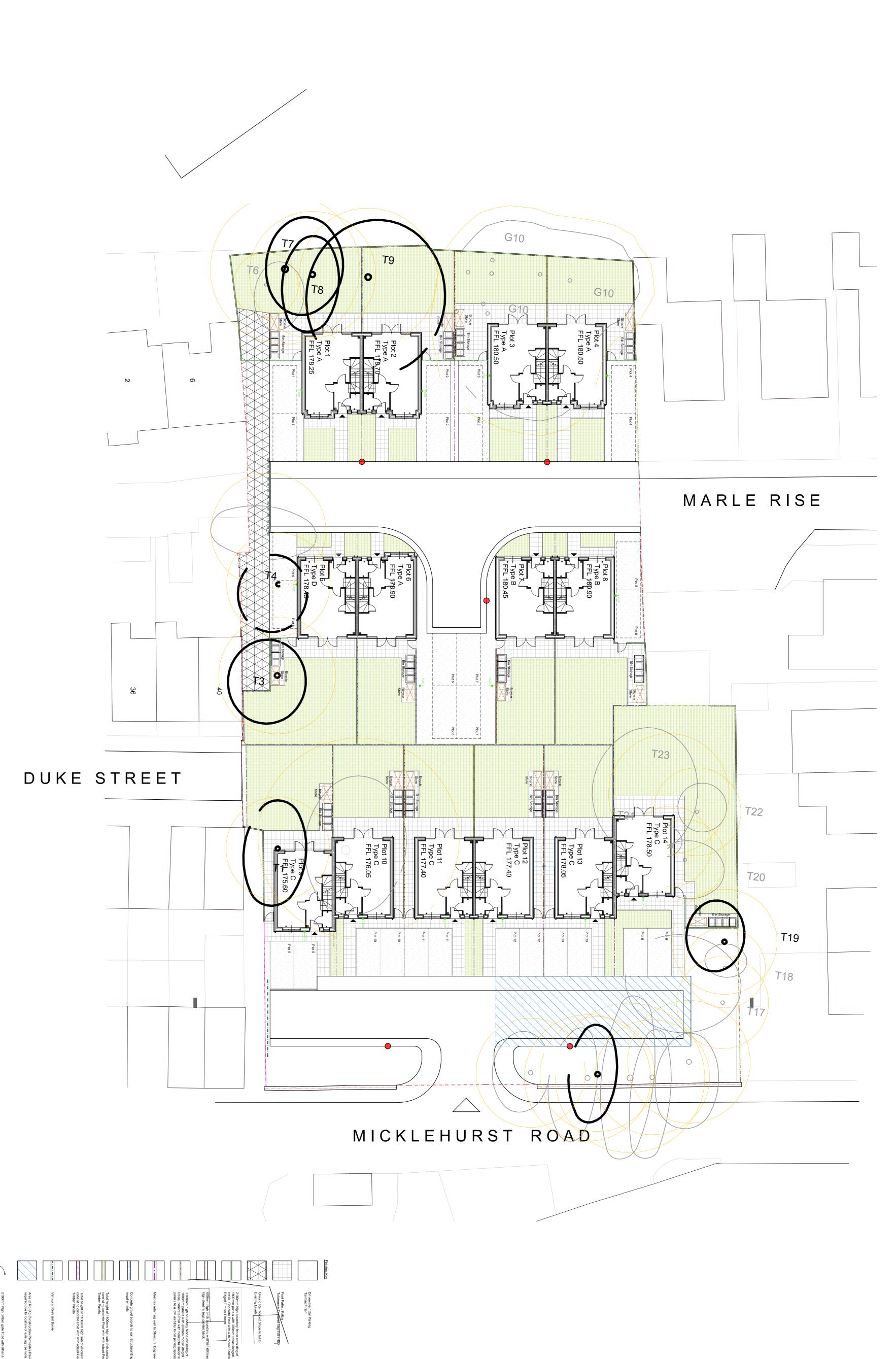
JONATHAN GRANGE, 14 NEW DWELLINGS

NOTE: DO NOT SCALE FROM THIS DRAWING
REV DESCRIPTION
DATE DRAWN

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allpod : EV Ready 13A Socket Mode 2 harging by ROLEC /allpod : EV Ready 13A Socket Mode 2 harging by ROLEC - Pole Mounted

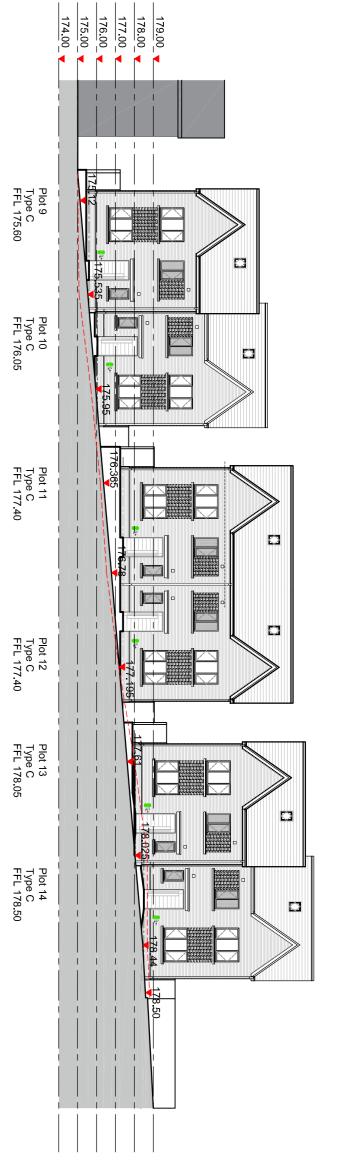




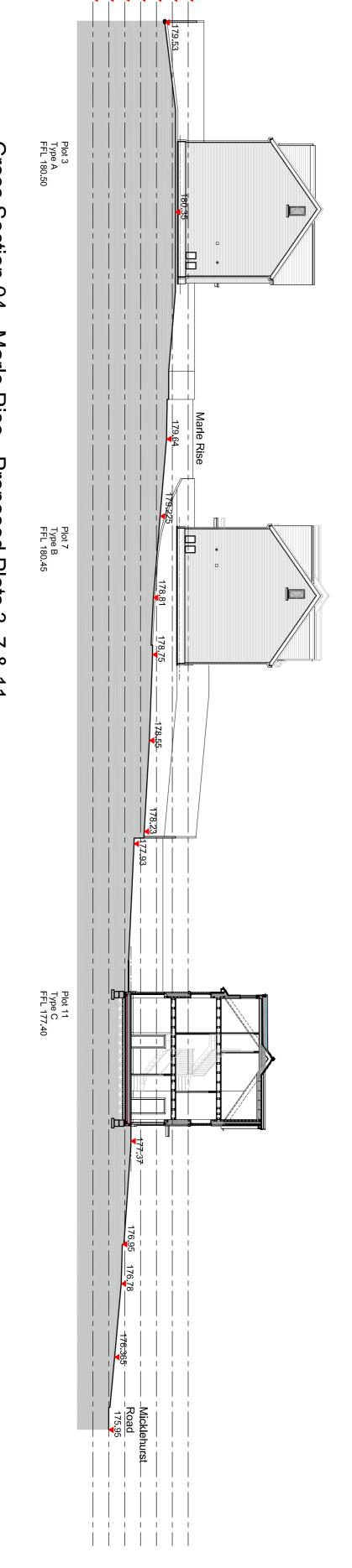
179.64 **~**

Proposed Site Level

Existing Site Level







Cross Section 04 - Marle Rise - Proposed Plots 3, 7 & 11

100 High St Esher Surrey KT10 9QJ 01372 203 335

CASSEL & FLETCHER

JONATHAN GRANGE, 14 NEW DWELLINGS

STREET SCENE & SITE SECTION
DWG: 21162 (PL) 110
DATE: 30.05.22
SCALE: 1:200 @ A1 DRAWN: SC

Plot 1 Type A FFL 178.25

Plot 2 Type A FFL 178.70

Plot 3 Type A FFL 180.50

Elevation 02 - Marle Rise -

Proposed Plots 1 -

Elevation 03 - Marle Rise - Proposed Plots 5 -





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IMPORTANT NOTE!

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

12.5mm plasterboard on dabs with plaster skim

finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600

kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medlum dense concrete blockwork internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on

ex100x50mm plus 100mm thick Kingspan K107

Insulation. 12mm Promat Supalux board Internally

40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

dabs with plaster skim finish.

1 hour Fire Protection

½ hour Fire Protection

DDC O

rwp O

1 Hour Fire Resistant Cavity Barrier

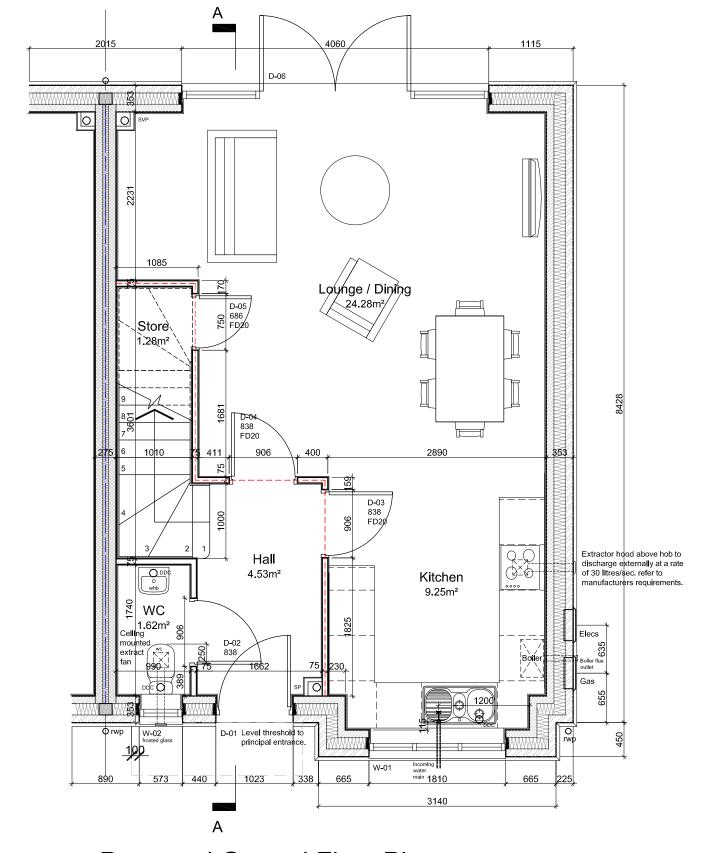
Direct waste connection to drain

Soil and Vent pipe drain

Raln water plpe

Air Brick Location for Under Floor Ventilation

AUTOMATION SPECIALIST.



JONATHAN GRANGE, 14 NEW DWELLINGS

CASSEL & FLETCHER

Proposed Ground Floor Plan

CALDERPEEL

ARCHITECTS

Wall Type Key

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork Internal leaf 12.5mm plasterboard on dabs with plaster skim finish.

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

1 hour Fire Protection

1 Hour Fire Resistant Cavity Barrier

Air Brick Location for Under Floor Ventilation

SVP O Soil and Vent pipe drain

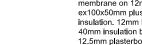
rwp O

SCALE: 1:50 @ A3 DRAWN: SC

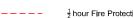
Wall Type Key



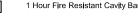






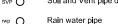








Movement Joint



Page 264

Proposed First Floor Plan

Α

1565

1810

W-06

Bedroom 1

12.94m²

Bedroom 2

12.81m²

1810

3140

890

1135

En-Suite 4.16m²

D-10 686

Landing 4.57m²

D**-**09 762

. 338

Bathroom 4.14m²

Wall mounted

D-08 762

W-05

Wall mounted

extract fan

CALDERPEEL

ARCHITECTS HOUSE TYPE A PROPOSED FIRST FLOOR PLAN DWG: 21162 (04) 101 B DATE: 14.03.22

665

IMPORTANT NOTE!
THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CALDERPEEL PLANS, SECTIONS, ELEVATIONS, SPECIFICATION NOTES AND DETAILS TOGETHER WITH ALL CONSULTANT'S INFORMATION INCLUDING STRUCTURAL **ENGINEER, MECHANICAL ENGINEER AND HOME AUTOMATION SPECIALIST.**

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense

12.5mm plasterboard on dabs with plaster skim

finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board

on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107

insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with

12.5mm plasterboard with plaster skim finish

Air Brick Location for Under Floor Ventilation

1 Hour Fire Resistant Cavity Barrier

Direct waste connection to drain

Soil and Vent pipe drain

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with

concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

dabs with plaster skim finish.

plaster skim finish both sides

1 hour Fire Protection

½ hour Fire Protection

Shower Room Bedroom 3 4.16m² 9.95m² 686 750 Landing 1.5m² 762 FD20 Rldge FD20 Line of 2400mm high ceiling W-10 Line of 1800mm high celling Bedroom 4/ Study 1000 h**i**gh 17.25m² 1200mm high wall up to internal roof finish 1010 Storage 4.14m²

Proposed Second Floor Plan

CALDERPEEL

Market Court 20-24 Church St 100 High St Altrincham WA14 4DW Surrey KT10 9QJ

JONATHAN GRANGE, 14 NEW DWELLINGS

HOUSE TYPE A PROPOSED SECOND FLOOR PLAN DWG: 21162 (04) 102 B

ARCHITECTS

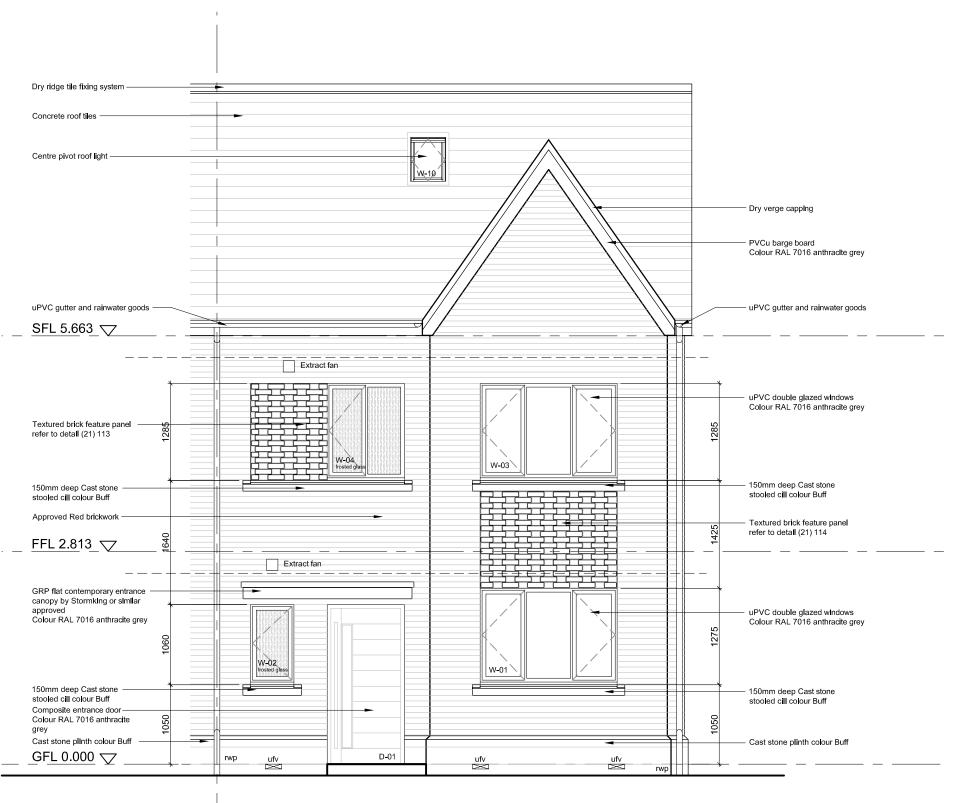
Page 265

CASSEL & FLETCHER

Wall Type Key

ENGINEER, MECHANICAL ENGINEER AND HOME

AUTOMATION SPECIALIST.



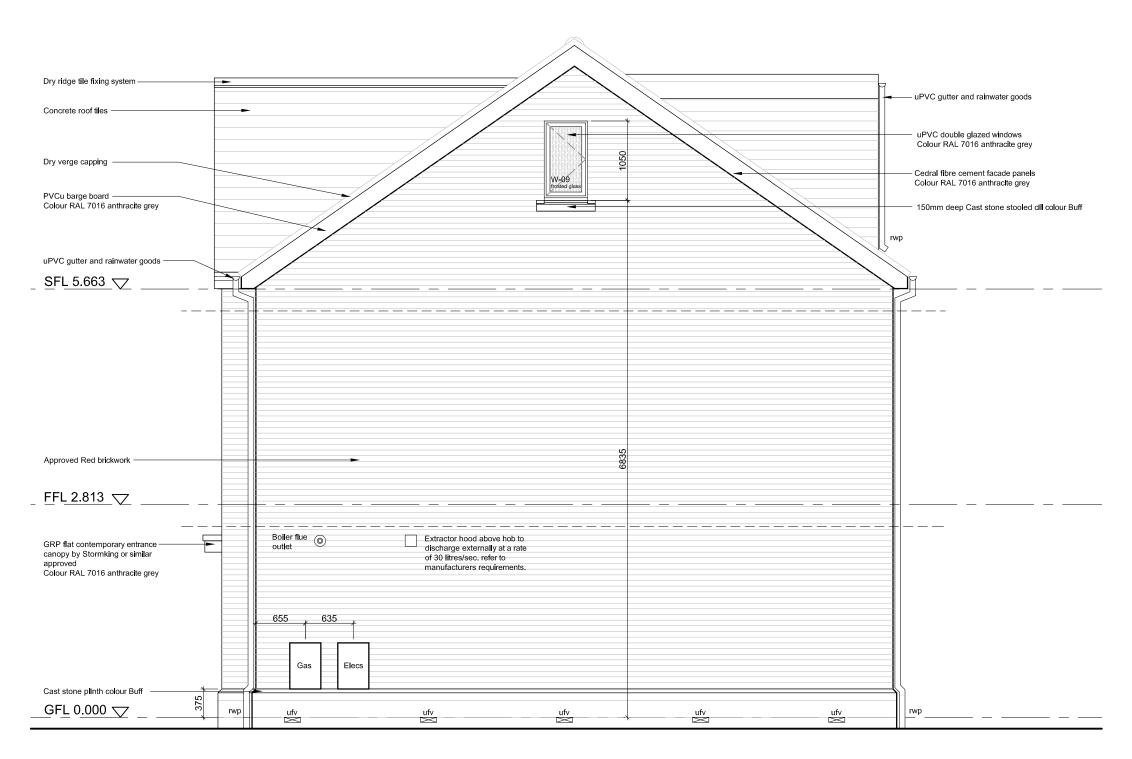
Front Elevation

CALDERPEEL

CHESHIRE SURREY Market Court 20-24 Church St 100 High St Esher Altrincham WA14 4DW Surrey KT10 9QJ 0161 929 7622

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE A PROPOSED FRONT ELEVATION DWG: 21162 (05) 100 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC



Side Elevation

CALDERPEEL

Market Court 20-24 Church St 100 High St Esher Surrey KT10 9QJ Altrincham WA14 4DW 0161 929 7622

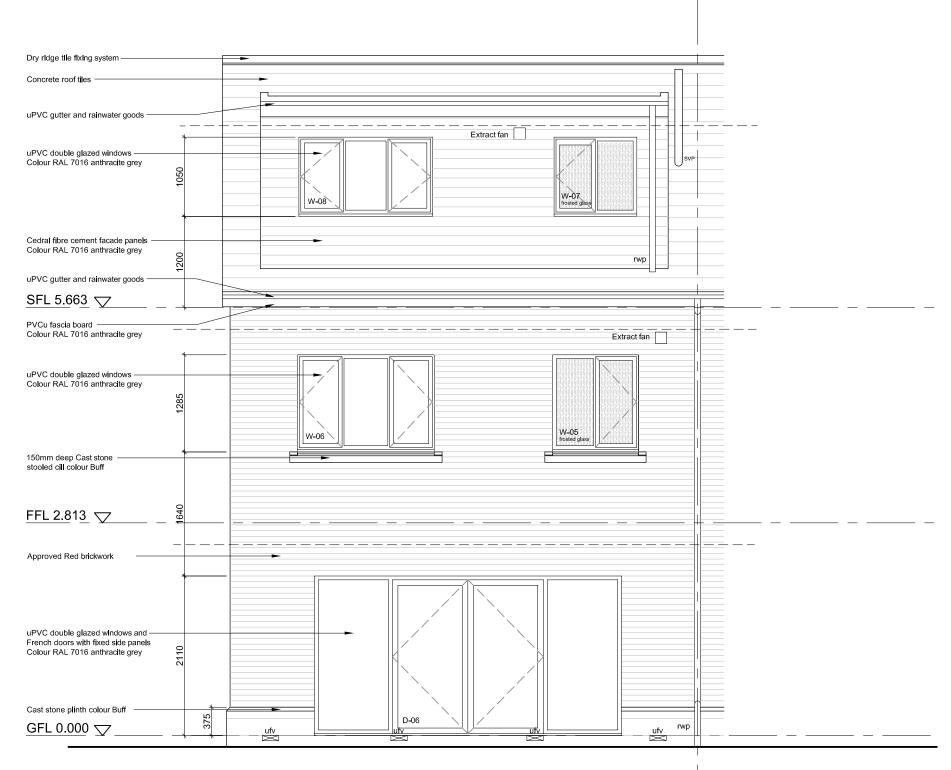
SURREY

CHESHIRE

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE A PROPOSED SIDE ELEVATION DWG: 21162 (05) 101 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC





Rear Elevation

CALDERPEEL

Market Court 20-24 Church St Altrincham WA14 4DW 100 High St

CHESHIRE

0161 929 7622

Esher Surrey KT10 9QJ

SURREY

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE A PROPOSED REAR ELEVATION DWG: 21162 (05) 102 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

IMPORTANT NOTE!

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish



dabs with plaster skim finish.

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 Insulation. 12mm Promat Supalux board Internally 40mm insulation board, Vapour control layer with

1 hour Fire Protection ½ hour Fire Protection

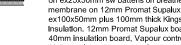
1 Hour Fire Resistant Cavity Barrier

Air Brick Location for Under Floor Ventilation

Soil and Vent pipe drain

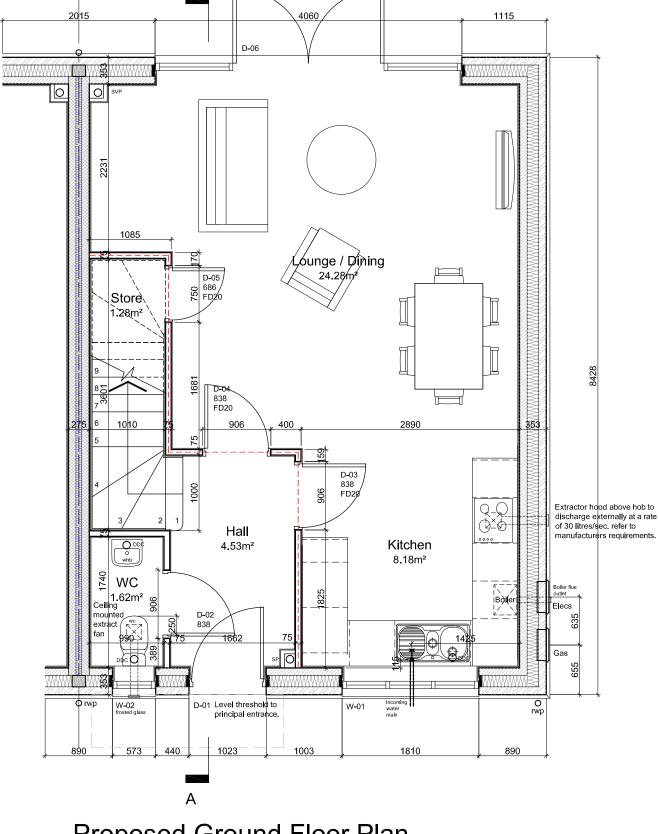






12.5mm plasterboard with plaster skim finish

DDC O Direct waste connection to drain



Proposed Ground Floor Plan

CALDERPEEL ARCHITECTS

INFORMATION INCLUDING STRUCTURAL **ENGINEER, MECHANICAL ENGINEER AND HOME**

AUTOMATION SPECIALIST.

102.5mm external leaf brick 150mm cavity with

full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish 12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork Internal leaf 12.5mm plasterboard on



1565 1810 890 Wall mounted W-05 rwp o extract fan W-06 En-Suite 4.16m² 686 Bedroom 1 12.94m² D-07 762 FD20 Landing 4.57m² D-08 762 Bedroom 2 11.74m² D-09 762 Bathroom 4.14m² Wall mounted W-03 1003 1810

Proposed First Floor Plan

dabs with plaster skim finish. ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides 12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish 1 hour Fire Protection ½ hour Fire Protection 1 Hour Fire Resistant Cavity Barrier Air Brick Location for Under Floor Ventilation Direct waste connection to drain Soil and Vent pipe drain rwp O Rain water pipe

HOUSE TYPE B PROPOSED FIRST FLOOR PLAN

DWG: 21162 (04) 105 B

SCALE: 1:50 @ A3 DRAWN: SC

DATE: 14.03.22

Wall Type Key

CHESHIRE

IMPORTANT NOTE!
THIS DRAWING TO BE READ IN CONJUNCTION
WITH ALL CALDERPEEL PLANS, SECTIONS,
ELEVATIONS, SPECIFICATION NOTES AND DETAILS TOGETHER WITH ALL CONSULTANT'S INFORMATION INCLUDING STRUCTURAL **ENGINEER, MECHANICAL ENGINEER AND HOME AUTOMATION SPECIALIST.**

Wall Type Key

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork Internal leaf 12.5mm plasterboard on dabs with plaster skim finish

> finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish.

12.5mm plasterboard on dabs with plaster skim

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides

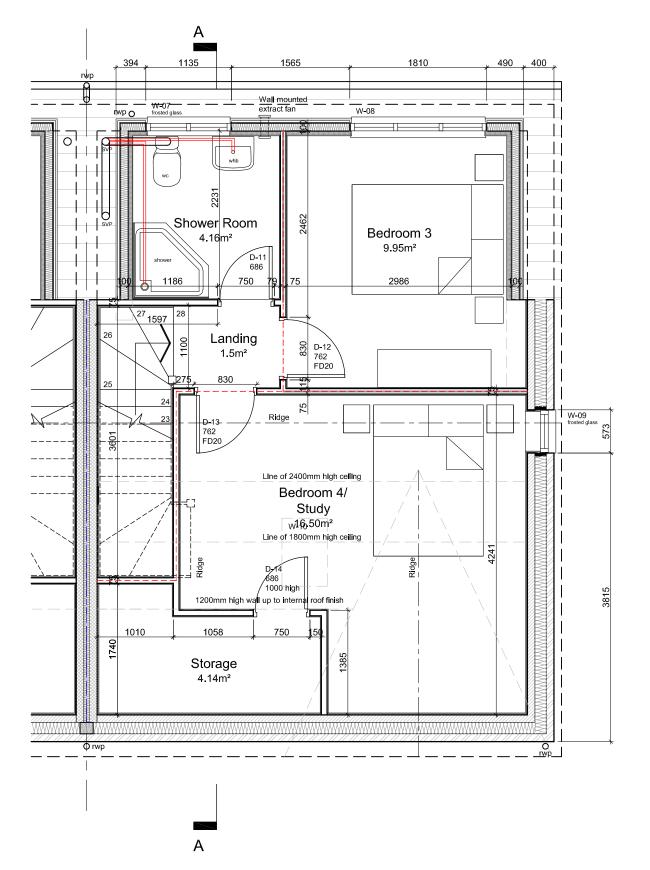
12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

1 hour Fire Protection ½ hour Fire Protection

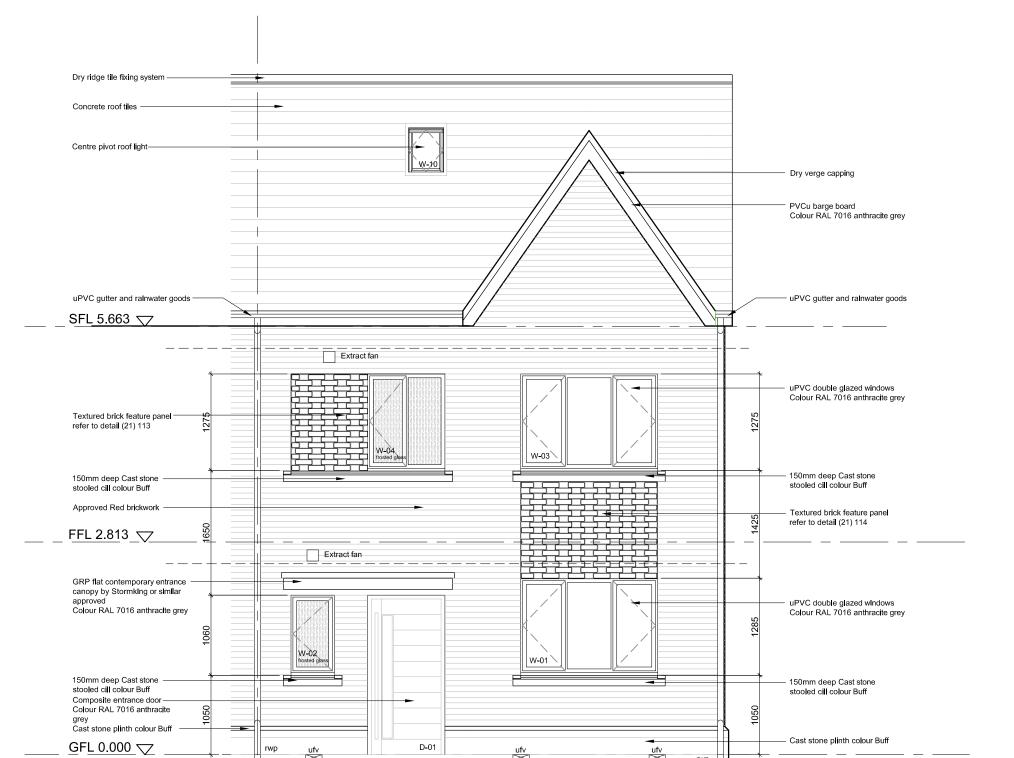
1 Hour Fire Resistant Cavity Barrier

Air Brick Location for Under Floor Ventilation

DDC () Direct waste connection to drain Soil and Vent pipe drain



Proposed Second Floor Plan



Front Elevation

CALDERPEEL

CHESHIRE Market Court 20-24 Church St 100 High St Esher Altrincham WA14 4DW Surrey KT10 9QJ 0161 929 7622

SURREY

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE B PROPOSED FRONT ELEVATION DWG: 21162 (05) 103 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

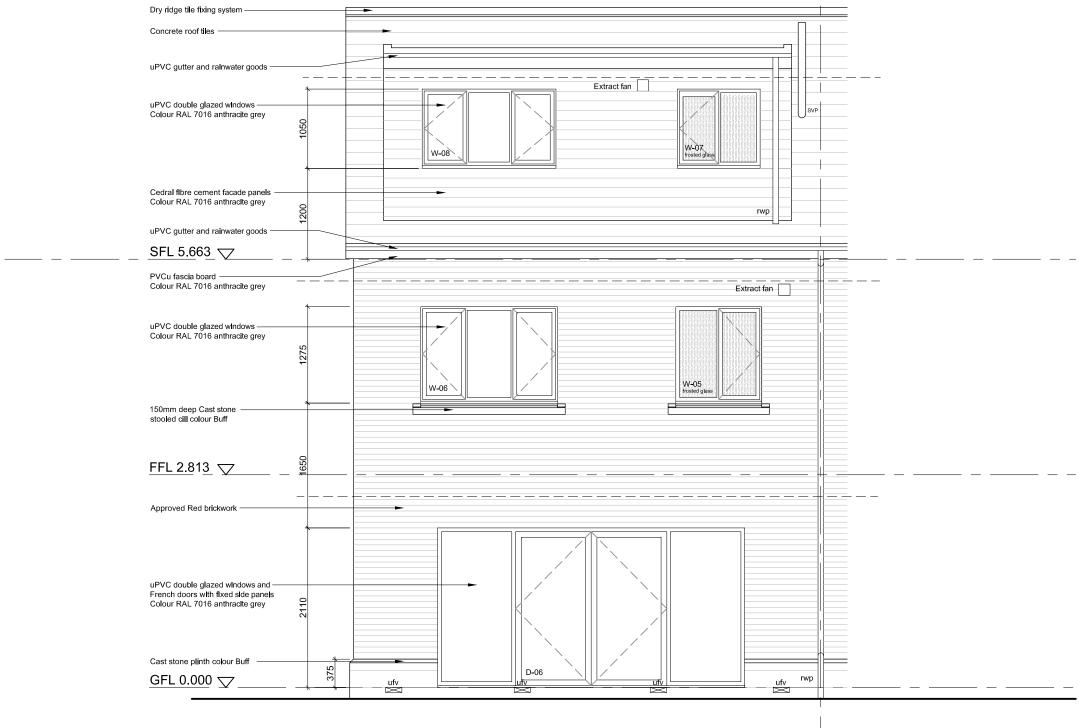
Side Elevation

CALDERPEEL

ARCHITECTS HOUSE TYPE B PROPOSED SIDE ELEVATION JONATHAN GRANGE, 14 NEW DWELLINGS DWG: 21162 (05) 104 A CASSEL & FLETCHER DATE: 14.03.22

SCALE: 1:50 @ A3 DRAWN: SC

GFL 0.000 ▽



Rear Elevation

CALDERPEEL

CHESHIRE SURREY Market Court 20-24 Church St Altrincham WA14 4DW 100 High St Esher Surrey KT10 9QJ 0161 929 7622

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JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE B PROPOSED REAR ELEVATION DWG: 21162 (05) 105 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

AUTOMATION SPECIALIST.

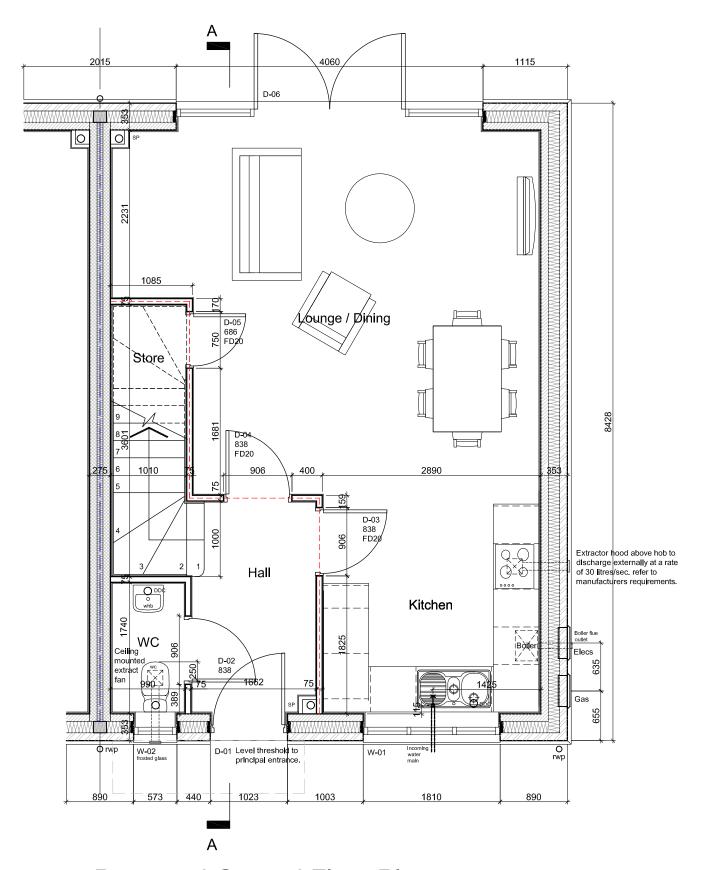
102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm

plasterboard on dabs with plaster skim finish 12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party

Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on

dabs with plaster skim finish.





Proposed Ground Floor Plan

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides 12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with 1 hour Fire Protection 1/2 hour Fire Protection 1 Hour Fire Resistant Cavity Barrier Air Brick Location for Under Floor Ventilation DDC O Direct waste connection to drain Soll and Vent plpe drain rwp O

Wall Type Key

CALDERPEEL

DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard

ex75x50mm sw studs with 25mm Isover

acoustle partition roll 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally 40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

dabs with plaster skim finish.

1 hour Fire Protection

 $\frac{1}{2}$ hour Fire Protection

DDC O

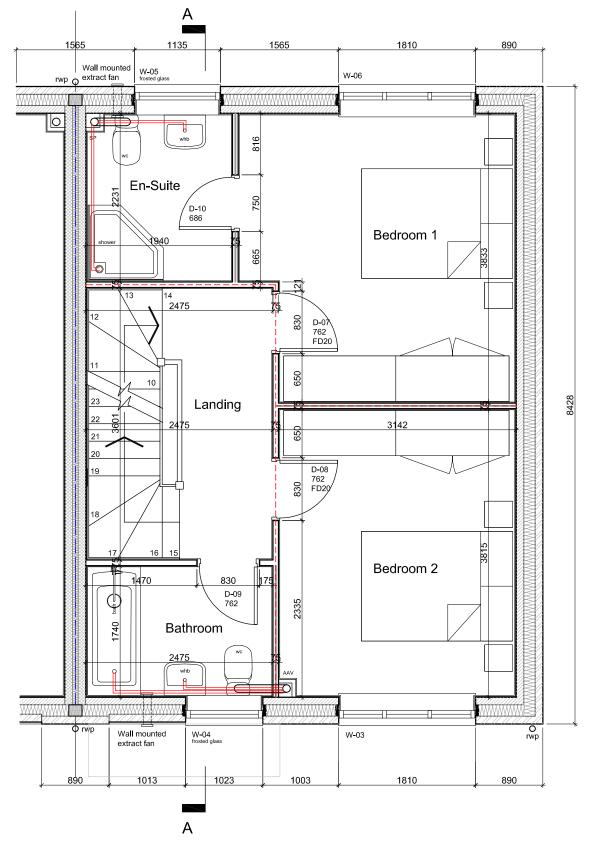
1 Hour Fire Resistant Cavity Barrier

Direct waste connection to drain Soil and Vent pipe drain Raln water plpe

Air Brick Location for Under Floor Ventilation

IMPORTANT NOTE!
THIS DRAWING TO BE READ IN CONJUNCTION





Proposed First Floor Plan

ARCHITECTS

Wall Type Key

AUTOMATION SPECIALIST.

102.5mm external leaf brick 150mm cavity with

12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party

Wall Roll 100mm Medium dense concrete blockwork Internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107

insulation. 12mm Promat Supalux board internally 40mm Insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

plaster skim finish both sides

1 hour Fire Protection $\frac{1}{2}$ hour Fire Protection

1 Hour Fire Resistant Cavity Barrier

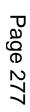
Direct waste connection to drain

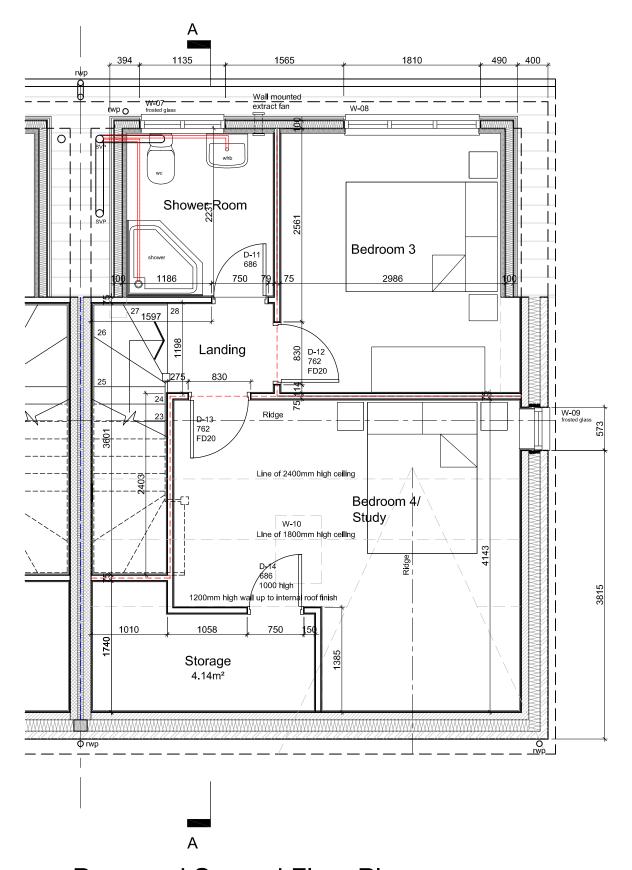
Soll and Vent pipe drain

Air Brick Location for Under Floor Ventilation

full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

Wall Type Key



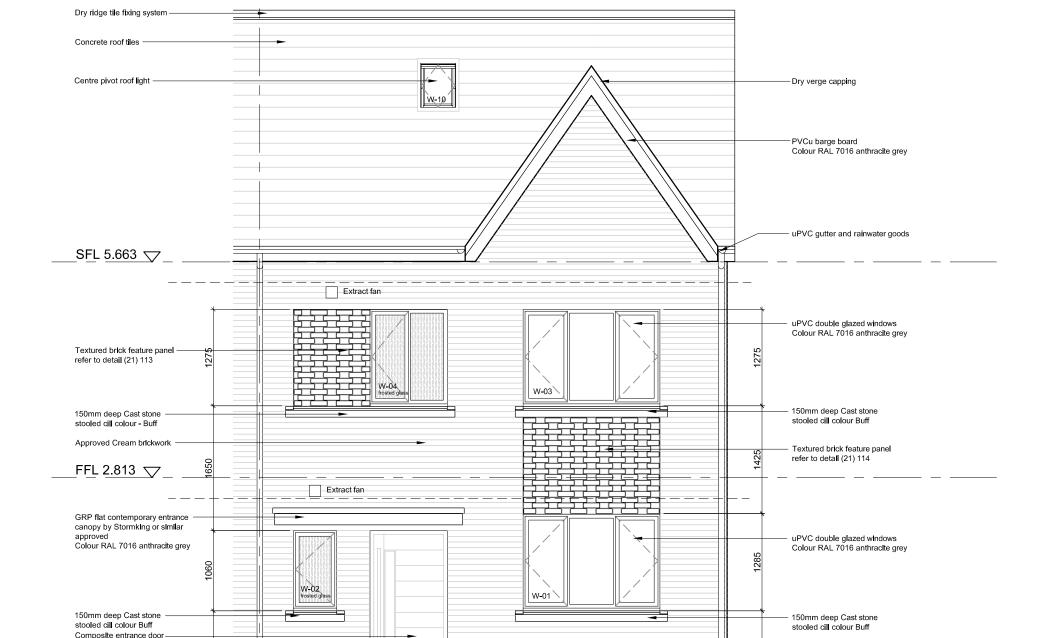


Proposed Second Floor Plan

CALDERPEEL

DWG: 21162 (04) 110 B

SCALE: 1:50 @ A3 DRAWN: SC



Front Elevation

CALDERPEEL

CHESHIRE SURREY Market Court 20-24 Church St 100 High St Altrincham WA14 4DW Surrey KT10 9QJ 0161 929 7622

Colour RAL 7016 anthractte grey Red Brick Plinth

GFL 0.000 🔽

Page 278

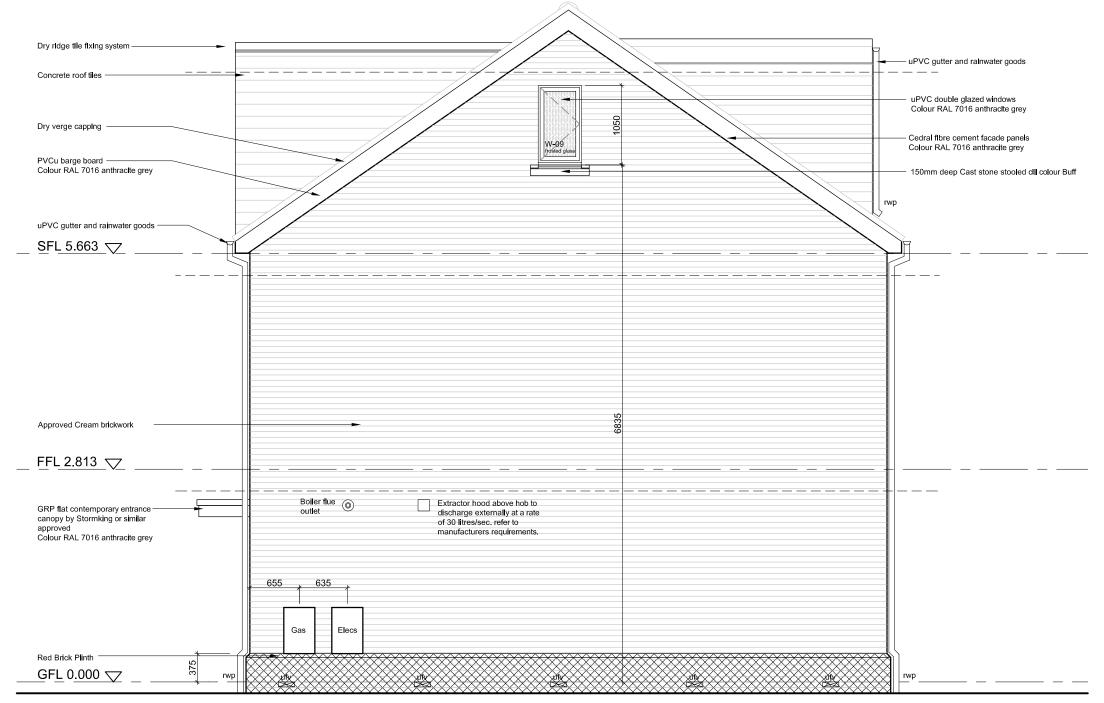
JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

Red Brick Plinth

DWG: 21162 (05) 106 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

ARCHITECTS HOUSE TYPE C PROPOSED FRONT ELEVATION

AUTOMATION SPECIALIST.



Side Elevation

CALDERPEEL

Market Court 20-24 Church St Altrincham WA14 4DW 100 High St Esher Surrey KT10 9QJ

SURREY

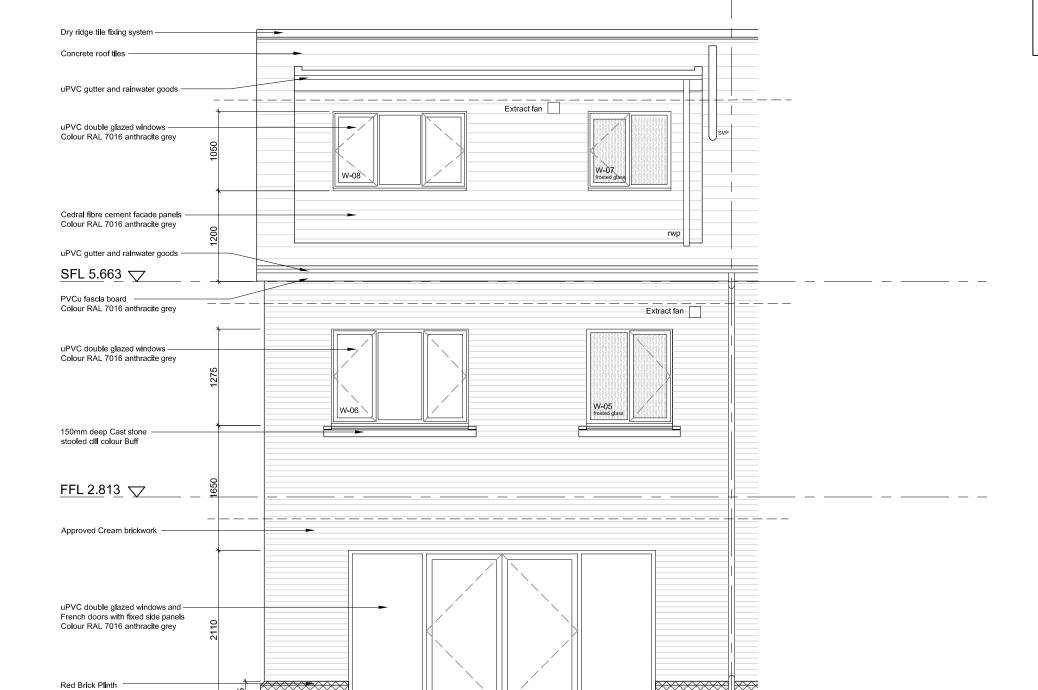
CHESHIRE

0161 929 7622

Page 279

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

ARCHITECTS



Rear Elevation

D-06

CALDERPEEL

Market Court 20-24 Church St Altrincham WA14 4DW 100 High St Esher Surrey KT10 9QJ 0161 929 7622

Page 280

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

GFL 0.000 ▽

HOUSE TYPE C PROPOSED REAR ELEVATION DWG: 21162 (05) 108 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm

plasterboard on dabs with plaster skim finish 12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity

party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 Insulation. 12mm Promat Supalux board Internally 40mm Insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

plaster skim finish both sides

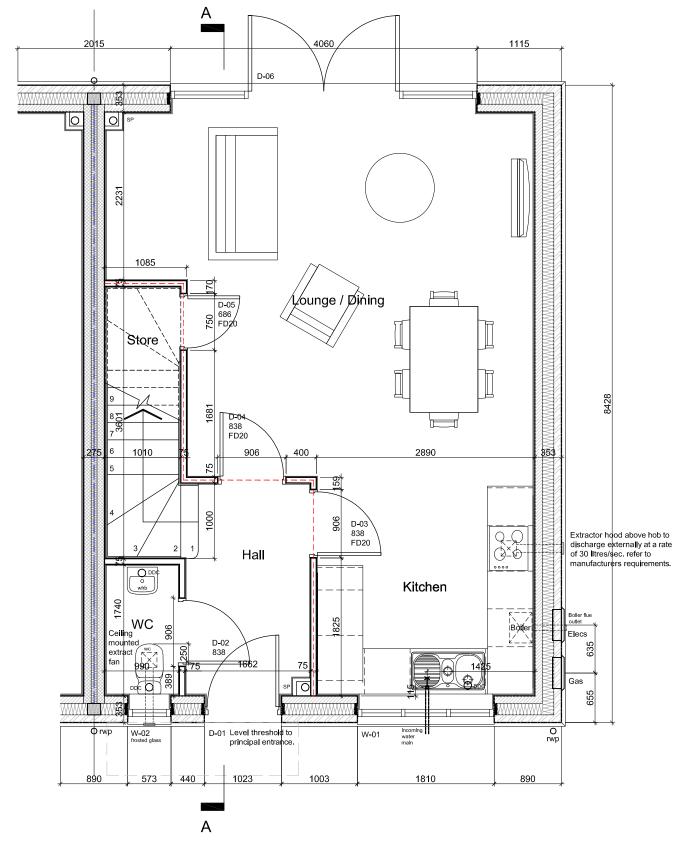
1 hour Fire Protection

½ hour Fire Protection

1 Hour Fire Resistant Cavity Barrier

Direct waste connection to drain Soll and Vent pipe drain

Air Brick Location for Under Floor Ventilation



Proposed Ground Floor Plan

CALDERPEEL

Wall Type Key

IMPORTANT NOTE!
THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CALDERPEEL PLANS, SECTIONS, ELEVATIONS, SPECIFICATION NOTES AND DETAILS TOGETHER WITH ALL CONSULTANT'S INFORMATION INCLUDING STRUCTURAL **ENGINEER, MECHANICAL ENGINEER AND HOME AUTOMATION SPECIALIST.**

102.5mm external leaf brick 150mm cavity with

blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish. ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board

memorane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 Insulation. 12mm Promat Supalux board Internally 40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

1 hour Fire Protection ½ hour Fire Protection

DDC O

SVP O

rwp O

1 Hour Fire Resistant Cavity Barrier

Direct waste connection to drain Soll and Vent pipe drain

Rain water pipe

Air Brick Location for Under Floor Ventilation

on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on

full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish 12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete

N-06

W-03

Wall mounted

rwp φ extract fan

Proposed First Floor Plan

1023

Bathroom

Wall mounted

extract fan

CALDERPEEL ARCHITECTS

Page 282

Wall Type Key

AUTOMATION SPECIALIST.

102.5mm external leaf brick 150mm cavity with full fill Rockwool Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on dabs with plaster skim finish

12.5mm plasterboard on dabs with plaster skim finish on both sides 100mm blockwork cavity party wall with a density between 1350 to 1600 kg/m³ 75mm cavity with full fill Superglass Party Wall Roll 100mm Medium dense concrete blockwork internal leaf 12.5mm plasterboard on

ex75x50mm sw studs with 15mm plasterboard with plaster skim finish both sides

12mm thick Cedral Click fibre cement T&G board on ex25x50mm sw battens on breather membrane on 12mm Promat Supalux board on ex100x50mm plus 100mm thick Kingspan K107 insulation. 12mm Promat Supalux board internally

40mm insulation board, Vapour control layer with 12.5mm plasterboard with plaster skim finish

ex75x50mm sw studs with 25mm Isover acoustic partition roll 15mm plasterboard with

dabs with plaster skim finish.

plaster sklm finish both sides

1 hour Fire Protection ½ hour Fire Protection

1 Hour Fire Resistant Cavity Barrier

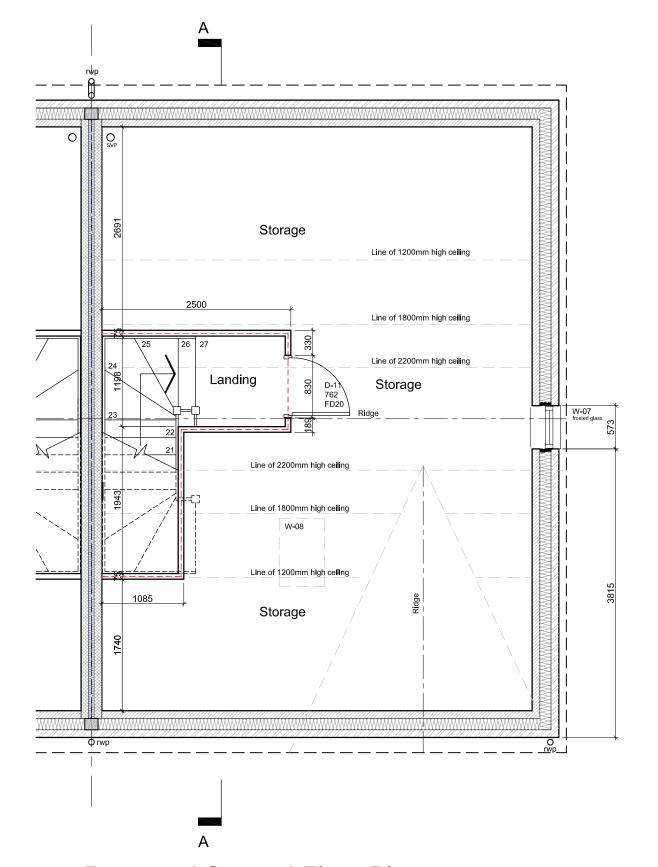
Direct waste connection to drain Soil and Vent pipe drain

Rain water pipe Movement Joint

rwp O

Air Brick Location for Under Floor Ventilation

Wall Type Key



Proposed Second Floor Plan

CALDERPEEL

ARCHITECTS

SCALE: 1:50 @ A3 DRAWN: SC

W-01

Front Elevation

D-01

W-02 frosted gla

150mm deep Cast stone stooled cill colour Buff

GFL 0.000 🔽

Composite entrance door — Colour RAL 7016 anthracite grey Cast stone plinth colour Buff

CALDERPEEL

CHESHIRE Market Court 20-24 Church St 100 High St Esher Altrincham WA14 4DW Surrey KT10 9QJ 0161 929 7622

SURREY

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

ufv

150mm deep Cast stone stooled clll colour Buff

Cast stone plinth colour Buff

HOUSE TYPE D PROPOSED FRONT ELEVATION DWG: 21162 (05) 109 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

AUTOMATION SPECIALIST.

Extractor hood above hob to

discharge externally at a rate of 30 litres/sec. refer to manufacturers requirements.

Side Elevation

GRP flat contemporary entrance – canopy by Stormking or similar approved Colour RAL 7016 anthracite grey

Cast stone plinth colour Buff

GFL 0.000

Boiler flue

CALDERPEEL

Market Court 20-24 Church St Altrincham WA14 4DW 100 High St Esher Surrey KT10 9QJ 0161 929 7622

SURREY

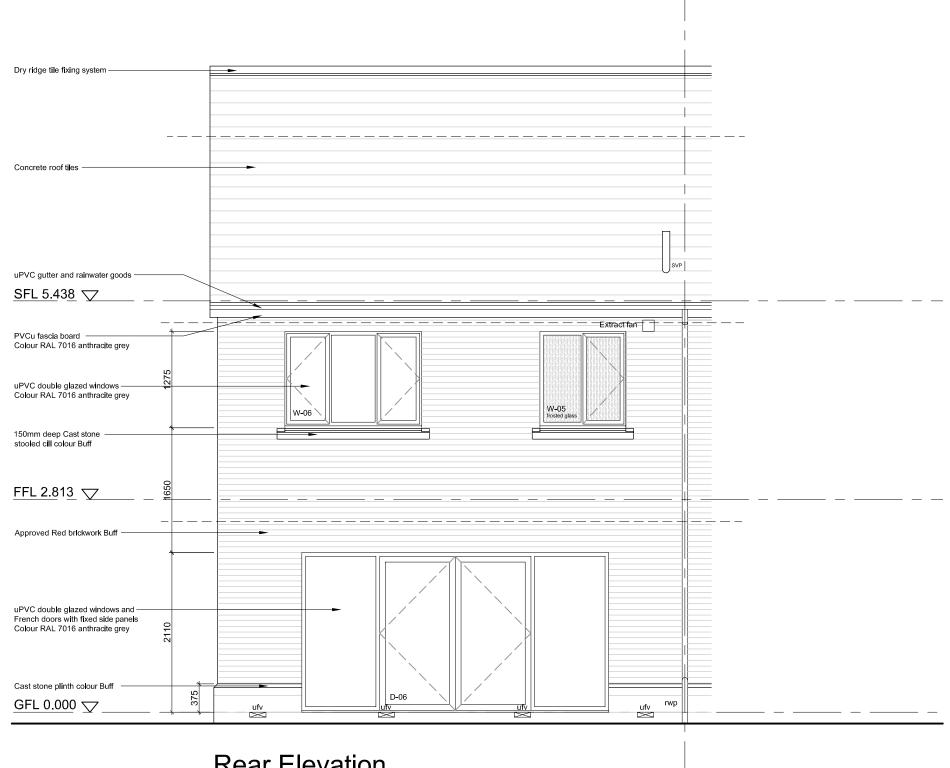
CHESHIRE

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE D PROPOSED SIDE ELEVATION DWG: 21162 (05) 110 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC

ARCHITECTS





Rear Elevation

CALDERPEEL

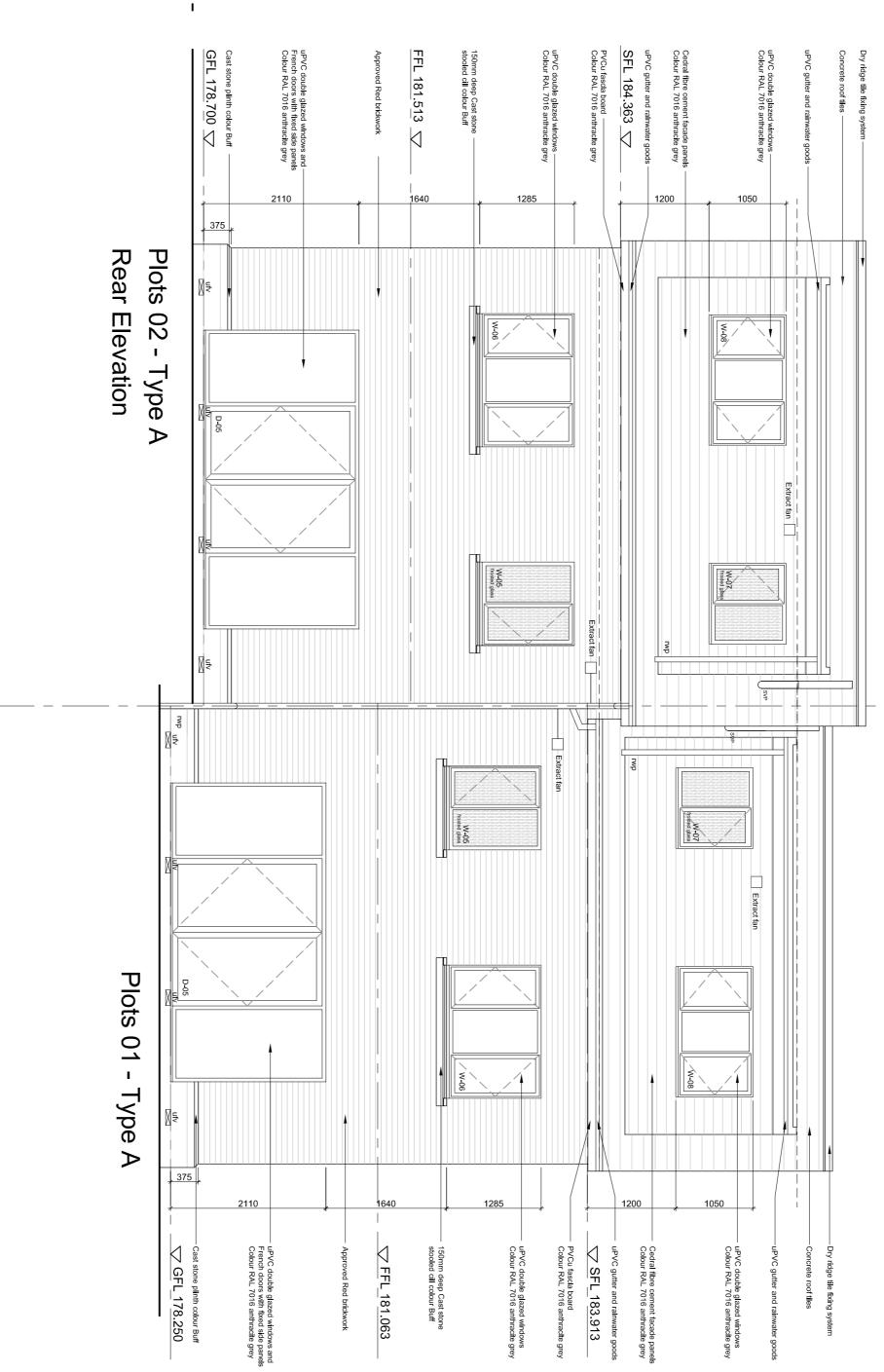
Market Court 20-24 Church St Altrincham WA14 4DW 100 High St Esher Surrey KT10 9QJ 0161 929 7622

JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

HOUSE TYPE D PROPOSED REAR ELEVATION DWG: 21162 (05) 111 A DATE: 14.03.22 SCALE: 1:50 @ A3 DRAWN: SC



Plots 01 - Type A Front Elevation



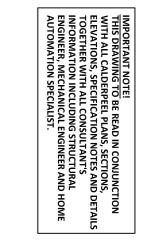
Page 287

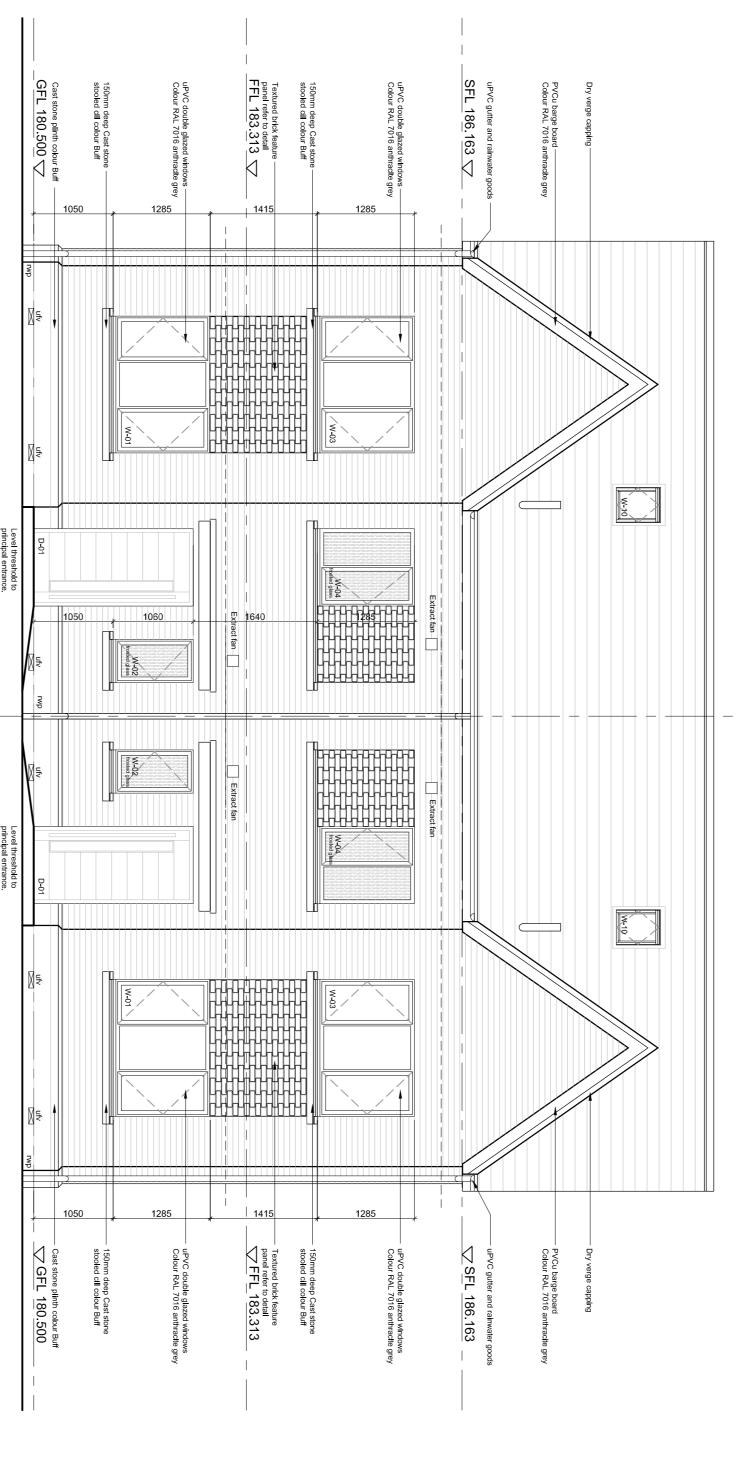
CHESHIRE

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Plots 03 - Type A

Plots 04 -

Type A

Front Elevation

GFL 180.500 \ ______ uPVC double glazed windows and — French doors with fixed side panels Colour RAL 7016 anthractie grey SFL 186.163 FFL 183.313 🗸 uPVC double glazed windows — Colour RAL 7016 anthracite gre Cedral fibre cement facade panels Colour RAL 7016 anthracite grey 375 Plots 04 - Type A Rear Elevation wp ufv Plots 03 - Type A 375 PVCu fascia board
 Colour RAL 7016 antl uPVC double glazed windows and French doors with fixed side panels Colour RAL 7016 anthracite grey uPVC double glazed windows Colour RAL 7016 anthracite grey Cedral fibre cement facade panels Colour RAL 7016 anthracite grey uPVC double glazed windows Colour RAL 7016 anthracite grey GFL 180.500 dge tile fixing s SFL 186.163 ✓ FFL 183.313

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JONATHAN GRANGE, 14 NEW DWELLINGS
CASSEL & FLETCHER

BLOCK ELEVATIONS - PLOTS 3 - 4
DWG: 21162 (04) 122 A
DATE: 04.05.22
SCALE: 1:50 @ A1 DRAWN: SC

CHESHIRE

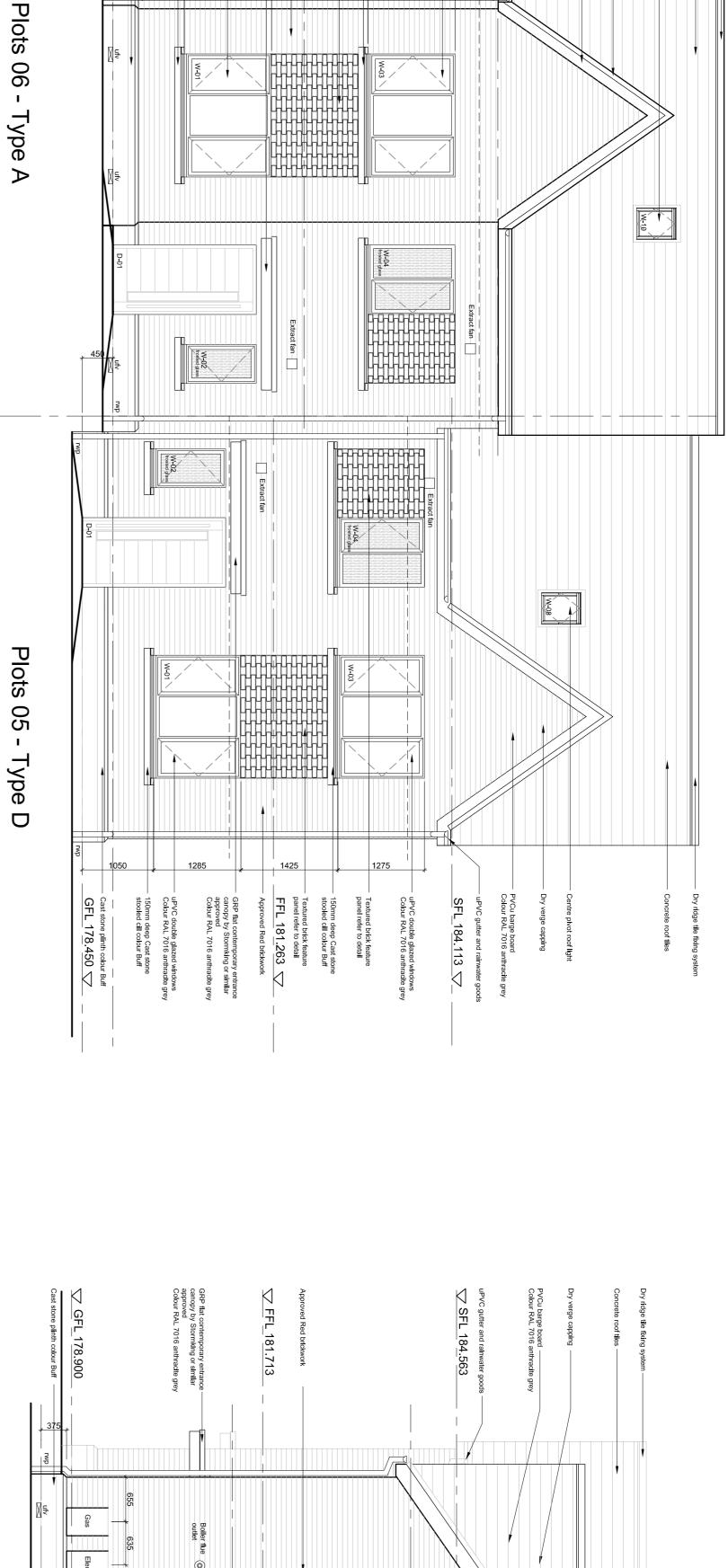
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Textured brick feature—panel refer to detail

FFL 181.713

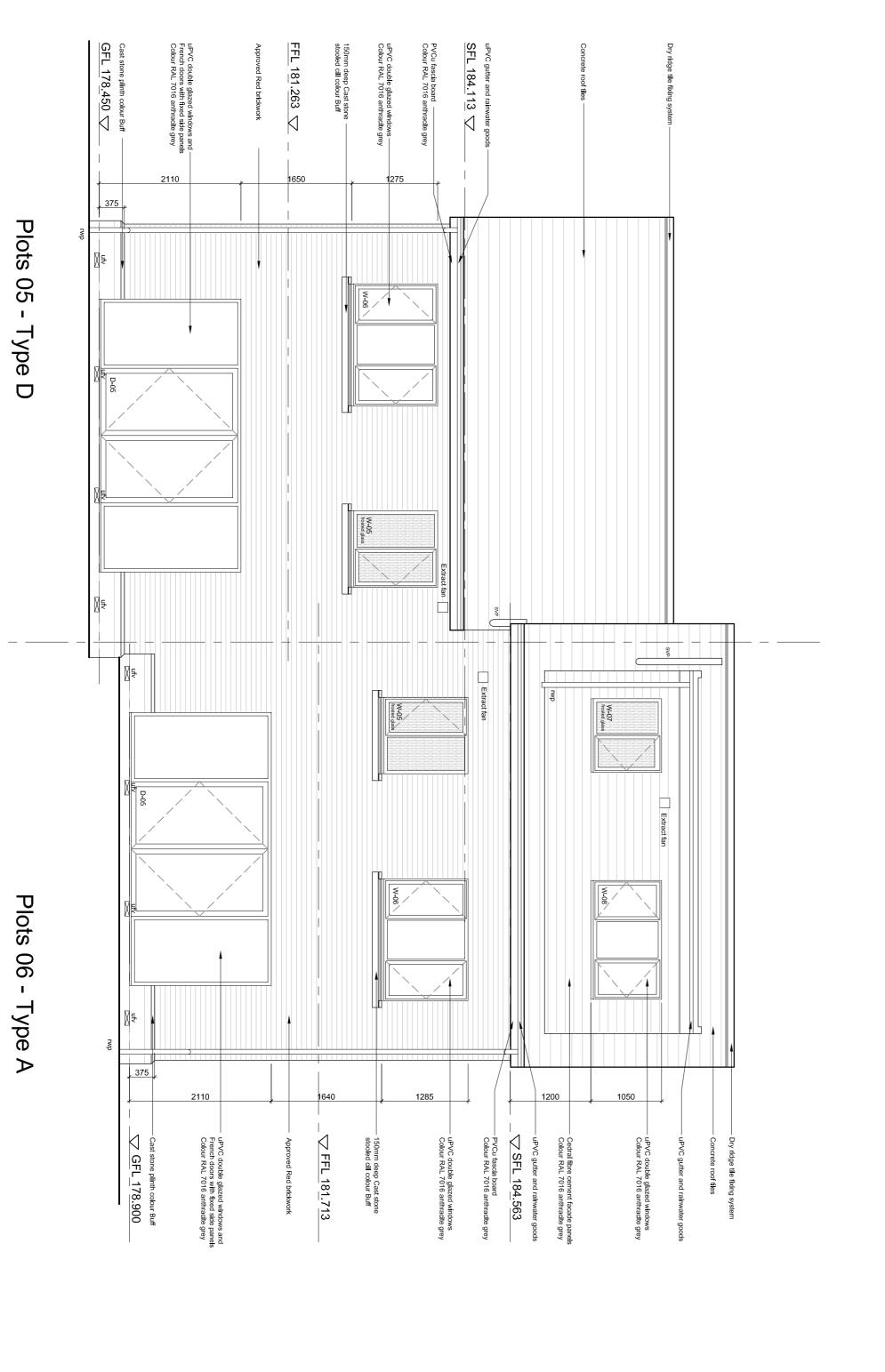
Approved Red brickwork

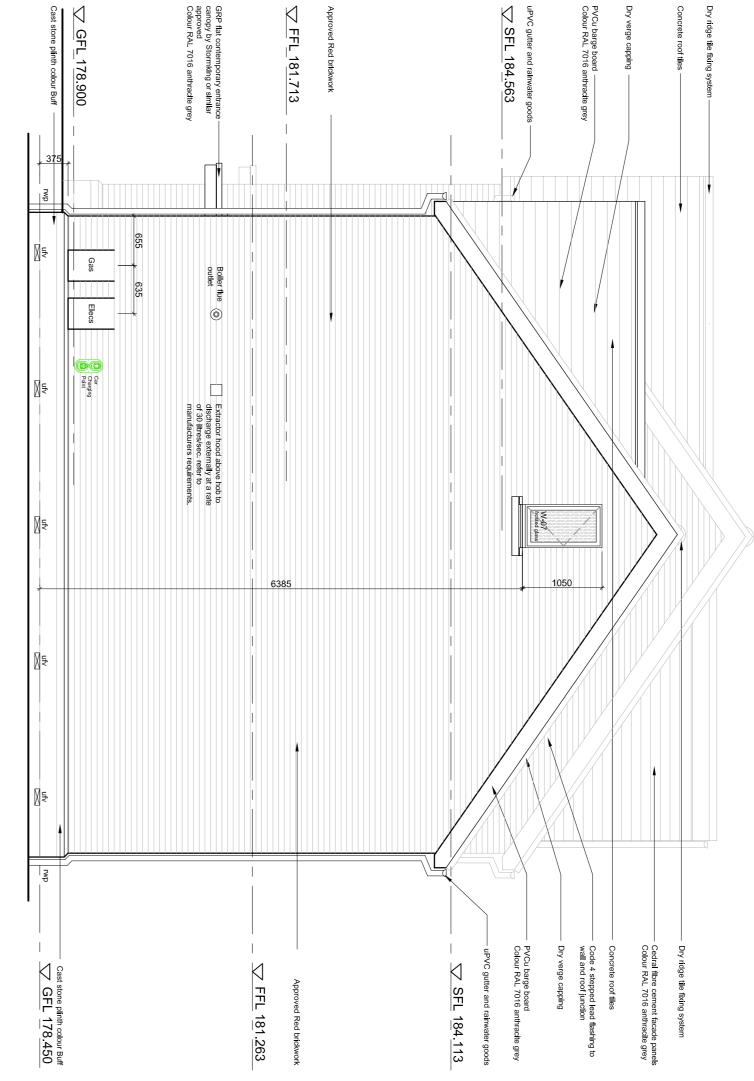
GRP 4*

Sast stone plinth colour Buff -

Front Elevation

∑ SFL 184.563





Side Elevation

BLOCK ELEVATIONS - PLOTS 5 - 6 DWG: 21162 (04) 124 A DATE: 04.05.22 SCALE: 1:50 @ A1 DRAWN: SC

JONATHAN GRANGE, 14 NEW DWELLINGS
CASSEL & FLETCHER

100 High St Esher Surrey KT10 9QJ 01372 203 335

Rear Elevation



GFL180.450 ∇ _

375

Plots 08 -

Type B

375

st stone plinth colour Buff

GFL180.900

uPVC double glazed windows and French doors with fixed side panels Colour RAL 7016 anthracite grey

Plots 07 - Type B Rear Elevation uPVC double glazed windows and French doors with fixed side panek Colour RAL 7016 anthradite grey

F<u>FL183.26</u>3_▽

SFL186.113 \textsquare

fan

Extract fan

UPVC gutter and rainwater goods
 SFL 186.563

PVCu fascla board
Colour RAL 7016 anthracite grey

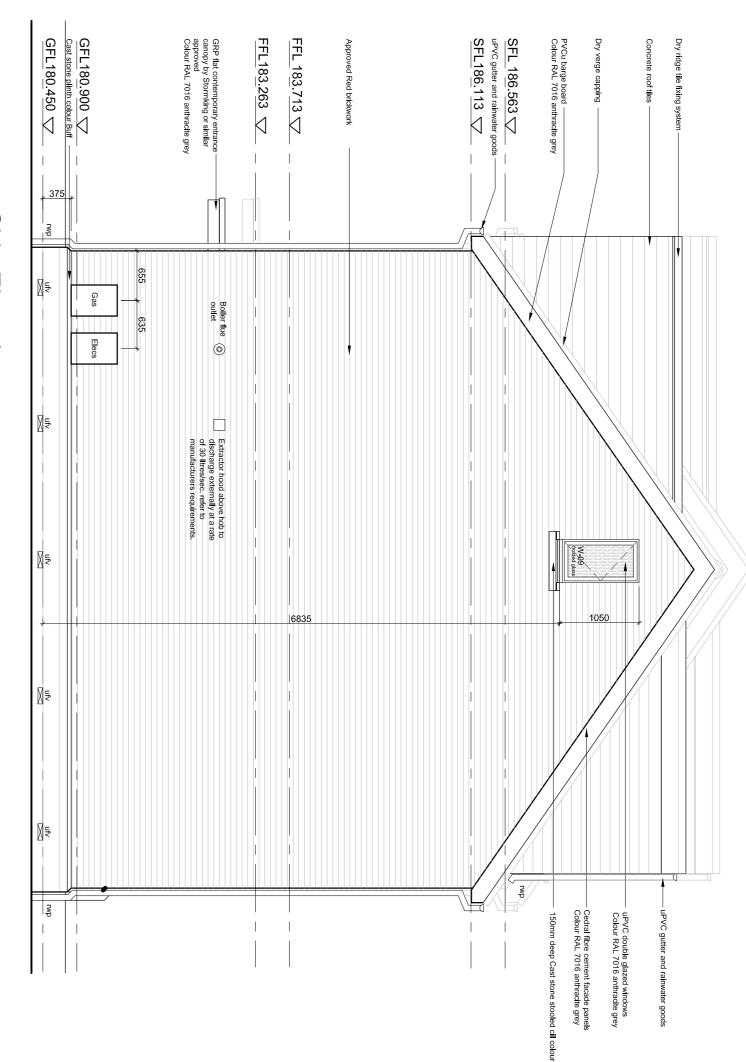
uPVC double glazed windows Colour RAL 7016 anthracite gre

150mm deep Cast stone stooled cill colour Buff

FFL 183.713

Cedral fibre cement facade panels Colour RAL 7016 anthracite grey uPVC double glazed windows Colour RAL 7016 anthracite grey





Side Elevation

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NOTE: DO NOT SCALE FROM THIS DRAWING

REV DESCRIPTION

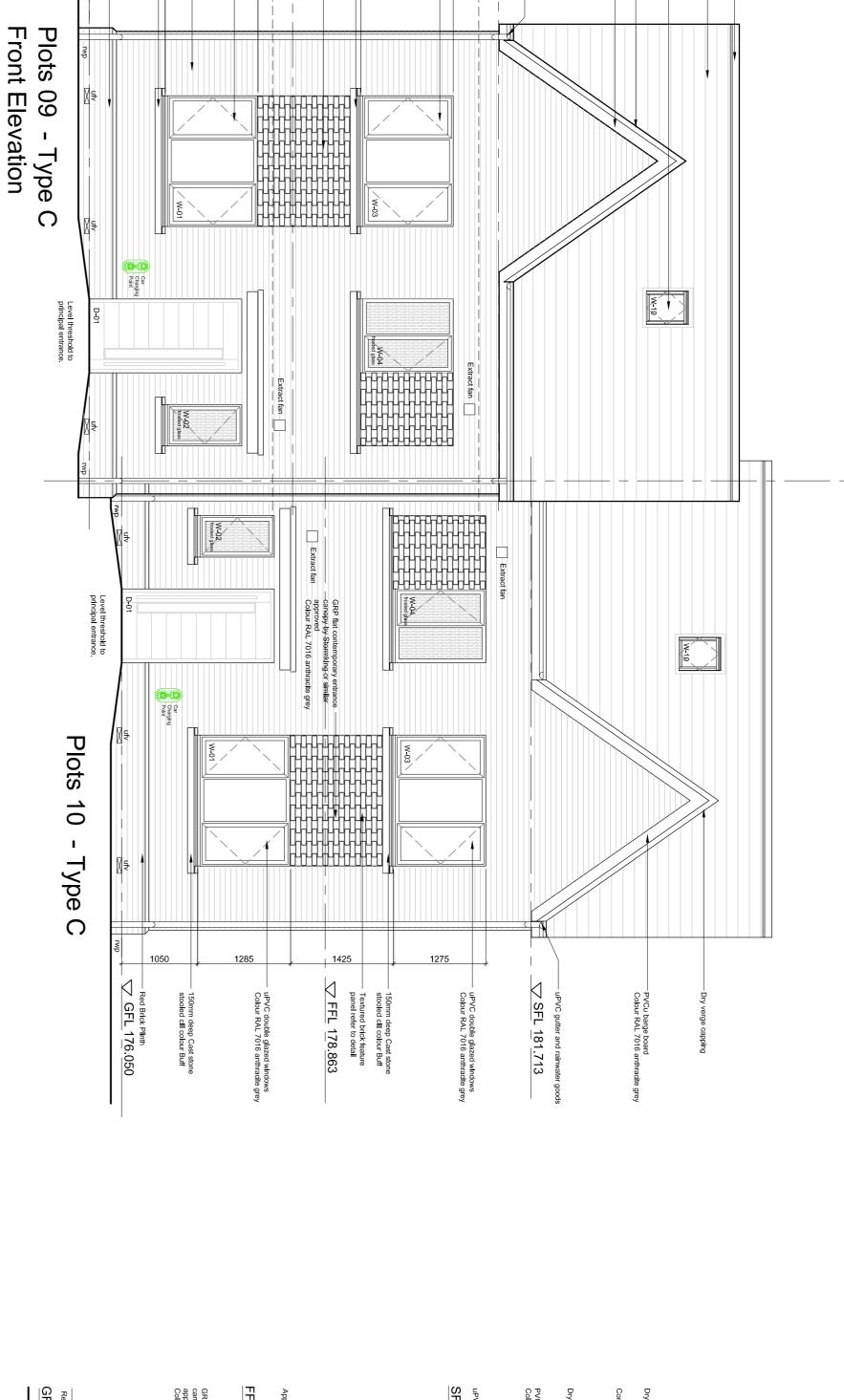
A Tender losses

A Tender losses



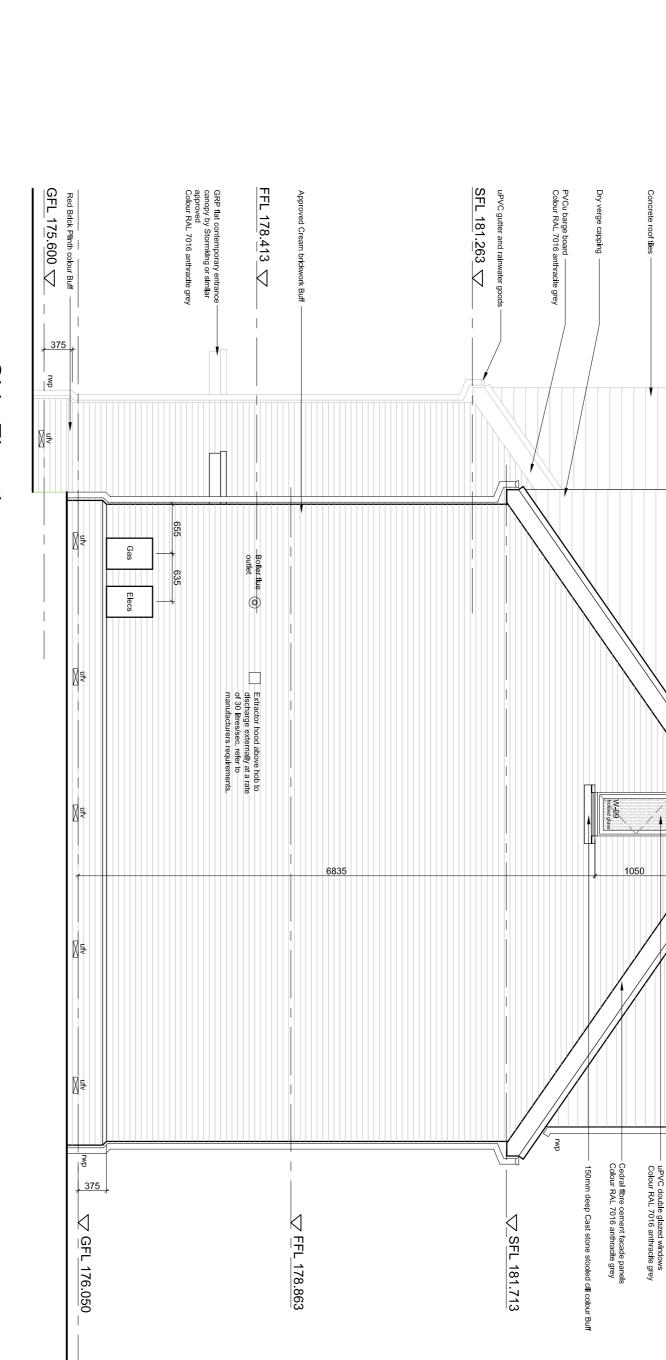
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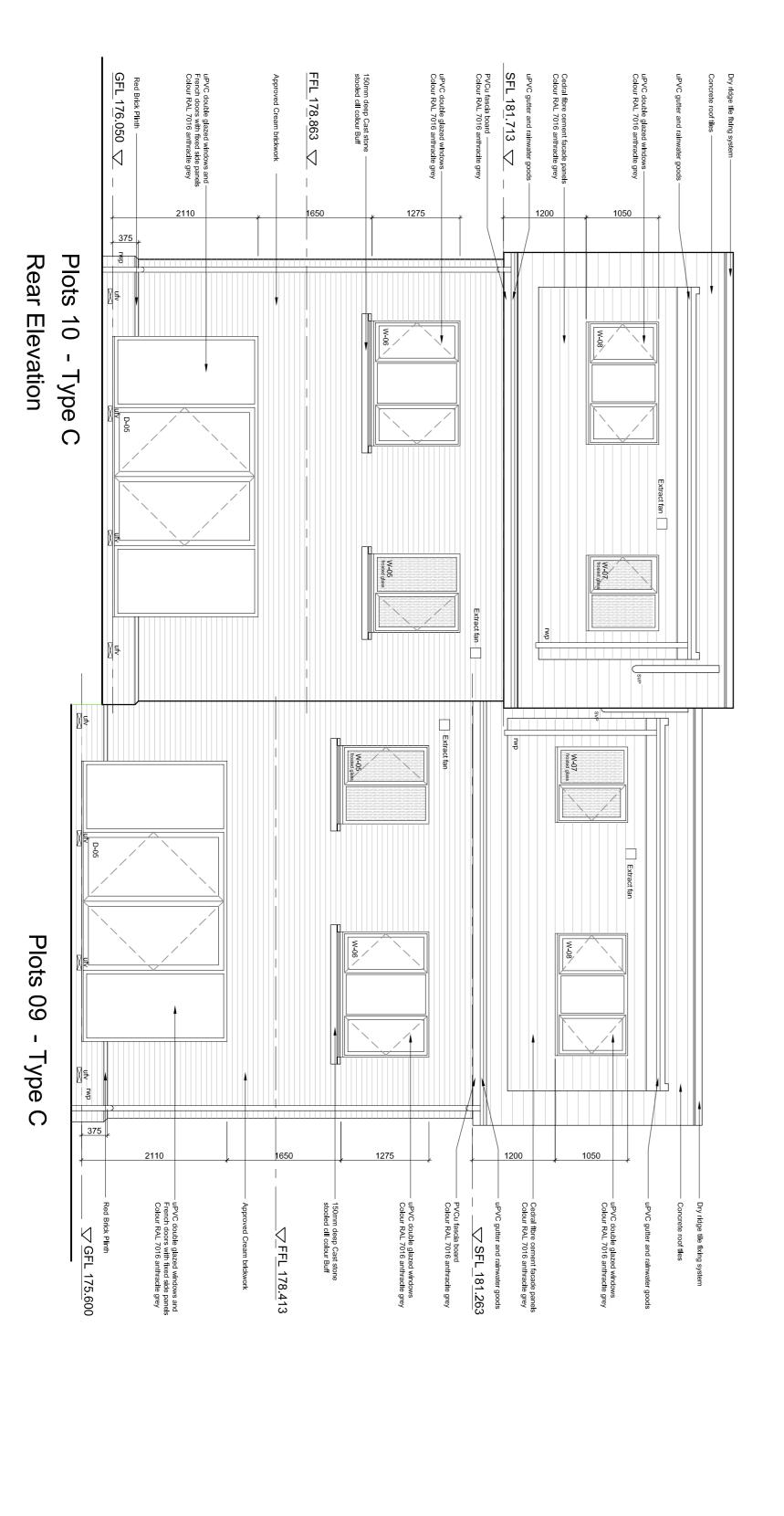


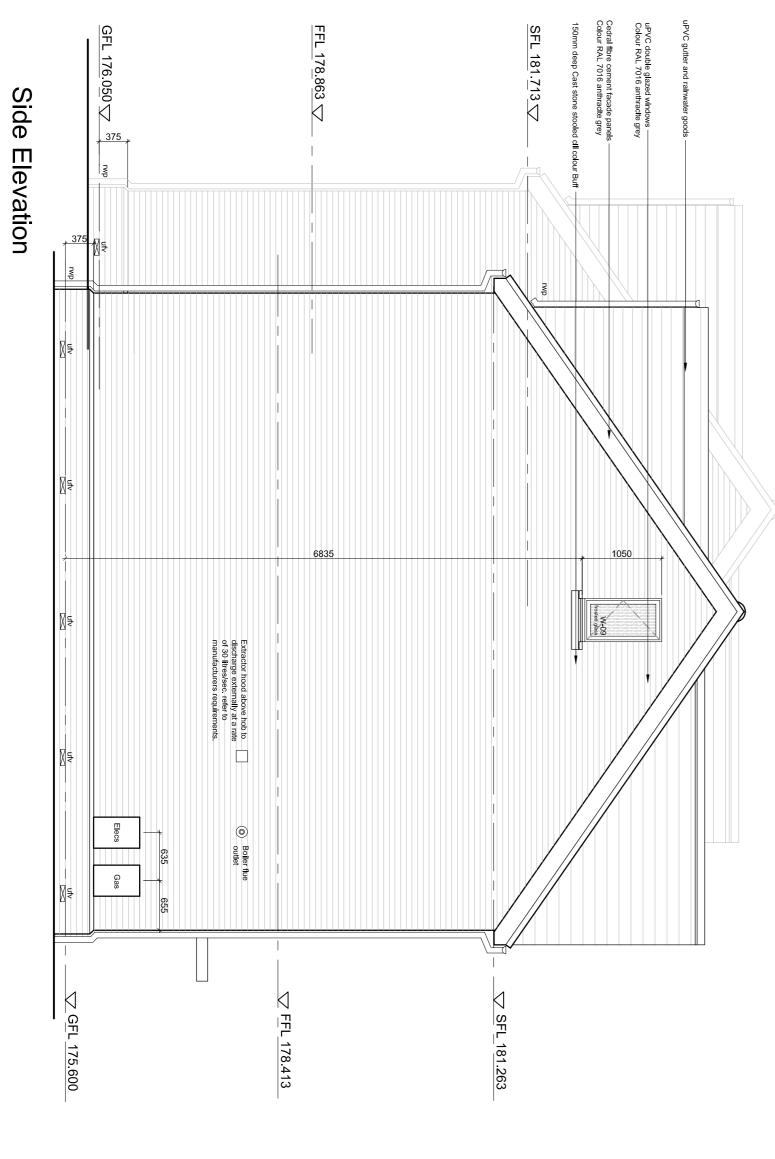
Textured brick feature panel refer to detail FFL 178.413

GFL 175.600 \



Side Elevation





JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

BLOCK ELEVATIONS - PLOTS 9 - 10 DWG: 21162 (04) 128 B DATE: 04.05.22 SCALE: 1:50 @ A1 DRAWN: SC

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uPVC gutter and rainwater goods −

SFL 183.063 ☐ GFL_177.400 Cedral fibre cement facade panels Colour RAL 7016 anthracite grey Plots 12 - Type C Rear Elevation Extract fan Extract fan Extract fan Plots 11 - Type C 375 — uPVC gutter and rainwater goods

SFL 183.063 — Red Brick Plinth

— GFL 177.400 ∇ FFL180.213 - PVCu fascla board Colour RAL 7016 an uPVC double glazed windows and French doors with fixed side panels Colour RAL 7016 anthracite grey 150mm deep Cast stone stooled cill colour Buff uPVC double glazed windows Colour RAL 7016 anthracite grey Cedral fibre cement facade panels Colour RAL 7016 anthracite grey uPVC double glazed windows Colour RAL 7016 anthracite grey

JONATHAN GRANGE, 14 NEW DWELLINGS
CASSEL & FLETCHER

SURREY

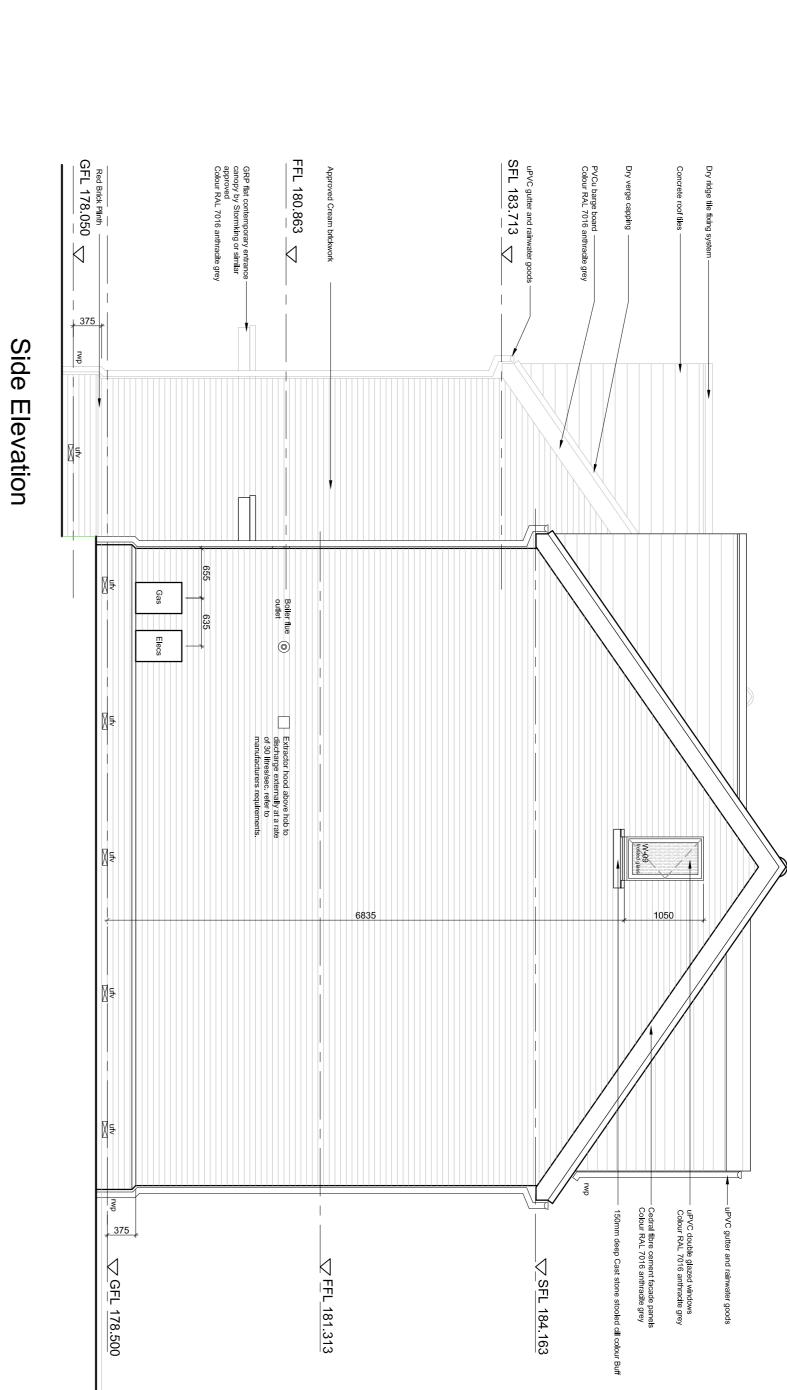
100 High St
Esher
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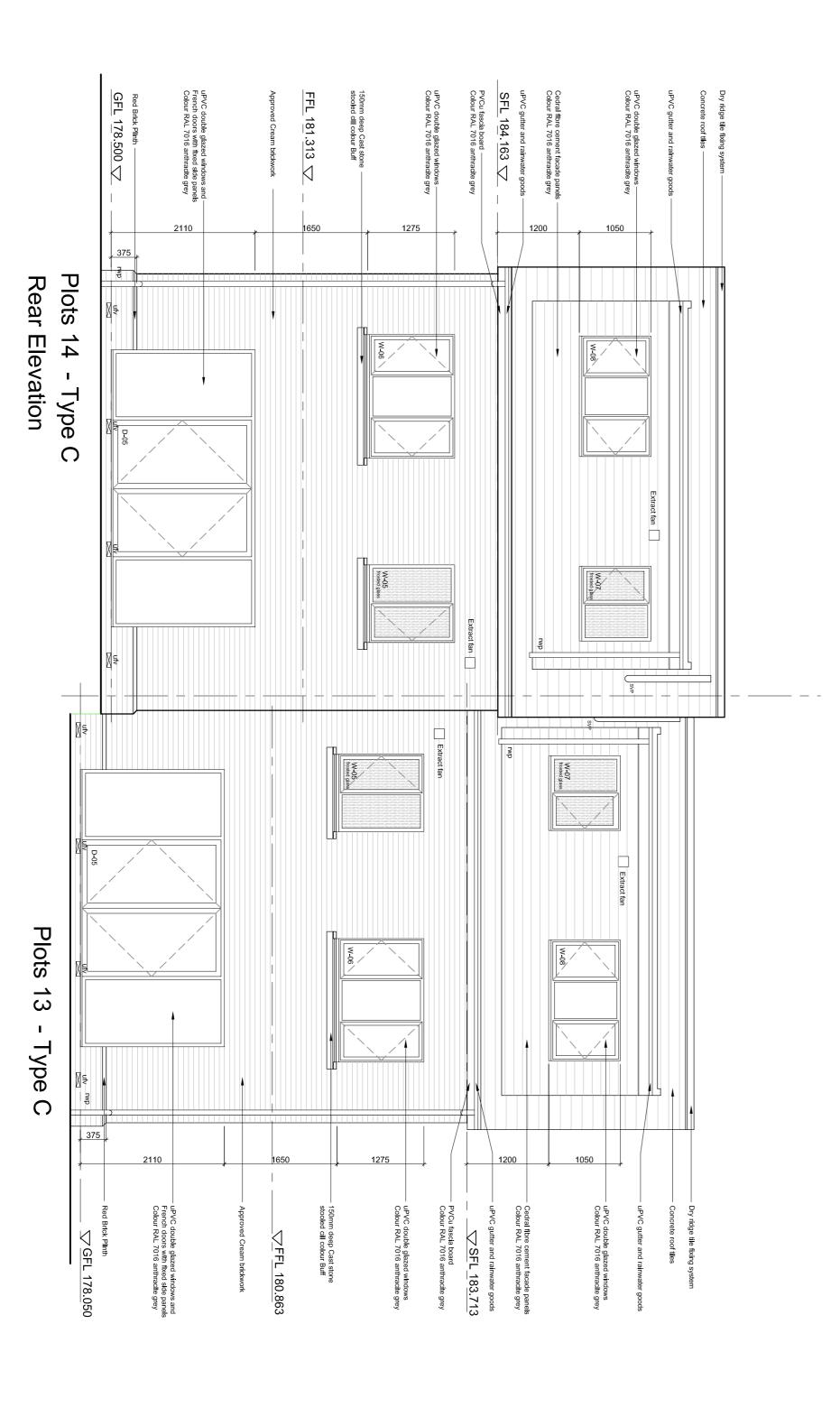
BLOCK ELEVATIONS - PLOTS 11 - 12 DWG: 21162 (04) 130 A DATE: 04.05.22 SCALE: 1:50 @ A1 DRAWN: SC

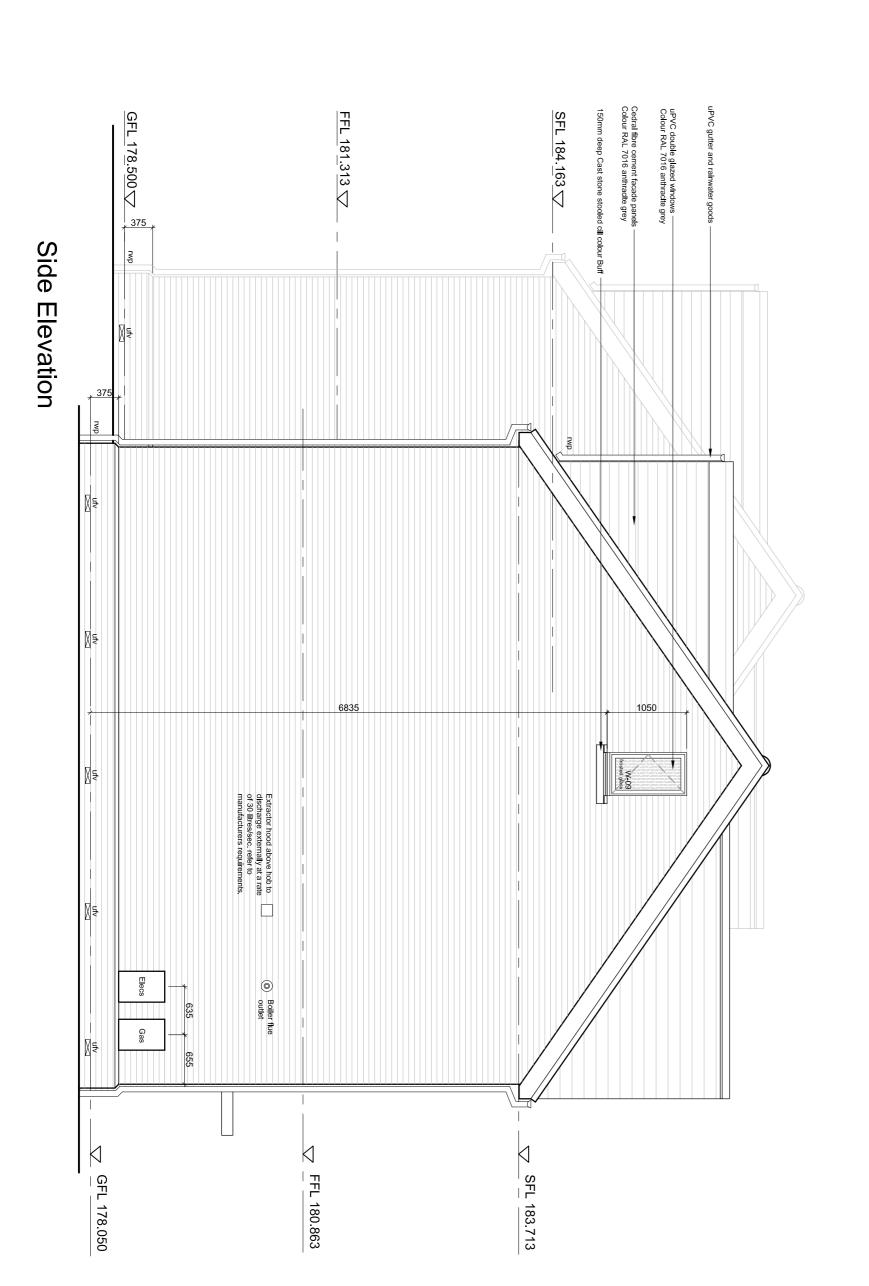
H R C H - T E C T S











JONATHAN GRANGE, 14 NEW DWELLINGS CASSEL & FLETCHER

BLOCK ELEVATIONS - PLOTS 13 - 14 DWG: 21162 (04) 132 B DATE: 04.05.22 SCALE: 1:50 @ A1 DRAWN: SC

100 High St Esher Surrey KT10 9QJ 01372 203 335



Site visit made on 5 September 2022

by M Ollerenshaw BSc(Hons) MTPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12 September 2022

Appeal Ref: APP/G4240/D/22/3300122 122 Joel Lane, Hyde SK14 5LN

- 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 David Bird against the decision of Tameside Metropolitan Borough Council.
- The application Ref 22/00030/FUL, dated 13 January 2022, was refused by notice dated 25 March 2022.
- The development proposed is described as 'existing roof to be raised to create additional first floor space, rear extension, roof removed with new roof design added. New dormers added to the front elevation'.

Decision

1. The appeal is dismissed.

Main Issues

- 2. The main issues are:
 - Whether the proposal would be inappropriate development in the Green Belt having regard to the development plan and the National Planning Policy Framework (the Framework);
 - The effect of the proposal on the openness of the Green Belt; and
 - If it is inappropriate development, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development.

Reasons

Whether inappropriate development

- 3. The appeal site comprises a detached dormer bungalow on the south-western side of Joel Lane within the Green Belt. The property is set back from the road and includes an area of hardstanding to the front and a large garden to the rear. The surrounding area is largely residential and is characterised predominantly by bungalows and two storey houses on this side of the road, many of which have been extended and altered.
- 4. The Framework sets out in paragraph 149 several categories of new buildings which are not inappropriate development in the Green Belt. The categories in the Framework include the extension or alteration of an existing building provided that it does not result in disproportionate additions over and above the

- size of the original building. Policy OL2 of the Tameside Unitary Development Plan adopted 2004 (UDP) relates to Green Belt and is broadly consistent with the Framework, in so far as it relates to the extension of buildings.
- 5. The appellant argues that paragraph 149 of the Framework should not be applied to the proposal as it is not for a new building. However, the exception at part c) of paragraph 149 specifically refers to extensions and alterations to buildings and it can therefore be taken that alterations and extensions to buildings do fall within the remit of this paragraph. The test in paragraph 149 c) requires an assessment of whether the proposal, in combination with any previous additions to the original building, results in a disproportionate addition in terms of its size. The Framework and UDP Policy OL2 do not specify what might be a disproportionate addition over and above the size of the original building. Consequently, this is a matter to be determined on a case by case basis.
- 6. There is no dispute between the parties that the property has been previously extended to the side and rear and a dormer extension has been added to the front roof slope. The appellant's figures indicate that the floor area of the existing building, including the existing extensions, is 244m². The proposal would increase the floor area to 351m², which would equate to an increase of around 43%. That would represent a substantial increase, even without taking into account that the original building has already been extended.
- 7. The proposal would result in a steeper roof pitch with a 1m increase in ridge height. It would include the addition of three large dormer extensions to the front roof slope and a large extension to the rear roof slope. Together these would result in the addition of a much bulkier roof structure than currently exists. Whilst the proposal would not increase the footprint of the building, in combination with the previous extensions to the original property, the scale and massing of the proposal would represent a significant increase in the size of the original building.
- 8. I conclude that the proposal would result in a disproportionate addition to the original building and would therefore be inappropriate development in the Green Belt. Such development is, by definition, harmful and is contrary to the guidance in paragraphs 147 and 149 of the Framework and UDP Policy OL2. The resultant harm should be given substantial weight in determining the appeal.

Openness

- The Framework states that the essential characteristics of Green Belts are their openness and permanence. The proposed increase in the floor area, volume and height of the property would result in some loss of spatial openness. The proposal would be readily visible from public views along Joel Lane. Whilst properties within the surrounding area vary in style, size and height, the proposal would be more visually prominent than the existing development.
- 10. The proposal would result in limited harm to the openness of the Green Belt. Paragraph 148 of the Framework states that substantial weight should be given to any harm to the Green Belt. The proposal would conflict with the aims of the Framework and would be contrary to UDP Policy OL2 of the UDP which seek, amongst other things, to prevent harm to the Green Belt.

Other considerations

- 11. The Framework is clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 12. I sympathise with the appellant's personal circumstances and their desire to provide enlarged accommodation within the property. However, it has not been demonstrated that an enlargement of the size proposed is necessary or that the appeal proposal is the only approach to providing the accommodation sought without the harm that I have identified. Moreover, the Planning Practice Guidance¹ is clear that planning is concerned with land use in the public interest and the considerations outlined above are substantially private in nature. This matter carries only limited weight in favour of the proposal.
- 13. The appellant has referred to two other developments within the local area where a larger replacement dwelling and extensions have been granted permission. However, I do not have the planning history of these other developments or full details of the circumstances that led to the schemes being permitted. Accordingly, I cannot be sure that these are directly comparable to the appeal proposal, which I have considered on its own merits based on the specific site circumstances. I therefore afford limited weight to this consideration.
- 14. I note that the Council has found the design and appearance of the proposal to be acceptable and that it would not be harmful to the living conditions of neighbouring occupiers. Based on what I have seen and read, I have no reason to disagree with that assessment. However, the absence of harm in respect of these matters is effectively neutral rather than weighing in favour of the appeal proposal.

Conclusion

15. In conclusion, I have found that the proposal would be inappropriate development in the Green Belt. It would also harm the openness of the Green Belt. I have given only limited weight to the other considerations in favour of the proposal, and conclude that, taken together, they do not clearly outweigh the harm that the proposal would cause. Consequently, the very special circumstances do not exist to justify inappropriate development in the Green Belt. For the above reasons, and taking into account all other matters raised, I conclude that the appeal should be dismissed.

M Ollerenshaw

¹ ID: 21b-008-20140306



Site visit made on 31 May 2022

by S Ashworth BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government Decision date: 15 September 2022.

Appeal Ref: APP/G4240/Z/22/3295391 137-139 Manchester Road, Droylsden, Manchester M43 6EG

- The appeal is made under Regulation 17 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 against a refusal to grant express consent.
- The appeal is made by Mr David Knebal against the decision of Tameside Metropolitan Borough Council.
- The application Ref 22/00035/ADV, dated 17 January 2022, was refused by notice dated 14 March 2022.
- The advertisement proposed is 1 no. internally illuminated SMD LED Digital Display at 137-139 Manchester Road, Droylsden, Manchester M43 6EG.

Decision

1. The appeal is dismissed.

Main Issue

2. The main issues are the effect of the proposal on visual amenity and on public safety.

Reasons

Visual Amenity

- 3. Advertisement Consent is sought for the display of an internally illuminated LED screen on the gable end wall of No 139 Manchester Road Droylsden. The advertisement would replace a larger non-illuminated display. The LED display would be static but would change every 10 seconds and would not exceed 600cd/m2 during the day time and 300cd/m2 at night time. Four other smaller non-illuminated advertisements on the site would be retained. I understand from the Council that none of these existing advertisements have consent.
- 4. The site lies in a very busy area at the junction of Manchester Road (A662), a busy radial route to the city, Clegg Street and tramlines. To the east of the site are terraced properties which are in a mix of commercial and residential uses and to the west is a predominantly residential area which includes an area of open space and a tram stop.
- 5. The area consequently is already visually cluttered with cars, street lighting, overhead tramlines, traffic light signals and advertisements. However, the LED sign would be larger, brighter and sharper than other features in the area and would be particularly prominent to view in the hours of darkness.

- 6. Moreover, the site would be visible in the context of the open space to the west, which has a quieter character, and the residential area around it where buildings are of a domestic scale and appearance. Whilst an advertisement on a nearby property is apparent, I am not aware of other illuminated hoardings in the vicinity of the site. In that context a large, elevated LED sign would appear dominant and out of context. Accordingly, the proposal would harm the visual amenity of the area.
- 7. Whilst not decisive I have taken into account Policy C1 of the Tameside Unitary Development Plan as a material consideration. In addition to that I have also had regard to the National Planning Policy Framework which notes at paragraph 136 that the quality and character of places can suffer where advertisements are poorly sited and designed.

Public safety

- 8. The Planning Practice Guidance advises that advertisements are intended to attract attention but also notes that proposed advertisements at points where drivers need to take more care are more likely to affect public safety, for example, at junctions, roundabouts, pedestrian crossings, on the approach to a low bridge or level crossing or other places where local conditions present traffic hazards.
- 9. From the east the sign would not be visible to oncoming traffic. Similarly, drivers on Clegg Street, below the sign, would not be significantly distracted by it. However, as a result of is brightness, size and elevated position on the building it would be clearly visible to drivers approaching the junction from the west. At this point drivers need to be aware of the traffic lights, the pedestrian crossing, cyclists, cars emerging from car parking spaces at the side of the carriageway and trams which approach the junction at an angle. The proposal would cause additional distraction as a result of its prominence and changing displays which, in the context of its surroundings, would create an unacceptable danger to public safety.
- 10. I have taken onto consideration that the luminance levels would automatically be adjusted to ensure they do not exceed industry guidelines. I also note the appellant's willingness to reduce the brightness which could be achieved by condition. However, as a result of its context I am unconvinced that this would successfully alleviate the harm I have identified.
- 11. The appellant has drawn my attention to other LED digital displays within a 5 mile radius of the site although few details about these signs, the circumstances in which they were granted consent, or the context in which they are sited have been provided. However, even from the limited evidence supplied it would appear that the signs have a different context to that before me with regard to both amenity and highway safety. Whilst I note that the signs are larger and may be sited nearer the carriageway, none appear to be adjacent to predominantly residential areas. In addition, in terms of the circumstances of the transport network, none of the road junctions shown appear to cross tramlines or are close to tram stops and it seems there are parking restrictions close to the road junctions preventing on-street parking. None of the sites therefore appear to have the same combination of circumstances as the current proposal. Therefore, whilst I acknowledge the

existence of other digital signs they do not justify the proposal which I can consider on its own site specific circumstances.

Conclusion

12. For the reason given, and taking into account all matters raised, the appeal is dismissed.

S Ashworth



Site visit made on 6 September 2022

by David Jones BSc (Hons) MPlan MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30 September 2022

Appeal Ref: APP/G4240/W/22/3291282 Hyde Road, Denton, Manchester M34 3DN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Article 3(1) and Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- The appeal is made by CK Hutchison Networks (UK) Ltd against the decision of Tameside Metropolitan Borough Council.
- The application Ref 21/00999/NCD, dated 20 August 2021, was refused by notice dated 29 October 2021.
- The development proposed is described as 5G telecoms installation: H3G Phase 8 15m high street pole c/w wrap-around cabinet and 3 further additional equipment cabinets.

Decision

1. The appeal is allowed and approval is granted under the provisions of Article 3(1) and Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), for the siting and appearance of 5G telecoms installation: H3G Phase 8 15m high street pole c/w wrap-around cabinet and 3 further additional equipment cabinets at Hyde Road, Denton, Manchester M34 3DN, in accordance with the application Ref 21/00999/NCD, dated 20 August 2021, and the plans submitted with it including:

002 Site Location Plan - TMS16597_Planning_Rev_A, 215 Proposed Site Plan - TMS16597_Planning_Rev_A, 265 Proposed Site Elevation - TMS16597_Planning_Rev_A, 304 Proposed Configuration Antenna Schedule - TMS16597_Planning_Rev_A, 307 Equipment Schedules & Dependencies - TMS16597_Planning_Rev_A.

Procedural Matters

- 2. The provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO), under Article 3(1) and Schedule 2, Part 16, Class A, Paragraph A.3(4) require the local planning authority to assess the proposed development solely on the basis of its siting and appearance, taking into account any representations received. My determination of this appeal has been made on the same basis.
- 3. The principle of development is established by the GPDO and the provisions of Schedule 2, Part 16, Class A of the GPDO do not require regard to be had to the development plan. I have however had regard to the policies of the development plan and the National Planning Policy Framework (the Framework) only in so far as they are a material consideration relevant to matters of siting and appearance.

4. The appellant considers that the installation of the proposed cabinets on their own constitutes permitted development, and hence could be carried out on site without prior approval. However, it is reasonable to assume that these would only be constructed as part of the proposed works as they are intrinsically connected to the functioning of the proposed mast. They would not be built if the mast were not built, and equally the mast would not be built without the ground level works. I have therefore considered the cumulative effects of the proposed mast and ground level works.

Main Issue

5. The main issue is the effect of the siting and appearance of the proposal on the character and appearance of the area and, if any harm is identified, whether it would be outweighed by the need for the installation to be sited as proposed taking into account any suitable alternatives.

Reasons

- 6. The appeal site forms part of the footpath on the southern side of Hyde Road in close proximity to the junction with St Annes Road. On the opposite side of Hyde Road is the M67 motorway which sits at a lower level than the appeal site in a deep cutting. Immediately to the south of the site is a retail premises and its associated car park. The surrounding area is otherwise predominately residential in nature comprising a mixture of house types including terraced, semi-detached and bungalows.
- 7. Whilst there are a number of vertical features nearby, including streetlights along the footpath and flag poles at the adjacent retail premises, these are slimline in design and no greater than approximately 10 metres in height. The proposed 15-metre-high street pole would be significantly taller, bulkier, and more prominent than these existing features. When combined with the associated equipment cabinets, the proposed development would appear at odds with the prevailing size and scale of existing street furniture.
- 8. The visual dominance of the proposal would be further exacerbated by the location of the appeal site. By virtue of the car parking area to the south and the highway to the north, the site occupies a prominent and open position. The openness of the site and its distance from any existing buildings would result in the proposed development appearing as an isolated feature which would not be viewed against a backdrop of built form or trees.
- 9. Despite the curvature in the road, due to its height and siting the proposed development would be readily visible from many vantage points along Hyde Road, including from residential properties located some distance away to the south-east and north-west. The proposal would be noticeably taller than the surrounding buildings and would therefore be a prominent and imposing structure within the street scene.
- 10. As such, I conclude that the siting and appearance of the proposed development would be harmful to the character and appearance of the area, albeit I find that the degree of harm to be moderate. In so far as they are a material consideration, the proposal would be contrary to Policies U2 and C1 of the Tameside Unitary Development Plan (Adopted November 2004). These policies, among other matters, seeks to ensure that developments do not result

in an unacceptable impact on the appearance and amenity of buildings or on townscapes.

Alternative Sites

- 11. Paragraph 117 of the Framework states, among other things, that applications for electronic communications development (including applications for prior approval under the GPDO) should be supported by necessary evidence to justify the proposal. Where this in relation to a new mast or base station, this evidence should include that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure.
- 12. The appellant has appropriately followed the sequential approach, advocated by the Framework, in identifying site options. It is noted that, as with all 5G cells, the relevant search area is very constrained and that in this case, and the designated search area covers what is largely a densely populated residential area.
- 13. The sequential approach undertaken by the appellant identified that there were no existing mast or site sharing opportunities. Similarly, given the sites location within a predominately residential area consisting of largely one and two storey properties, no suitable buildings or structures were identified within the search area. From both the information before me and from my own observations during my site visit, I find no compelling reason to disagree with this conclusion which has also not been contested by the Council.
- 14. Accordingly, a new ground-based installation was sought with the appellant considering and discounting a number of other sites, which are listed and described. These sites were discounted for a variety of reasons including pavements being too narrow, impacts upon visibility splays, and the proximity to residential properties. Due to the residential nature of the area, it was apparent during my site visit that several of the discounted sites were in very close proximity to residential properties. Consequently, the location of the appeal site adjacent to a retail premises and motorway weighs in favour of the proposal.
- 15. I am therefore satisfied that a thorough review of possible site options within the cell search area has been conducted, and I have no robust evidence before me to suggest that there would be other more suitable alternative sites.
- 16. Paragraph 114 of the Framework provides that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being, and that the expansion of economic communications networks, including next generation mobile technology (such as 5G), should be supported. The Council acknowledges the importance of telecommunications infrastructure. As no suitable alternative sites have been identified, I attach substantial weight to the social and economic benefits that would result from the proposal.
- 17. As a result, the moderate harm that I have found would be caused to the character and appearance of the area by the siting and appearance of the proposed development, would be outweighed by the social and economic benefits of the proposal.

Other Matters

- 18. A consultation response was received from National Highways concerning the site's location in the vicinity of the M67 which forms part of the Strategic Road Network (SRN). Whilst having no objection in principle to the proposal, National Highways were currently unable to determine whether the mast was of a height that, should it fail, it would compromise the safe operation of the SRN. Should it be established that the proposed mast was within 'falling distance' of the SRN then, in addition to obtaining planning approval, the appellant would also be required to obtain formal technical approval by a competent Technical Approval Authority.
- 19. Whilst the evidence available to me suggests that such approval has not yet been obtained, National Highways did not object to the proposal or raise any particular concerns. This indicates that National Highways were not materially concerned about the likelihood of the appellant obtaining the necessary approval in due course, should it be required. Accordingly, I see no reason why any technical approval from National Highways could not be obtained prior to works commencing on site.

Conditions

- 20. Any planning permission granted for the development under Article 3(1) and Schedule 2, Part 16, Class A is subject to conditions set out in paragraphs A.3(9), A.3(11) and A.2(2), which specify that the development must, except to the extent that the local planning authority otherwise agree in writing, be carried out in accordance with the details submitted with the application, must begin not later than the expiration of 5 years beginning with the date on which the local planning authority received the application, and must be removed as soon as reasonably practicable after it is no longer required for electronic communications purposes and the land restored to its condition before the development took place.
- 21. Consultation responses from the Council's Environmental Services Team and National Highways recommended that two additional planning conditions were imposed. These conditions sought to restrict the hours of construction and require the design of the structure to be approved by a competent Technical Approval Authority to the satisfaction of National Highways. However, the GPDO does not provide any specific authority for imposing additional conditions beyond the deemed conditions mentioned above. Consequently, I have not imposed the suggested conditions.

Conclusion

22. For the reasons given above, I conclude that the appeal should be allowed and prior approval granted.

David Jones

Site visit made on 30 August 2022

by F Harrison BA(Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 05 October 2022

Appeal Ref: APP/G4240/W/22/3299182 Clarence Hotel, 195 Talbot Road, Hyde SK14 4HJ

- 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 Suban Miah of Aventor Real Estate Ltd against the decision of Tameside Metropolitan Borough Council.
- The application Ref 21/00826/FUL, dated 28 June 2021, was refused by notice dated 18 November 2021.
- The development proposed is residential development.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The description of development above is taken from the application form. Nevertheless, it is clear from the submissions and plans that the proposal is for the change of use from public house to residential development, comprising 3 x 2 bedroom flats and 2 x 1 bedroom flats. The Council assessed the scheme on this basis and the plans listed on the decision notice, and I have done the same.

Main Issue

3. The main issue is whether the living conditions of the future occupiers of the proposed development would be acceptable, with regard to internal space, access, outlook, daylight/sunlight and ventilation.

Reasons

- 4. The appeal site is a two-storey former Public House. The main entrance fronts onto Talbot Road. The property comprises the public house use on the ground floor and a residential flat above. There is enclosed parking and a yard to the side and a yard leading to an enclosed raised beer garden to the rear.
- 5. The proposal is for three flats on the ground floor and two flats on the first floor. Flat 3 would be accessed from the existing entrance on Talbot Road. The main access for the remaining flats would be from the rear, albeit walking from Talbot Road, through the yard to the side of the property, to the rear.
- 6. While it may be that access to flats from the rear is not uncommon, and it would be well signposted, the proposed access arrangement would result in poor legibility, with two accesses from Talbot Road for the same property likely to cause confusion. The configuration appears disjointed, particularly for the occupants of Flat 3, accessed directly from Talbot Road with no access through

the property to the rear. As such, the occupants would have a limited relationship with the shared amenity space at the rear. Moreover, without the natural surveillance of the street, the proposed access for the occupants of Flats 1, 2, 4 and 5 would result in reduced security, being as it is at the rear of the property and accessed through an enclosed yard.

- 7. I understand that during the course of this appeal, permission has been granted at the site for a scheme of four flats. However, the access is different, with the primary access for all flats being from the existing access on Talbot Road, through a central lobby. As such, the appeal proposal, with two accesses and no route through the property for the occupants of Flat 3 would not be as legible.
- 8. As the plans show bathrooms, both 1 bed flats meet the Nationally Described Space Standards for 1 person occupation. The Council have not clearly substantiated their reasons for applying the 2 bedrooms 4 persons standard. Given that the size of the flats, and as confirmed by the appellant, I have assessed the remaining flats against the 2 bedroom 3 person standard. Accordingly, Flat 1 and Flat 4 provide adequate space. However, Flat 5 falls short of the advised national standard for 2 bedrooms and 3 persons. While not adopted as part of the development plan, no other standards to assess the appropriateness of the internal space have been put to me.
- 9. Irrespective of the precise amount of floor space, overall, I find the proposed accommodation to be generally limited in size, leading to a cramped and claustrophobic environment. There may well be amenity space for residents to the rear and a number of open spaces in the surrounding area, however, the internal layout and configuration of the accommodation would be poor, indicative of the confined nature of the accommodation. Resulting in inadequate living conditions for the occupants.
- 10. The windows would not be unduly small in Bedroom 1 and the lounge/kitchen in Flat 1, however outlook would be poor, with the proposed windows looking onto an enclosed yard and boundary treatment at close range that would dominate the outlook. The window in the kitchen/lounge in Flat 2 is small with an uninviting outlook, looking as it would onto an enclosed yard with a blank wall providing limited views.
- 11. While most habitable rooms in new houses may well be single aspect, the position of the only window in Bedroom 1 in Flat 1 at one end of the room would result in poor daylight/sunlight levels. The kitchen/lounge in Flat 2 would be a long linear space with a small window at one end. As such, daylight levels would be poor, with a reliance on artificial light. Moreover, the window is north facing and as such the amount of sunlight entering the room would also be limited.
- 12. I note that the windows are in the same position for the recently permitted scheme at the site. However, the layout of that permission is different, with the rooms having different proportions to the appeal proposal, and as such, would not affect daylight/sunlight levels and outlook in the way that the proposal would. I also note the appellant makes suggestions regarding amending the number of bedrooms in Flat 5 and providing an extra window in Flat 2. However, I have assessed the proposal on the evidence before me. Moreover, I do not have clear details of the site, location or appearance of any extra windows so cannot be certain a condition would overcome my concerns.

- 13. There is no substantive evidence before me in relation to ventilation, and I note there was no objection from environmental health and that all habitable rooms have windows. Consequently, based on the evidence before me I am satisfied that appropriate ventilation could be achieved.
- 14. For the reasons given above, the living conditions of the future occupiers of the proposed development would be unacceptable, with regard to internal space, access, outlook and daylight/sunlight. This would be in conflict with Policy H10 of the Tameside Unitary Development Plan Written Statement (2004), which seeks the layout of proposed housing developments to be of a design that meets the needs of the occupiers.
- 15. The proposal is also contrary to the provisions of the National Planning Policy Framework (2021) (the Framework) in relation to design, including Paragraph 130 which seeks development that functions well and creates a high standard of amenity for existing and future users.

Other Matters

- 16. It is not in dispute that the continued use of the site as a public house is not viable, and that character and appearance is not a main issue owing to minimal external alterations being proposed. The appellant asserts that appropriate highways and car parking can be secured at the site and there would be no detrimental effect on the amenity of neighbours, however the lack of harm on these matters would only be a neutral factor. The proposal makes efficient use of brownfield land in an accessible location, which would be a clear benefit of the proposal.
- 17. The Council has indicated that delivery of housing in the Borough is below their housing target. While it may be that the proposal will provide new housing for local people, even if paragraph 11(d) of the Framework (2021) fell to be considered for this, or any other reason, the adverse impacts associated with the substandard living conditions would significantly and demonstrably outweigh the benefits of the limited increase in supply in housing that would result, and the other benefits outlined above. Therefore, the proposal would not benefit from the presumption in favour of sustainable development set out in Paragraph 11 d(ii) of the Framework.

Conclusion

18. My above findings bring the proposal into conflict with the development plan, read as a whole. There are no material considerations that have been shown to have sufficient weight to warrant a decision otherwise than in accordance with it. Therefore, the appeal is dismissed.

F Harrison



Site visit made on 30 August 2022

by Elaine Moulton BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10th October 2022

Appeal Ref: APP/G4240/W/22/3297030 Unit 1 Bank Mill, Manchester Road, Mossley OL5 9BB

- 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 A Goddard against the decision of Tameside Metropolitan Borough Council.
- The application Ref 21/00558/FUL, dated 21 April 2021, was refused by notice dated 18 February 2022.
- The development proposed is the conversion of business/storage unit into two dwellings.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. Notwithstanding the description of development set out above, which is taken from the application form, it is clear from the plans and accompanying details that development comprises the erection of a first floor extension and conversion of existing business/storage unit into two dwellings. The Council dealt with the proposal on this basis and so shall I.

Main Issues

- 3. The main issues are:
 - the effect of the development on the character and appearance of the host building and the area;
 - whether appropriate living conditions would be provided for future occupiers of the proposal with particular regard to outlook, privacy, noise and disturbance; and
 - the effect of the proposal on the operation of the nearby businesses.

Reasons

Character and appearance

4. The appeal relates to a single storey brick building with a stone faced front elevation. It is one of a group of single storey commercial/industrial buildings located between the rear of, predominantly residential, terraced properties on Manchester Road and the Huddersfield Narrow Canal. It is relatively well screened from Manchester Road but is visible in views from the Canal and the residential properties on either side of it.

- 5. The proposed first-floor extension on one end of the building would be substantial, equal to a little more than one-third of the footprint of the existing building. It would create an unbalanced and asymmetric appearance at odds with the current modest scale of the building. The residential design and proportions of the extension would give the building a degree of domestication that would be a marked contrast with the character of the host building and that of the utilitarian commercial/industrial buildings adjacent. The bulk and massing of the proposal would result in it being dominant and prominent, particularly when viewed from the Canal.
- 6. It is proposed to use materials that are reflective of those used in the existing building, which is currently in a poor state of repair and subject to graffiti. The proposal also provides an opportunity to improve the appearance of the land to its rear. Nonetheless, the effect of the scheme would be to unacceptably diminish the character, appearance, and integrity of the host building for the reasons set out above. In addition, it would appear incongruous and uncomfortable within its setting, that includes the commercial buildings it is closely associated with.
- 7. Therefore, the proposal would cause unacceptable harm to the character and appearance of the host building and the area, contrary to the design aims of Policy C1 of the Tameside Unitary Development Plan 2004(UDP) and the National Planning Policy Framework (the Framework).

Living conditions

- 8. The rear elevation of several terraced properties on Manchester Road face towards the rear gardens of the proposed dwellings. Whilst overlooking of rear gardens is typical and accepted within most residential areas, in this case the first-floor windows of the terraced properties would look over the entire garden area of the proposed dwellings at very close range. Such a high level of overlooking would be detrimental to the enjoyment of the gardens by the occupiers resulting in a significant loss of privacy, thereby unacceptably harming their living conditions.
- 9. This relationship is not comparable to the degree of overlooking experienced by the occupants of the terraced properties where their gardens are to either side of, and not opposite, the windows thereby restricting the extent of the garden that is viewable. Whilst landscaping along the boundary nearest the terraced properties could be secured by condition, it would at best only filter views into the proposed gardens and would not reduce overlooking to an acceptable level.
- 10. The appeal site is very close to the adjoining businesses and would share an access with them. It is particularly close to a car body-shop which I noted on my visit undertake bodywork and paint spraying. It is therefore reasonable to anticipate that such a business will generate noise, dust, and fumes which will have an adverse impact on the living conditions of the occupiers of the proposed development. Such an impact will occur irrespective of the hours of opening of the businesses. In addition, a significant impact can occur at lower levels of disturbance than that which would constitute statutory nuisance and as such the enforcement powers available would not be sufficient to protect the living conditions of the occupants of the proposal.
- 11. The principal windows of plot 2 are on the rear elevation and side elevation facing the canal. Due to the open aspect, the outlook and level of light is

acceptable from such windows. The kitchen window of the proposed dwelling on plot 1, however, faces towards the side elevation of the adjoining car bodyshop and the shared access and circulation space to the front of that building. The proximity of the building and the activity associated with the business would result in the outlook from that window being unacceptably poor. Whilst adequate light and outlook would be achieved for the rooms given the large windows in the rear elevation this is not sufficient to suitably compensate for the poor outlook at the front. Consequently, the relationship with the business would unacceptably compromise the living conditions of the occupiers of plot 1.

12. Accordingly, the proposal would not provide appropriate living conditions for future occupiers of the proposed dwellings. This would be contrary to Policy H10 of the Tameside Unitary Development Plan 2004 (UDP) which seeks to, amongst other things, ensure that development is designed to meet the needs of the potential occupiers. It would also be contrary to aims of the Tameside Residential Design Supplementary Planning Document and the Framework to secure suitable living conditions for all.

Effect on nearby businesses

- 13. Given the close relationship and lack of any boundary treatment that separate the front of the proposed dwellings from the existing businesses it is reasonable to conclude that they could generate complaint from the occupiers of the proposal. The introduction of a sensitive use could therefore unreasonably restrict their development. As such the proposal could be prejudicial to the future of the established employment uses adjoining the site.
- 14. I note that the businesses already operate to the rear of existing residential properties on Manchester Road and opposite residential properties on the other side of the Canal. Whilst there is no apparent conflict between the operation of the businesses and the existing residents that does not lead to the conclusion that further residential properties are appropriate in this location. The appeal building is closer to the businesses, in particular the car body-shop, than any of the existing dwellings and as such will experience greater disturbance.
- 15. I therefore conclude that the proposal would have an unacceptable effect on the operation of the adjoining business and would therefore be contrary to Policy 1.12 of the UDP, which seeks to avoid conflict between industrial or commercial operations and residential environments.
- 16. I note that the Council have referred to Policy H10 in the reason for refusal. However, that policy relates to the detailed design of housing development and seeks, amongst other things, to ensure that no unacceptable impact on the amenity of neighbouring properties arises from new development. It cannot be said that the proposal will affect the amenity of the business or its operators and as such the policy is not relevant to this main issue.

Planning Balance

17. The Council is currently unable to demonstrate a five-year housing land supply. Consequently, para 11d) of the Framework is engaged. Therefore, according to para 11d) ii) of the Framework consideration must be had as to whether the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

- 18. The proposal would make a very modest contribution of two units, in an accessible location, to the supply of housing. Benefits to the local economy would also be small given the scale of the scheme.
- 19. As set out above, I have found harm to the character and appearance of the area and the living conditions of future occupiers. I have also found that the development would unacceptably affect the operation of nearby businesses.
- 20. Overall, I find that the harm I have identified would significantly and demonstrably outweigh the benefits.

Other Matters

21. The appeal site lies next to the Huddersfield Narrow Canal Site of Special Scientific Interest. However, there is no need for me to consider the implications of the proposal upon it because the scheme is unacceptable for other reasons.

Conclusion

- 22. The development conflicts with the development plan when considered as a whole and there are no other considerations, either individually or in combination, that outweighs the identified harm and associated development plan conflict.
- 23. I hereby dismiss this appeal.

Elaine Moulton