

Public Document Pack



ASHTON-UNDER-LYNE · AUDENSHAW · DENTON · DROYLSDEN · DUKINFIELD · HYDE · LONGDENDALE · MOSSLEY · STALYBRIDGE

SPEAKERS PANEL (PLANNING)

Day: Wednesday
Date: 22 February 2023
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 The Minutes of the meeting of the Speakers Panel (Planning) held on 18 January 2023, having been circulated, to be signed by the Chair as a correct record.	1 - 2
4.	PLANNING APPLICATIONS To consider the schedule of applications:	
a)	22/01041/FUL - LAND ADJACENT TO 30 IVY COTTAGES, DENTON, M34 7PZ	3 - 18
b)	23/00024/FUL - 101 WHITEACRE ROAD, ASHTON-UNDER-LYNE, OL6 9PJ	19 - 36
c)	22/00780/FUL - PARK BRIDGE, MEDLOCK VALLEY, ASHTON-UNDER-LYNE (ADJACENT TO JUNCTION OF WAGGON ROAD, DEAN TERRACE AND ALT HILL ROAD)	37 - 154
5.	APPEAL DECISION NOTICES	
a)	APP/G4240/W/22/3304546 - LAND AT WILSHAW LANE, WILSHAW LANE, ASHTON-UNDER-LYNE, OL7 9AU	155 - 158
b)	APP/G4240/Z/22/3309582 - 1 STATION VIEW, DROYLSDEN, M43 6TT	159 - 160
c)	APP/G4240/Z/22/3309468 - M67 SLIP ROAD, MANCHESTER ROAD NORTH, DENTON, M34 3NS	161 - 162
d)	APP/G4240/W/22/3305236 - LEWIS ROAD, DROYLSDEN, M43 6JB	163 - 166
6.	URGENT ITEMS To consider any other items, which the Chair is of the opinion should be	

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.

considered as a matter of urgency.

7. DATE OF NEXT MEETING

To note that the next meeting of the Speakers Panel (Planning) will take place on 15 March 2023.

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)

18 January 2023

Commenced: 10:00am

Terminated: 10:25am

Present: Councillor McNally (Chair)
Councillors Affleck, Bowerman, Boyle, Dickinson, Mills, Owen,
Quinn and Ricci

Apologies: Councillor Pearce

44. DECLARATIONS OF INTEREST

There were no declarations of interest from Members of the Panel.

45. MINUTES

The minutes of the proceedings of the meeting held on 21 December 2022, having been circulated, were approved and signed by the Chair as a correct record.

46. 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:	21/01143/FUL Infinity Property Investing Ltd
Proposed Development:	Change of use of building from storage and distribution (Use Class B8) to 43no. apartments (Use Class C3), including infill roof extension, external alterations, and car parking, following partial demolition. 61 Stockport Road, Ashton-under-Lyne, OL7 0LF
Speaker(s)/Late Representations	Kirsty Biden, on behalf of the applicant, addressed the Panel in relation to the application.
Decision:	That planning permission be granted, subject to the conditions as detailed within the submitted report.

Name and Application No:	22/00510/FUL Cassel & Fletcher Development Stalybridge Ltd
Proposed Development:	Variation of conditions 2 (Approved Plans) and 18 (Cycle Parking); removal of condition 19 (Highway Works); and variation of S106 obligation to reduce affordable housing

	provision; of planning permission 20/00811/FUL for the conversion of existing building into 33 x 1 bedroom apartments. Carson House Care Centre, 30 Stamford Street, Stalybridge, SK15 1JZ
Speaker(s)/Late Representations	Noah Fletcher, the applicant, addressed the Panel in relation to the application.
Decision:	That planning permission be granted, subject to the conditions as detailed within the submitted report, and a Deed of Variation securing the amended S106 contributions.

Name and Application No:	22/00940/FUL Mr Frank Tinnirello
Proposed Development:	Two-storey extension at rear. 3 Downing Close, Ashton-under-Lyne, OL7 9LX
Speaker(s)/Late Representations	The Head of Planning informed Members that, following the deferment of enforcement action at the address, the application had been withdrawn for consideration. Both the applicant and objectors were aware and the application would be brought before the Panel once investigation work had concluded.

47. APPEAL DECISIONS

Application Reference/Address of Property	Description	Appeal Decision
APP/G4240/D/22/3298117 32 Uxbridge Street, Ashton-under-Lyne, OL6 7DA	Proposed first floor side extension.	Appeal dismissed.

48. URGENT ITEMS

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

49. DATE OF NEXT MEETING

RESOLVED

That the next meeting of the Panel would take place on 22 February 2023.

CHAIR

Application Number:	22/01041/FUL
Proposal:	Change of use of existing two bedroom annex to a residential dwelling.
Site:	Land adjacent to 30 Ivy Cottages, Denton, M34 7PZ
Applicant:	Ms Julie Bowers
Recommendation:	Refuse planning permission.
Reason for Report:	A Speakers Panel decision is because the application has been called in by Councillor Reid.
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 Ivy Cottages comprise a row of terraced houses off Meadow Lane that face out across the access road in front towards open land in the valley of the River Tame. Parcels of land on the opposite side of the access road are used as gardens. The access road terminates in front of 30 Ivy Cottages and then narrows and continues as a footpath.
- 1.2 The application relates to a detached, single-storey, L-shaped building located in the garden at the side of 30 Ivy Cottages. The building is pitch roofed with rendered walls, having a domestic appearance, and sits low in the landscape as the land falls away eastwards in to the valley. The side garden is bounded to the south and east by a high timber-boarded fence and to the north by a densely wooded area. The garden is accessed via double gates at the end of the access road.

2. PROPOSAL

- 2.1 The building to which the application relates was constructed originally as a permitted development and was used to kennel dogs, incidental to the residential use of 30 Ivy Cottages. Full planning permission (ref. 06/01033/FUL) was then granted in September 2006 for the temporary change of use of the building to a dwelling whilst the host property, 30 Ivy Cottages, was being extended and refurbished. The permission was conditional upon:

The use authorised by this permission shall cease not later than 13 March 2007 and the building shall revert to a non-residential use. The building shall not be occupied on a permanent basis for residential accommodation unless there is a specific grant of planning permission.

- 2.2 The temporary change of use was to involve an internal reconfiguration so as to include 3 small bedrooms, a kitchen, a lounge and a bathroom.
- 2.3 The application seeks planning permission to change the use of the building to a discrete and permanent residential dwelling. Drawings submitted with the application show the building as including 2-bedrooms, a kitchen, a lounge, and utility and store rooms.
- 2.4 Part of the existing garden at 30 Ivy Cottages would be retained, and include 2 dedicated car parking spaces, for use by occupiers of the existing house. The land surrounding the building to which the application relates would form a garden for the proposed house and include 2

dedicated car parking spaces. There would be shared access to both gardens through the existing gates at the end of the access road.

3. PLANNING HISTORY

- 3.1 18/00409/FUL - Use of outbuilding as a two-bedroom bungalow.
Application refused 17.01.2019
Appeal dismissed 22.09.2019
- 3.2 06/01033/FUL – Temporary change of use to dwelling (Retrospective).
Application approved 15.09.2006

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)

Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment
- 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.

Part 2 Policies

- OL1: Protection of the Green Belt
- OL2: Existing Buildings in the Green Belt
- H4: Type, size and affordability of dwellings
- H9: Backland and Garden Development
- H10: Detailed Design of Housing Development

- T1: Highway Improvement and Traffic Management
- T10: Parking
- C1: Townscape and Urban Form

Supplementary Planning Documents

4.5 Residential Design Supplementary Planning Document

Places for Everyone

4.6 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.

4.7 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).

4.8 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

4.9 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.

4.10 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 departure from the development plan by neighbour notification letters, display of site notice; and advertisement in the local press..

6. SUMMARY OF THIRD PARTY RESPONSES

6.1 Objections have been received from three residents. The grounds given for objecting are:

- The same proposal has been refused previously, although it is alleged that the building has been rented as a separate residence;

- The building is not a permanent dwelling and so the same considerations should apply as if the proposal was for a new build in the green belt;
- To allow the application would set a precedent for further development; and
- Traffic flows along the narrow access road would be exacerbated.

6.2 Both Andrew Gwynne MP and Councillor Reid have objected on the grounds that:

- Contrary to both national and local planning policies, the proposal would diminish the openness of the green belt without there being any very special circumstances to indicate that what is considered an inappropriate development in the green belt should be allowed; and
- An application that constituted the same proposal was refused previously by the Council, and an appeal against that decision was dismissed.

7. RESPONSES FROM CONSULTEES

7.1 The Coal Authority has offered no objection.

7.2 The Greater Manchester Ecology Units has offered no comments.

7.3 The Environment Agency has referred to issued Flood Risk Standing Advice.

7.4 The Head of Environmental Services (Public Protection) has offered no objection and suggested that any permission be conditional upon a restriction on the hours of conversion work, and include a note regarding the responsibility to properly address contaminated land issues, including safe development and secure occupancy, irrespective of any involvement by this Authority, lies with the owner/developer of the site.

7.5 The local highways authority considers that the development would not have an unacceptable impact on highway safety, or that the residual cumulative impact on the road network would be severe, and so has raised no objection and has suggested that a condition requiring cycle storage facilities be attached to any permission.

8. ANALYSIS

8.1 The site is located entirely within the green belt as allocated on the Proposals Map associated with the Unitary Development Plan for Tameside (2004). Therefore the main issues to consider are:

- Whether, in principle, the proposal would be inappropriate development in the green belt and, if it is, would the harm by reason of inappropriateness, and any other harm, be clearly outweighed by other considerations that would amount to the very special circumstances required to justify the proposal;
- The appropriateness of the access arrangements;
- The impact on existing residential amenities; and
- The residential environment that would be created.

9. PRINCIPLE

9.1 The NPPF states that the fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open and that their essential characteristics are their openness and permanence. Inappropriate development is, by definition, harmful to the green belt and should not be approved except in very special circumstances. Paragraph 150 of the NPPF then identifies certain developments that are not inappropriate in the green belt, and this

includes the re-use of buildings provided that the buildings are of permanent and substantial construction, and as long as it preserves the openness of the green belt and does not conflict with the purposes of including land within it. This approach is broadly consistent with policy OL1 and policy OL2 of the UDP.

- 9.2 A Basic Building Report submitted with the application demonstrates that the main elements of the existing building are structurally sound and will accommodate the proposed conversion. The proposal would not increase the footprint of the building and there are existing boundary treatments that reduce views of the building.
- 9.3 The proposals define a curtilage for the proposed discrete dwelling together with the curtilage that would remain for the existing house. The proposed conversion would result in a dwelling within the existing curtilage to 30 Ivy Cottages where the outdoor amenity areas are currently used by the existing householder. The extent of residential curtilage would be unaltered. Nevertheless, whilst the building subject to the application has been used for residential accommodation in the past, the proposal would result in a physically and functionally separate dwellinghouse. That type of use is likely to result in a significant visual change to the character of the building and the wider site. The subdivision of the plot would increase domesticity and spread of paraphernalia such as washing line, waste containers, and outdoor furniture. The development would result in additional comings and goings over and above those associated with the residential use of 30 Ivy Cottages. Even the parking of additional vehicles within the site would reduce openness.
- 9.4 The development would lead to an intensified residential use and thus substantially diminish the open aspect of this part of the green belt. It would result in material loss in openness in visual and spatial terms. In addition, the development would encroach into the green belt given the nature and scale of the building's residential use. This would conflict with one of the purposes of designating land inside the green belt.

10. ACCESS ARRANGEMENTS

- 10.1 The proposal includes the provision of 2 dedicated car parking spaces within the curtilage created for the proposed dwelling and 2 dedicated car parking spaces for use by occupiers of 30 Ivy Cottages within the retained curtilage. It is not expected that the additional vehicle movements generated by the development would cause a residual cumulative impact on the road network that would be severe. No objection has been received to the proposals from the local highways authority and so it is not considered that there would not be a severe impact on the highway network as a result of the development so that the proposal is compliant with policies H10(b) and T1 of the UDP and Section 9 of the NPPF.

11. EXISTING RESIDENTIAL AMENITIES

- 11.1 The building is located beyond the end of the terrace of houses and is relatively isolated from its neighbours. There are no existing houses in front or behind. In this location there would be no unacceptable impact on the amenities of existing residents in terms of over-looking, over-shadowing, and noise, so that in these respects the proposal is considered acceptable and compliant with policy H10(d) of the UDP and policy RD5 of the SPD.

12. RESIDENTIAL ENVIRONMENT CREATED

- 12.1 Section 12 of the NPPF states that developments should create places with a high standard of amenity for existing and future users, in order for the proposed layout to be considered acceptable, also in accordance with the requirement of UDP policy H10(a). The design of proposed housing developments, which are acceptable in relation to other relevant policies

in the plan, must meet 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 new national technical standard which is given in the Government's Technical Housing Standards – nationally described space standard document (THS).

- 12.2 THS require that 2-bedroom, 3-person, single-storey dwellings provide a minimum gross internal floor area of 61sqm, and that, in order to provide one bedspace, a single bedroom has a floor area of at least 7.5sqm and is at least 2.15m wide. The proposed house would provide approximately 69sqm of internal floorspace, and so satisfy THS requirements. The proposed layout provides for an adequate garden for the proposed house whilst retaining commensurate outdoor amenity space at 30 Ivy Cottages.

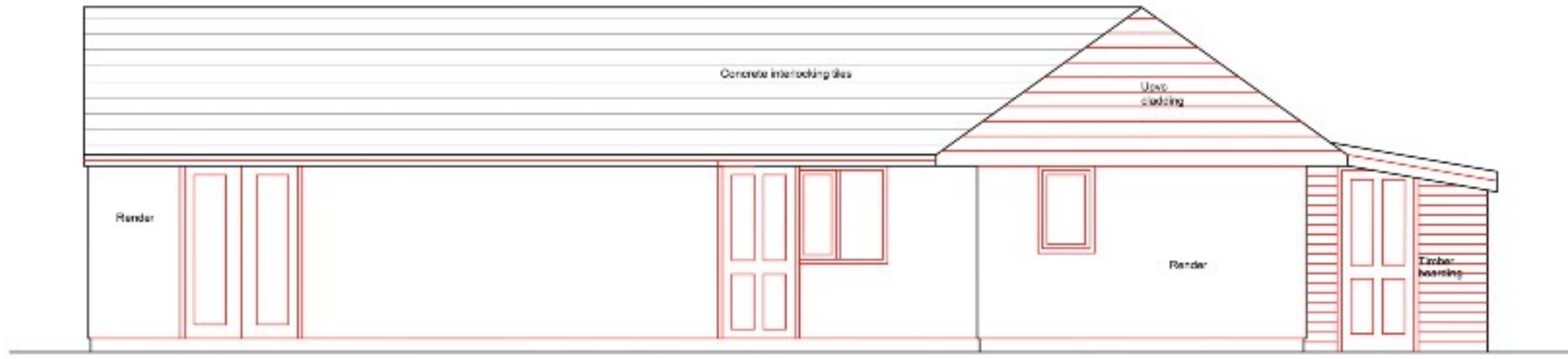
13. CONCLUSION

- 13.1 In terms of its component dimensions there would be a small social benefit in providing an extra housing unit. Economic advantages would also arise from the occupation of a new house. Nevertheless, the proposal constitutes inappropriate development in the green belt. There is conflict with purposes of including land within the green belt. Accordingly, the development conflicts with local and national planning policies that are intended to prevent urban sprawl by keeping land permanently open. The planning history of the outbuilding can be afforded little weight in the planning balance given the temporary nature of the previous self-contained residential use. There being no very special circumstances to justify the grant of a planning permission, when assessed against policies designed to protect the green belt from inappropriate development the adverse impacts would significantly and demonstrably outweigh the benefits.

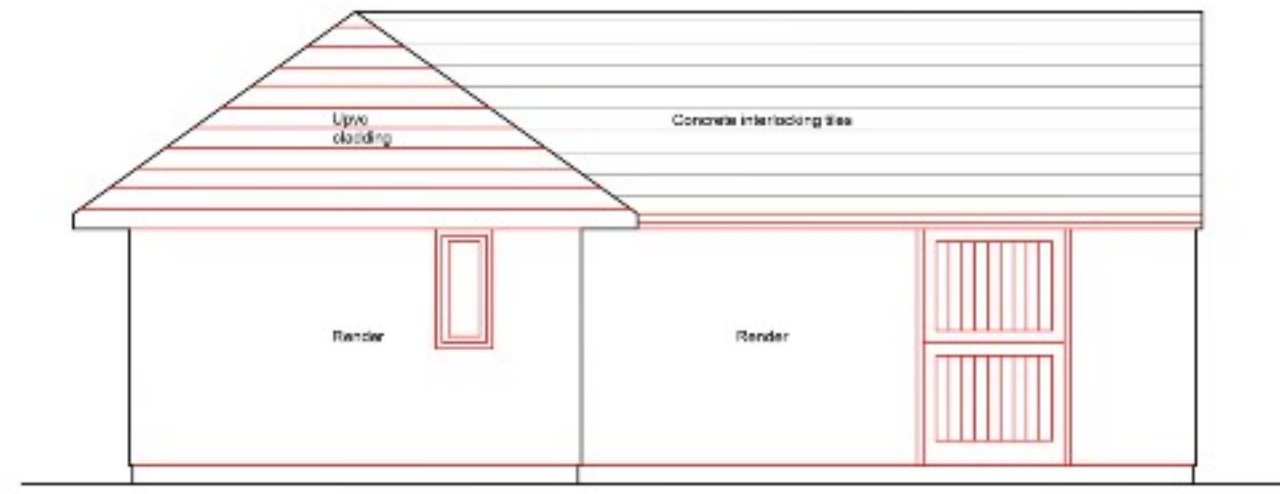
RECOMMENDATION

That planning permission be refused for the following reason:

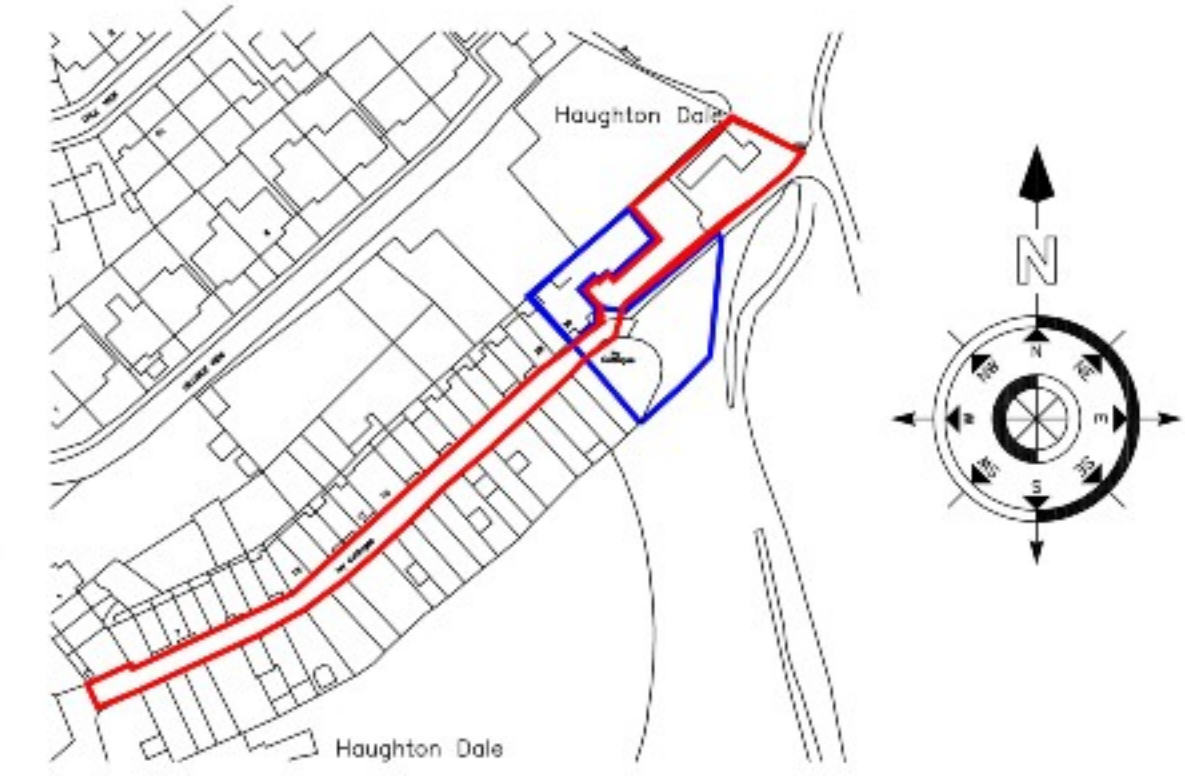
The development would lead to an intensified residential use and thus substantially diminish the open aspect of this part of the green belt. It would result in material loss in openness in visual and spatial terms. In addition, the development would encroach into the green belt given the nature and scale of the building's residential use. This would conflict with one of the purposes of designating land inside the green belt. The development would fail to preserve openness of the green belt and it would conflict with the purposes of including land within it, thus it would constitute inappropriate development in the green belt and conflict with Policies OL1 and OL2 of the UPD, and the Framework.



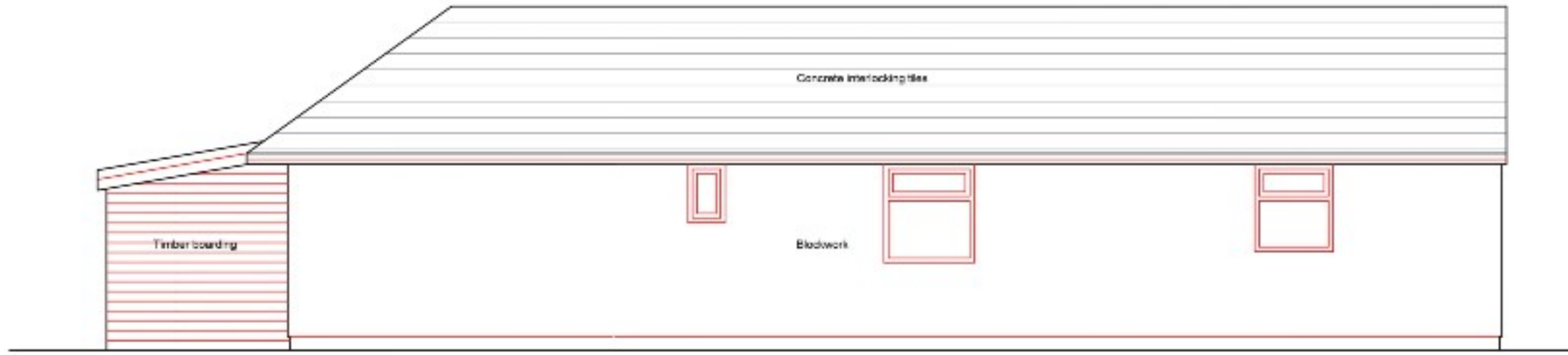
South East Elevation (Scale 1:50@ A1)



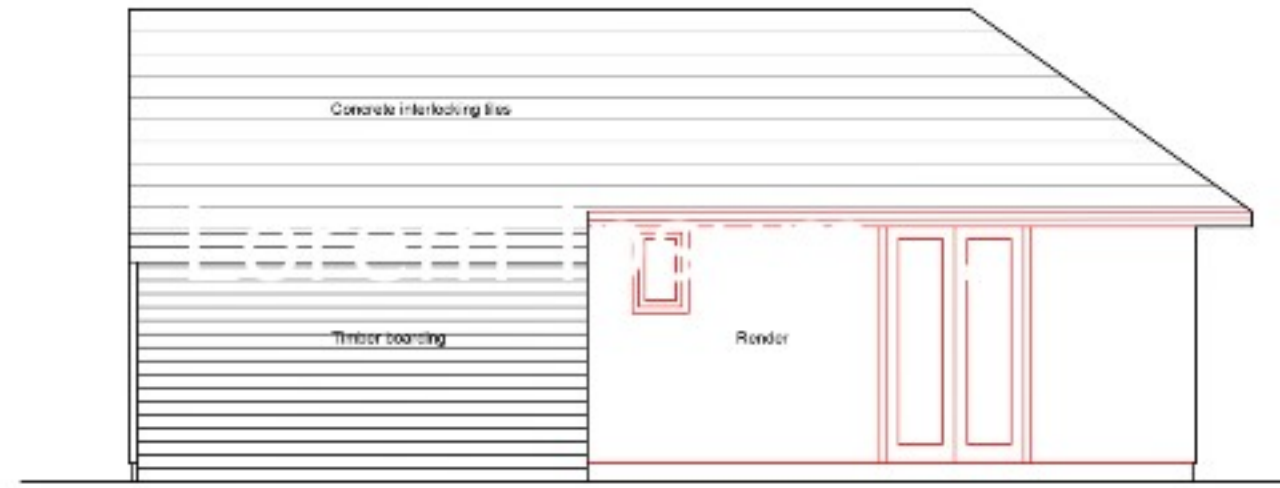
South West Elevation (Scale 1:50@ A1)



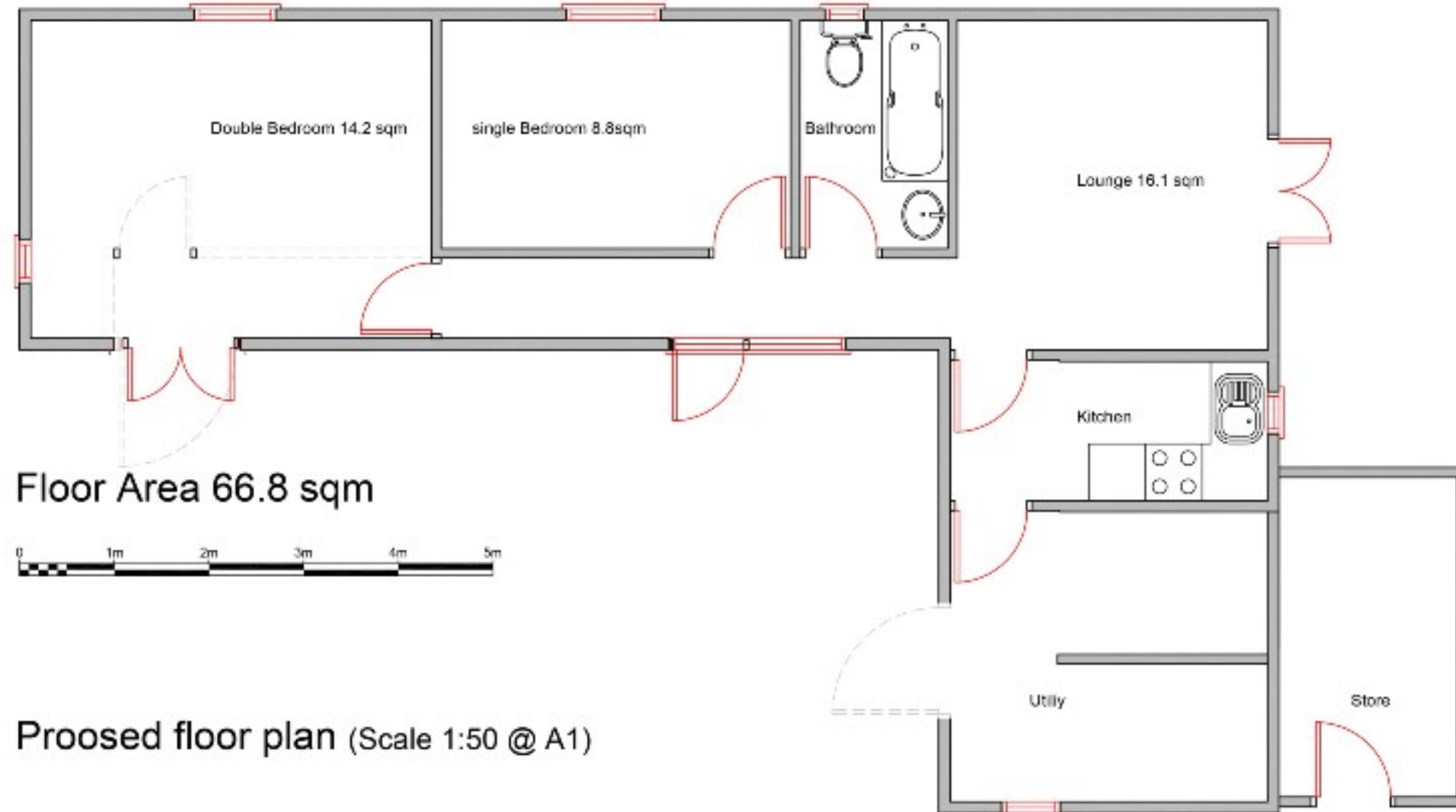
Location plan 1:1250 @ A1



North West Elevation (Scale 1:50@ A1)



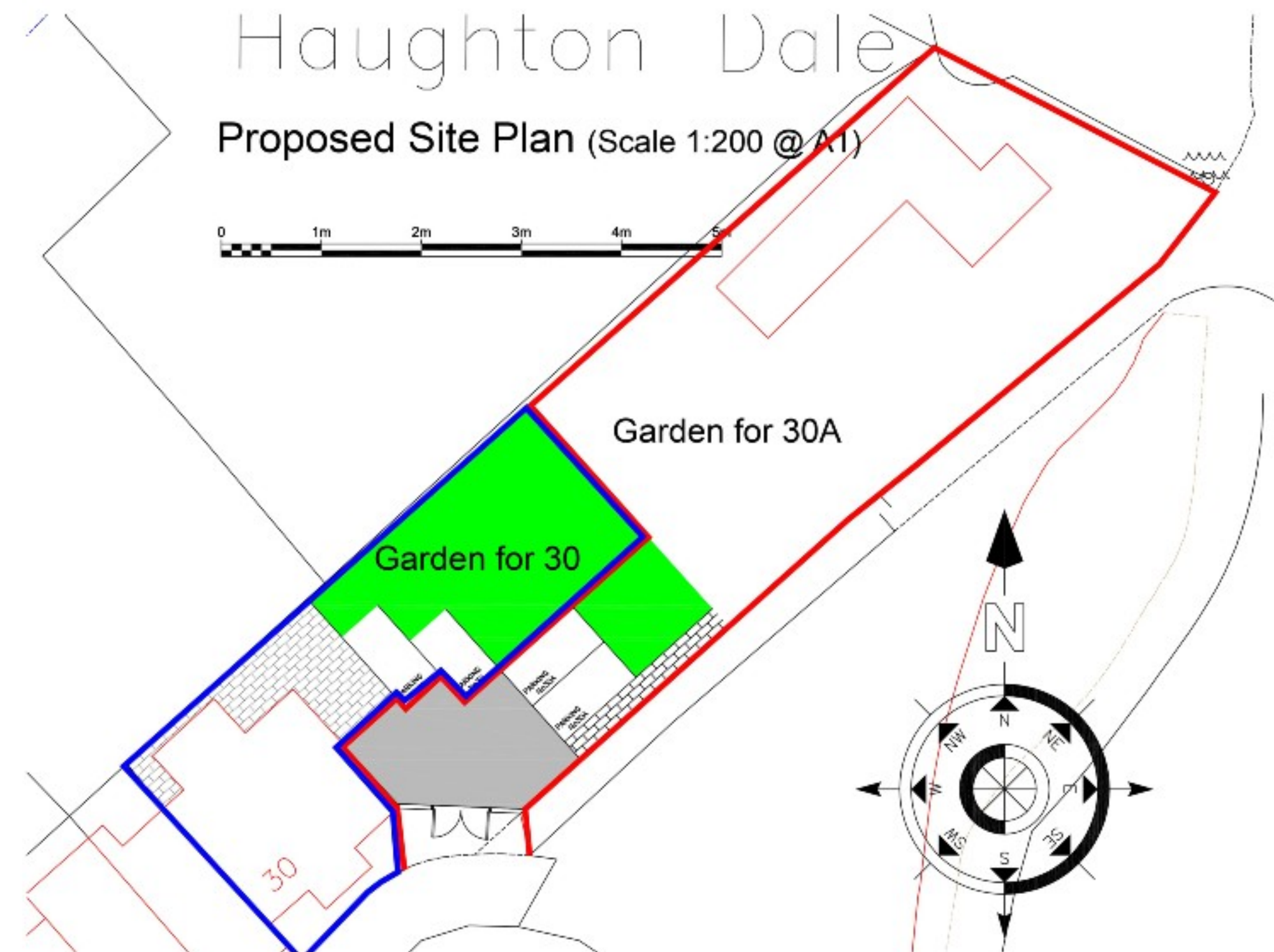
North East Elevation (Scale 1:50 @ A1)



Floor Area 66.8 sqm



Proposed floor plan (Scale 1:50 @ A1)



Houghton Dale

Proposed Site Plan (Scale 1:200 @ A1)

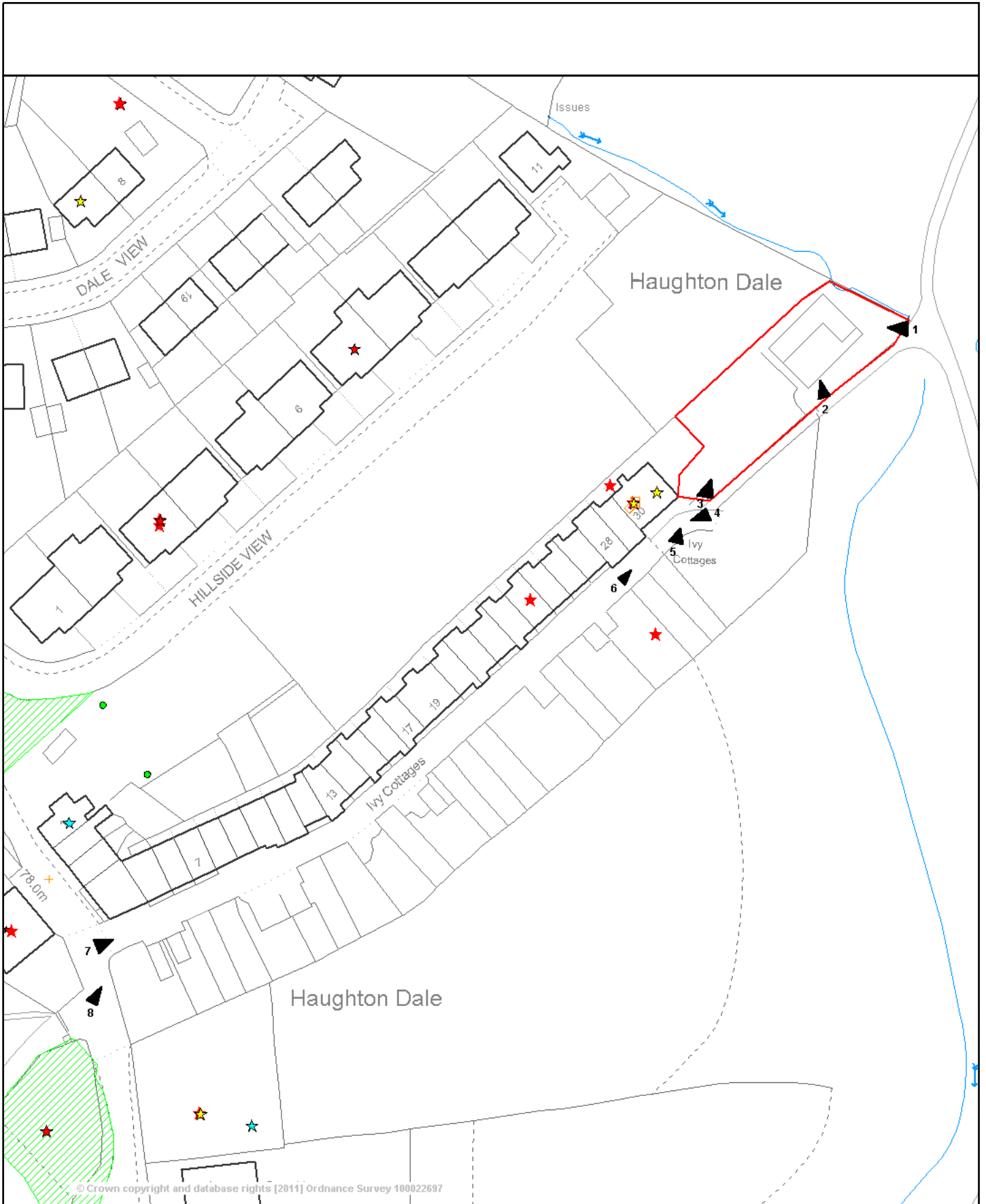


Applicant: Ms Julie Bowers, 30 Ivy Cottages, Meadow Lane, Houghton Green, M34 7PZ

Title: Plan and Elevations

Dated: 6th September 2022

This page is intentionally left blank



© Crown copyright and database rights [2011] Ordnance Survey 100022697

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

Scale 1/900 Date 11/11/2022

Centre = 393477 E 393227 N

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8





© Crown copyright and database rights [2011] Ordnance Survey 100022697

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

Scale 1/750 Date 1/2/2023

Centre = 393495 E 393250 N



This page is intentionally left blank

Application Number:	23/00024/FUL
Proposal:	Rear dormer loft conversion and single storey rear extension.
Site:	101 Whiteacre Road, Ashton-under-Lyne, OL6 9PJ
Applicant:	Mr Mustafa
Recommendation:	Grant planning permission, subject to conditions.
Reason for Report:	A Speakers Panel decision has been requested by a Member of the Council.
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 101 Whiteacre Road, a two storey terraced dwelling set within a predominantly residential area of Ashton-under-Lyne. The application property is brick built with a gable roof above and reflects the uniform building style of the local area.
- 1.2 The site shares a common boundary with properties along Whiteacre Road and an area to the rear used as a communal space for bin storage. The topography of the site is fairly even with limited variance. The property is adjoined by no. 99 Whiteacre Road, which is set back in relation to the applicant property. The terraced row in which no. 101 is sited is angled in relation to the terraced row along Holden Street.

2. PROPOSAL

- 2.1 The application seeks planning permission for the erection of a rear dormer loft conversion and single storey rear extension.
- 2.2 The rear dormer will have a length of approx. 3.84m and will have a height of approx. 1.78m. The dormer will be set back from the eaves by a distance of approx. 0.33m.
- 2.3 The extension will project approximately 2.85m from the existing rear elevation. The width will measure approx. 4.11m. The extension will have a maximum height of approximately 3.71m and an eaves height of approximately 2.25m.

3. PLANNING HISTORY

- 3.1 None relevant.

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.

Planning Practice Guidance (PPG)

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

Development Plan

4.5 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)

Tameside Unitary Development Plan (UDP) Allocation

4.6 Unallocated, within the Ashton Waterloo Ward.

4.7 Part 1 Policies:

- 1.3: Creating a Cleaner and Greener Environment
- 1.5: Following the Principles of Sustainable Development

4.8 Part 2 Policies:

- H10: Detailed Design of Housing Developments
- C1: Townscape and Urban Form

Supplementary Planning Documents

4.9 Residential Design Guide Supplementary Planning Document:

- RED1: Acknowledge Character
- RED2: Minimum Privacy and Sunlight Distances
- RED3: Size of Rear Extensions
- RED4: Design of Rear Extensions
- RED6: Design Of Dormers

4.10 National Design Guide (2021)

Illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Places for Everyone

- 4.11 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.
- 4.12 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).
- 4.13 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

- 4.14 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.
- 4.15 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 Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and the Tameside Statement of Community Involvement, the adjoining owner or occupiers were notified of the proposed development by neighbour notification letters and display of a site notice.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 In response to the neighbour notification letters, there have been six letters of representation received from four different households, one of which was from Councillor Cartey and included a call in request. The following concerns have been raised within individual objection letters, which are summarised as follows:

Design issues:

- Development too big;
- The proposal is out of character.

Amenity issues:

- Loss of Sun/Day Lighting/Overshadowing;
- Loss of light to properties along Holden Street due to the rear dormer;
- Impact on privacy by virtue of overlooking;

- Impact to general amenity due to health conditions and removal of sunlight to back garden area;
- Construction noise and impact to residents; and
- Sense of enclosure due to existing built environment.

Other matters:

On the basis of what has been submitted to the Council (an application for extensions to a single dwelling), other matters have been raised which are not material planning considerations.

- Proximity of the rear extension to area utilised by children for amenity space; and
- Increase of boundary of the rear garden area to no. 101 into the space to the rear amenity space of no. 99 Whiteacre Road.

7. RESPONSES FROM CONSULTEES

7.1 No consultees were consulted on this application.

8. ANALYSIS

8.1 The main issues to consider in the determination of this application are:

- The principle of the development;
- Design and local character;
- Residential amenity and
- Other matters (parking).

9. PRINCIPLE

9.1 The site is unallocated, is a residential property and a proposed extension to the property would maintain the residential intensity of the site and subject to design/amenity considerations, as outlined below. The proposal is therefore acceptable in principle subject to both design and amenity.

10. DESIGN AND APPEARANCE

10.1 Policies C1 and H10 of the Tameside Unitary Development Plan (UDP) state proposals should respect the nature of surrounding fabric and relationship between buildings and that housing developments should be of high quality, complementing and enhancing the character and appearance of the surrounding area.

10.2 Policy RED1 requires that proposals should apply an architectural style that reflects the existing dwelling and surrounding area and should not alter the scale and mass of the existing dwelling. Policy RED4 of the Residential Design Guide states that extensions to the rear of a house must not dominate the host dwelling, align in terms of scale and mass, roof styles and should align with the host dwelling. Policy RED6 of the guide outlines the principles of good design for dormers.

10.3 Regarding the design of dormers, Policy RED6 states:

- Dormers should ideally be located at the rear of a property, a position in which they will rarely need planning permission.

- Dormers are not encouraged at property frontage. They may be considered if they:
 - Will not detract from character of the street / surrounding area
 - Will not set an unwanted precedent
 - Complement the existing roof scape
 - Align with the architectural style of the house and surroundings
- Flat roofed dormers are not encouraged. Roofs should be pitched with ridge lines not projecting above those of the existing house.
- The design and size of a dormer should reflect the architectural style of your house and the surrounding neighbourhood.
- Dormers should not take up more than 1/3 of roof space at house frontage and 2/3 at rear.
- Dormers should be set back from the eaves/gutter line by a minimum of 1 metre. A greater setback may be requested where a dormer is being applied to a long or steep pitched roof.
- The dormer should line up vertically with the fenestration below.
- Materials should align with the existing roof.

10.4 The proposed dormer and extension will increase the scale and bulk of the application property. However, overall, the increase is not considered a disproportionate addition, with the rear extension and rear dormer being subordinate additions overall, due to the dormer being sited below the ridge height.

10.5 The use of a pitched roof to the rear extension is an appropriate roof type, complementing the existing dual pitched roofs along the terraced row. The roof gradient is an acceptable one due to a steep pitch, and lowering to an eaves height of approx. 2.25m

10.6 Proposed materials and fenestration are to match the existing throughout, which is suitable and reduces any impact the proposal would have on the character and appearance of the host dwelling.

10.7 The proposed dormer is located to the rear of the property, which is the position favoured by Policy RED6. The proposed roof style is flat roof, which is not considered acceptable under Policy RED6. The proposed dormer is set lower than the ridge height and due to the location of the dormer to the rear, it will have a lesser impact. Officers are mindful of the permitted development allowances in relation to loft conversions and although the development cannot be constructed under these rights, it is material. That being said, the flat roof will reflect similar developments in the wider local area and is not out of place. The dormer is estimated to take up more than 2/3 of the roof space to the rear, but for the above reasoning is deemed to be acceptable and due to the limited visibility from Whiteacre Road will not appear overbearing.

10.8 Overall, the proposals are deemed to meet the standards and guidelines set out under SPD Policies RED1, RED4 and RED6, Policies C1 and H10 of the adopted Tameside UDP and the NPPF.

11. RESIDENTIAL AMENITY

11.1 Paragraph 130(f) of the NPPF seeks to secure a high standard of amenity for all existing and future occupants.

11.2 Locally, the adopted Tameside UDP Policy H10 requires that any development, including extensions, should not have unacceptable impacts on the amenity of neighbouring properties through loss of privacy nor overshadowing.

11.3 In addition, Tameside Residential Design Supplementary Planning Document (March 2010) (the SPD) contains specific standards and guidelines for different development types to

ensure that no undue amenity impacts are caused to the occupiers of neighbouring properties. Policy RED2 establishes guidelines for privacy and sunlight distances; in order to ensure that developments do not cause unacceptable overshadowing, loss of natural light, or reduce privacy to neighbouring properties, minimum distance allowances have been implemented between new extensions and existing properties. Policy RED3 of the SPD states that if rear extensions are badly designed they can result in overshadowing, loss of privacy and/or a reduced outlook for neighbouring properties and their inhabitants. In order to avoid such issues, the Council will limit the size of extensions using 45 and 60 degree angle line rules. If a neighbour has an existing extension and this is the nearest habitable room window, the rule should be applied from the extension.

- 11.4 The Council acknowledges the concerns/objections that have been raised by neighbouring residents in relation to the proposals.
- 11.5 The proposed rear extension will project from the rear property by a distance of approximately 2.85m and has a width of approx. 4.11m. The rear elevations of the properties along Whiteacre Road feature a narrow window and door to the centre of the ground floor, which results in the window being offset from the boundary. Due to this, the proposed rear extension will satisfy the 60 degree line taken from no. 103 Whiteacre Road. The proposed extension will also satisfy the 60 degree line taken from no. 99 Whiteacre Road. The proposed extension is acceptable under Policy RED2.
- 11.6 In respect of SPD Policy RED2, the requisite separation distance between the proposed rear extension and the habitable room window of the rear elevations of no. 7 and no. 9 Holden Street is 18m. The proposed rear dormer must meet a separation distance of 21m, having regard to Policy RED2 (E), being at 3 or more storeys. Due to the angled orientation between the terraced row along Holden Street and the terraced row along Whiteacre Road, the proposals are affected by Policy RED2 (F) and the distance to no.9 is reduced by 3m and the distance to No. 7 is reduced by 4m.
- 11.7 The separation distance of the rear extension to No. 9 Holden Street is approximately 15m from the rear extension. The separation distance of the rear extension to no. 7 Holden Street is approximately 15m from the rear extension. Accounting for the oblique overlooking reduction as outlined in policy RED2, it is found that the proposed rear extension meets the standards and guidelines set out under SPD Policy RED2.
- 11.8 The separation distance of the rear dormer to the rear windows of No. 9 Holden Street is approximately 18m from the rear dormer. The separation distance of the rear dormer to the rear windows of No. 7 Holden street is approximately 18m. Accounting for the oblique overlooking reduction as outlined in policy RED2, it is found that the proposed rear dormer meets the standards and guidelines set out under SPD Policy RED2.
- 11.9 The proposed windows meet separation distances as outlined in Policy RED2 and officers are satisfied that the proposed extension would not cause undue harm to the amenities of the neighbouring residents.
- 11.10 In light of the above, the separation distance and impact upon resident's amenity is fully policy compliant, meeting the standards and guidelines set out under SPD Policies RED2 and RED3 and Policy H10 of the adopted Tameside UDP and the NPPF.

12. OTHER MATTERS (HIGHWAYS)

- 12.1 The proposal will not alter any existing parking arrangements. Currently, the property utilises the limited parking spaces available to the front of the houses along Whiteacre Road. These properties are shared by properties on either side of Whiteacre Road and subsequently, there is insufficient parking space available especially due to parking restrictions. This is a pattern

which continues throughout the entirety of Whiteacre Road and results in heavily concentrated parking and the competition for spaces between residents. This is acknowledged by officers, but due to the small nature of the scheme it is not considered that the impact on the public highway would be severe as a result of the proposed scheme, in accordance with paragraph 111 of the NPPF.

13. CONCLUSION

- 13.1 The proposed two-storey/single-storey rear extension is considered to be sustainable development under the terms of the NPPF, whilst also complying with relevant policies of the Tameside Unitary Development Plan, as well as meeting the standards and guidelines set out in the Tameside Residential Design Supplementary Planning Document.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

1. The development hereby permitted must begin 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, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

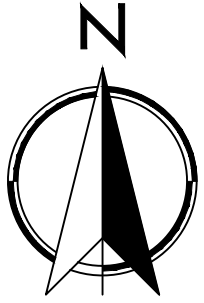
2. The development hereby approved shall be carried out in full accordance with the following amended plans/details:
Site Location Plan 00 Rev F (received by the Council 3 November 2022)
Existing Plans and Elevations 01 (received by the Council 21 September 2022)
Proposed Plans and Elevations 02 Rev F (received by the Council 3 November 2022)

Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policies and relevant national Planning Guidance (Policies RED1, RED2, RED3 and RED4 of the Tameside Residential Design SPD; Policies C1 and H10 of the Tameside UDP).

3. The external materials shall match those used in the existing building.

Reason: In the interests of the visual amenities of the locality, in accordance with UDP Policy C1: Townscape and Urban Form.

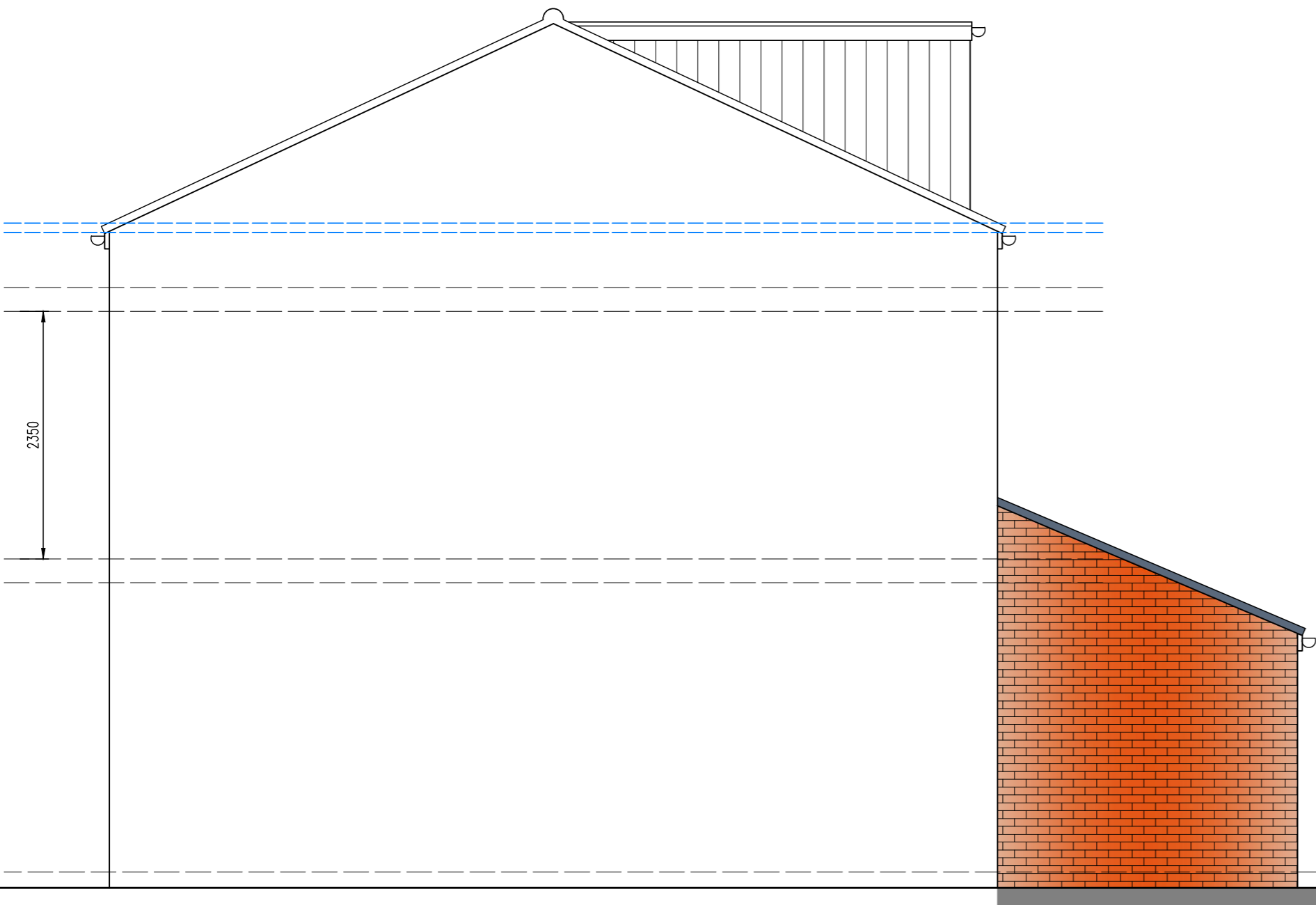
This page is intentionally left blank



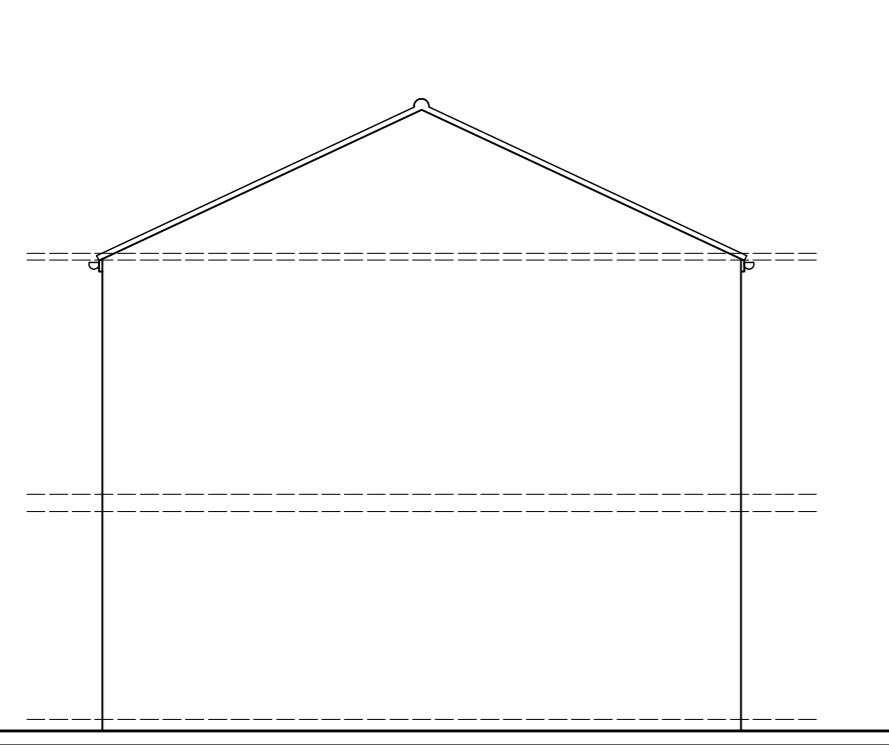
Ordnance Survey (c) Crown Copyright 2023. All rights reserved. Licence number 100022432

LOCATION PLAN scale 1:1250

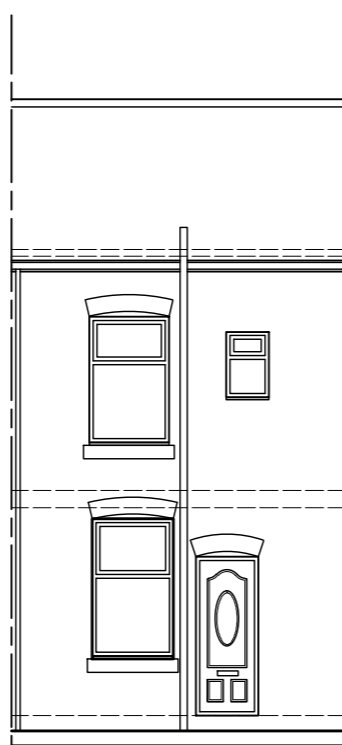
This page is intentionally left blank



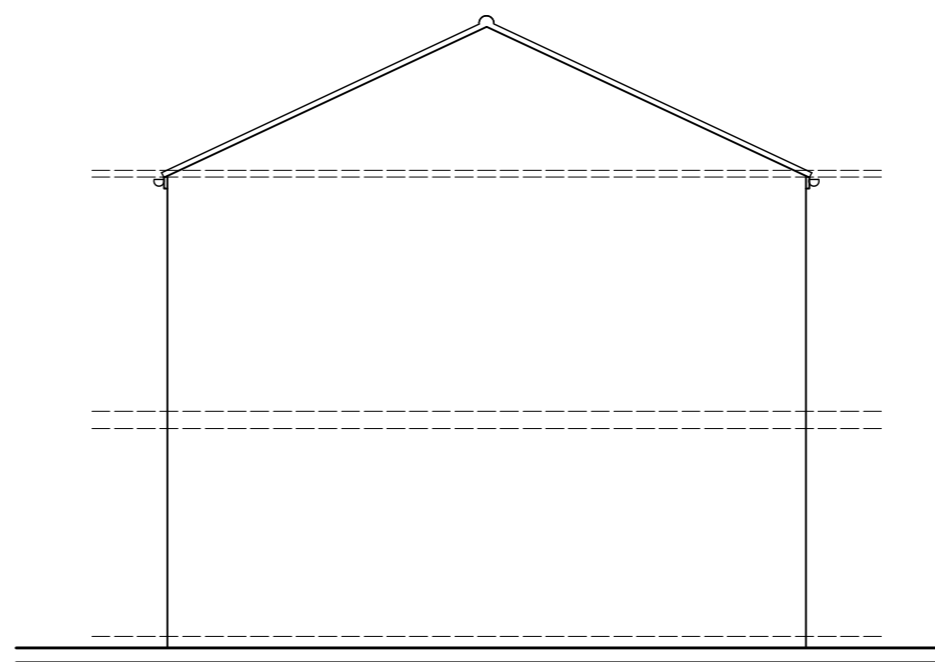
PROPOSED SIDE ELEVATION
scale 1:50



EXISTING SIDE ELEVATION
scale 1:100

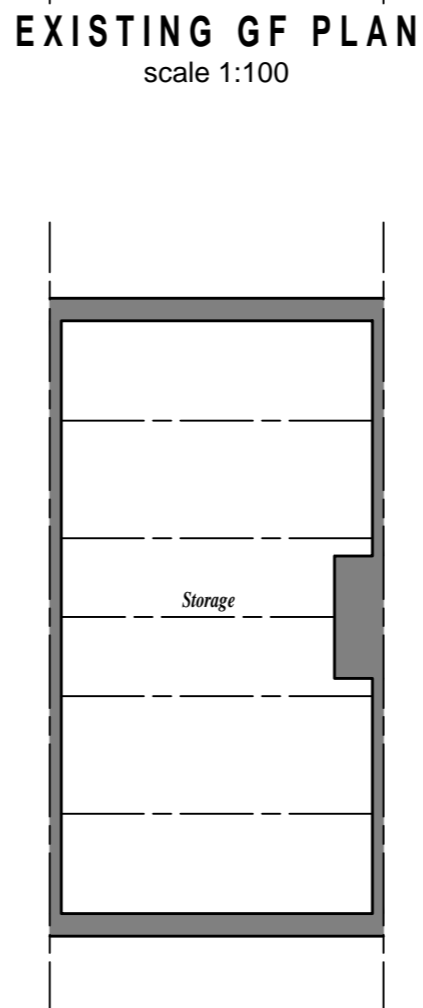


EXISTING REAR ELEVATION
scale 1:100

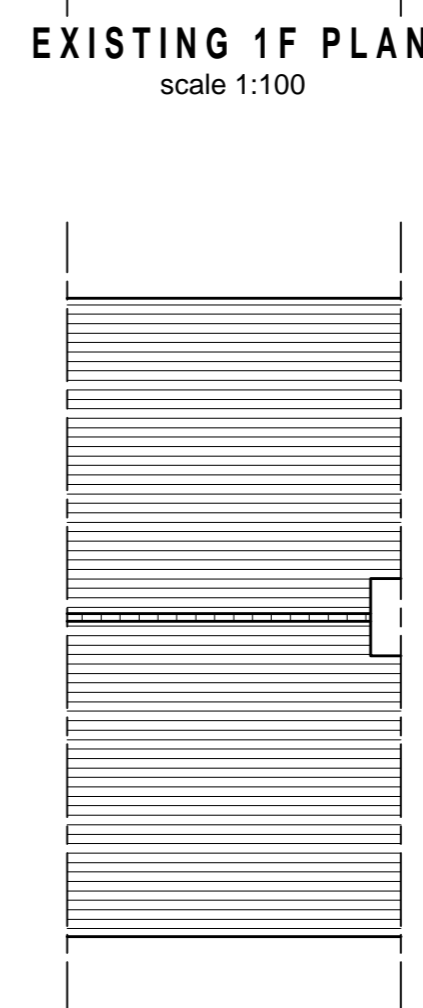


EXISTING SIDE ELEVATION
scale 1:100

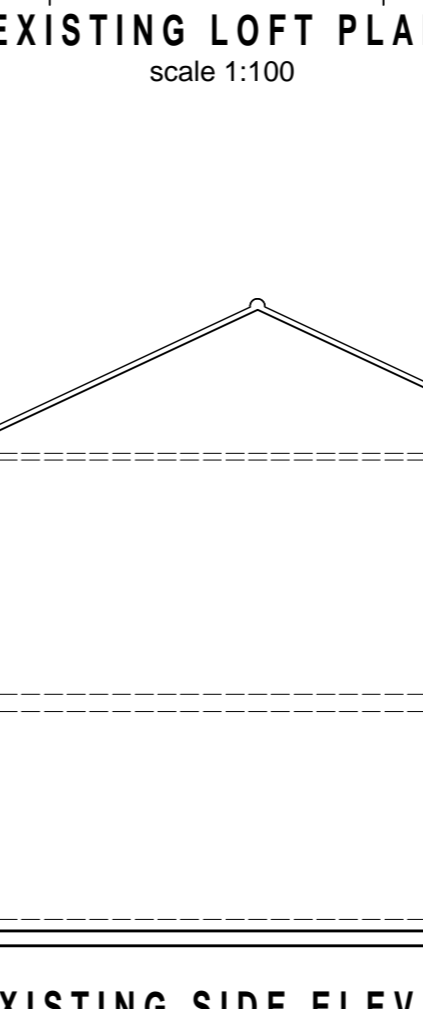
EXISTING GF PLAN
scale 1:100



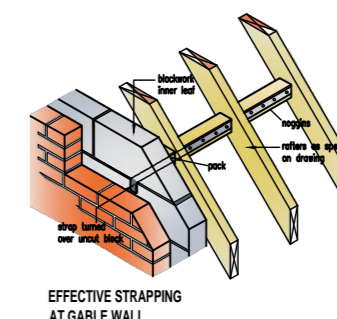
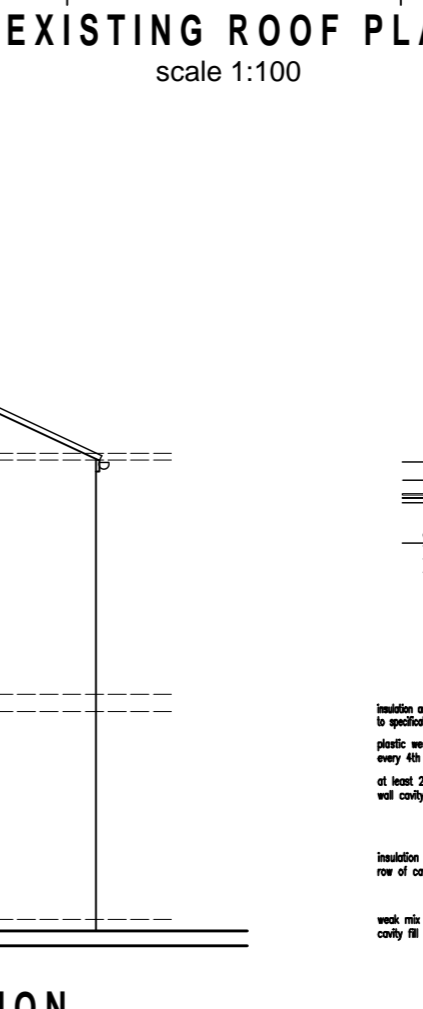
EXISTING 1F PLAN
scale 1:100



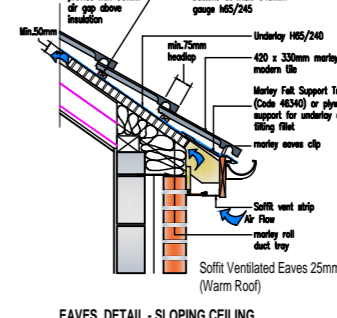
EXISTING LOFT PLAN
scale 1:100



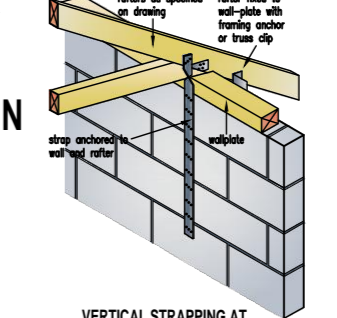
EXISTING ROOF PLAN
scale 1:100



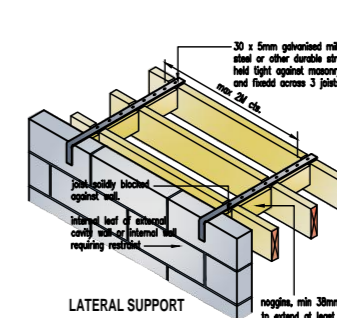
EFFECTIVE STRAPPING AT GABLE WALL



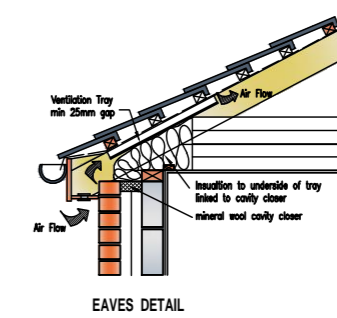
EAVES DETAIL - SLOPING CEILING



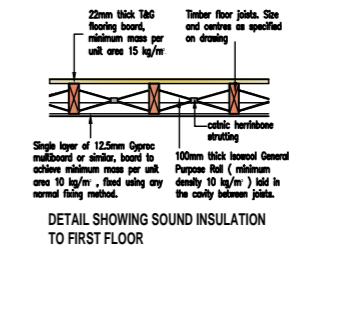
VERTICAL STRAPPING AT EAVES OF PITCHED ROOFS



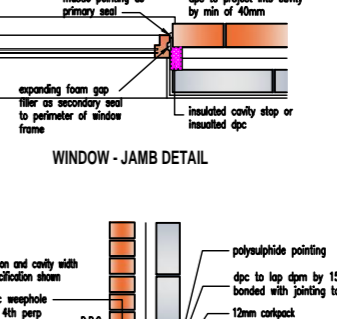
LATERAL SUPPORT DETAIL TO FLOOR



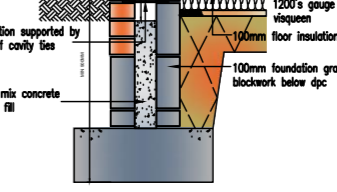
EAVES DETAIL



DETAIL SHOWING SOUND INSULATION TO FIRST FLOOR



WINDOW - JAMB DETAIL



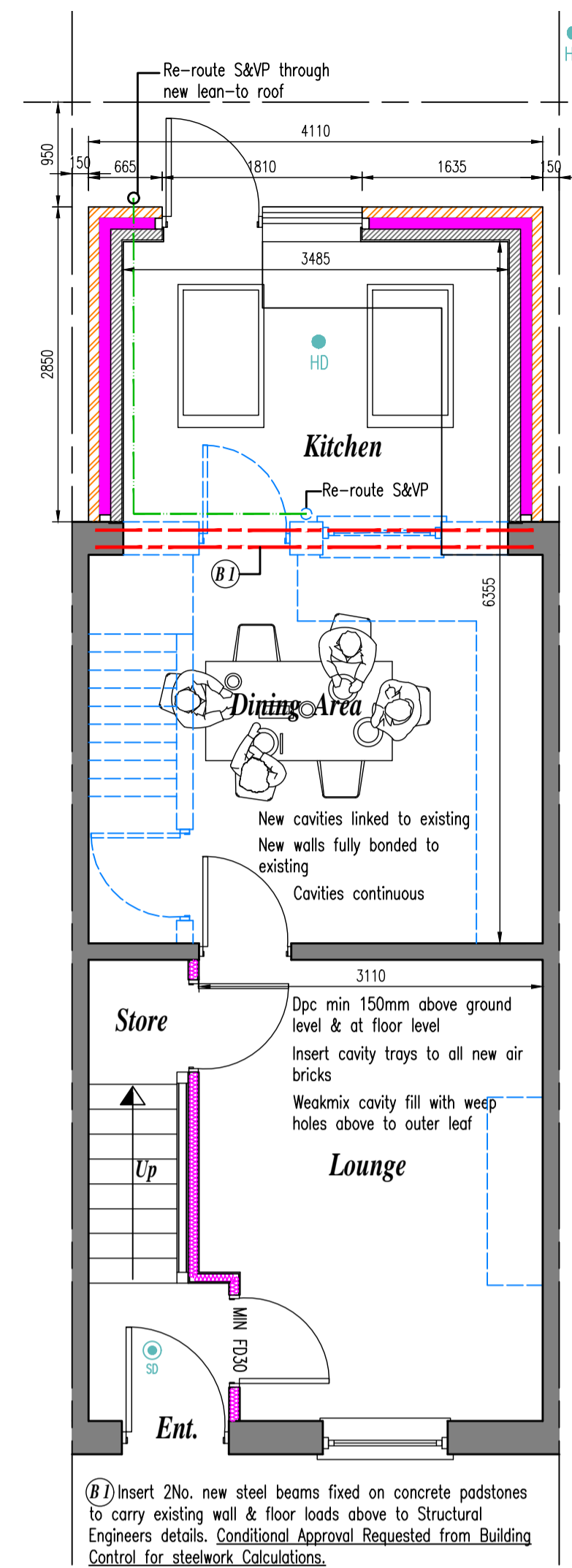
FLOOR SLAB DETAIL

ROBUST CONSTRUCTION DETAILS
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ROBUST CONSTRUCTION DETAILS IN ORDER TO ENSURE CONTINUITY OF INSULATION AND TO LIMIT AIR LEAKAGE. Reference should be made to the revised BS 5250 and BR 262 Thermal insulation: avoiding risks.

GENERAL NOTES

- FOUNDATIONS 225mm min thickness, strip foundations to project 150mm min either side of support wall. Provide 700mm min cover to foundations. Foundations to be 100mm to bottom of strip footing and taken down to level below invert of any drains passing under or immediately adjacent to the building. Although strip foundations have been shown on the drawing there may not be appropriate and an alternative method of construction may be required. Foundations to be designed by a Structural Engineer. Concrete mixes to be in accordance with BS 8500 - 1.
- Where new foundations arise in vicinity of old foundations, existing should be fully grabbed up and new foundations laid at least the same depth.
- All exposed timbers to be treated with a suitable preservative to BS 12915.
- All new cavities to be closed with 5mm sapulux, all new cavities to be lined with wetting.
- All new drains to be Hepworth supervised and to be bedded and surrounded in min. 150mm pea gravel. 100mm diameter drains to fall in 40, 150mm diameter drains to fall in 60. New drains to be encased in min. 150mm concrete where they pass under new buildings. All existing drains found not to be in use to be capped and sealed in concrete. 150mm pre-cast concrete linings inserted where new drains pass through external walls. Soil and vent pipes to be 100mm U.P.C. 40mm diameter U.V. waste pipes to showers, sinks and baths with 40mm diameter to basins. S.P. to be taken up to a ridge terminal or roof vent the outlet or otherwise as noted on the plans. Provide rodding eyes or removable traps to give access to all runs of the soil system. All traps are to be 75mm deep sealed anti-vac traps. All the plumbing installations are to comply with BS 5512. All bores for concealed service pipes should be sealed into hollow constructions or voids. Refer to the D diagram of the Approved Document L1, Drainage layout and 4.7.75 mm diameter P.V.C. sewer pipes.
- Insulated D.P.'s to be installed to the head, jamba and cills of new external openings or removable doors.
- All finished surfaces to be made good.
- All new rain water pipes to be trapped galvanized.
- 75 x 150mm wallplate to be strapped to wall at 2m centres with 38 x 6mm mild steel straps.
- Downpipes to be min 1200mm total floor plan area.
- All glazing to critical zones to be toughened or laminated to BS 6206. e-glass to doors within 1500mm of finished floor level and within 300mm of floor and ceiling levels, and service pipes which penetrate or project into hollow constructions or voids. Refer to the D diagram of the Approved Document L1, Door, fire glazing and 4.7.75 mm diameter P.V.C. sewer pipes.
- Shelwork as noted on plan to comply with BS448, BS5950 & to be encased in 2 layers of 12.5mm plasterboard with n-glass beads and 3mm plaster coat to give 1/2 hour fire resistance. Linels to have minimum 150mm end bearings on each end or as specified by Structural Engineer or steel manufacturer. Cavity stay to be fitted to linels with external wall with stop ends and wedges at each end and @ 900mm cts. Loadbearing internal walls to be 100mm concrete blockwork.
- D.P.'s to outer leaf to be min 150mm above ground level and at slab-floor level to inner leaf.
- Facing brickwork/stonework to extend min 2 courses below ground level.
- Stainless steel wall ties to be spaced at 750mm centres horizontally staggered and 400mm centres vertically. Wall ties to comply with BS 1241:1919 to have proprietary type retaining clips to secure the insulation to the inner leaf. Jamba to be built solid by returning the blockwork onto 150mm wide vertical D.P.C. Provide additional wall tie at 225mm vertical centres around door/window openings and to movement joints. Cavities to be closed at eaves level to comply with Building Regulations.
- Roofing and tiles to be installed to be within the following limits: notches - no deeper than 0.125 times depth of joist and not cut deeper than 0.107 of the span, nor further away than 0.25 times the span. Holes - should be no greater diameter than 0.1 times the depth of joist should be drilled at the neutral axis, and should be not less than 3 diameters (centre to centre) apart, and be located between 0.25 and 0.4 times span from the support. No notches or holes to be cut in roof rafters, other than supports where the rafter may be braced to a depth not exceeding 0.33 the rafter depth.
- All pipework incorporated in the water/heating system, that is situated in an unheated space is to be surrounded in 40mm of insulating material in accordance with BS 5422:1999.
- All masonry work to comply with BS 5628, Pt 3.
- Single-voiding cement to be used where recommended by brick manufacturer and where sulphates are present in the ground.
- DPM below slab to BS 6915 when the membrane is located below the slab a secondary layer of sand should be provided. The continuity of the membrane as follows:
 - laps of polyethylene should be 300mm and joints sealed, where necessary membranes beneath slab should link with wall dpc's
 - 22, STAIRCASE Equal risers (Max rise 220mm) Equal treads (Min going 220mm) Max Goings 220mm Equal nosing 25mm 2000mm headroom stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap in balustrading to allow the passage of 100 diameter sphere.
 - 23, Fills (if applicable) Floor blocks to be installed to level of external wall in locations shown on plans. Five tier with max. 45 degree (30 degree preferred), offset at base, bedded in cement mortar grout to comply with BS 1181:1971. All floor and roof linings will be trimmed 40mm clear from the outer face of chimneys and flues.
 - 24, Chases. Vertical chases should not be deeper than 1/3 of the wall thickness, or in cavity walls, 1/3 of the thickness of the leaf. Horizontal chases should not be deeper than 1/8 of the thickness of the leaf of the wall. Chases should not be so positioned as to impair the stability of the wall, particularly where hollow blocks are used.
 - 25, All workmanship and materials to comply with Building Regulations, British Standards, Codes of Practice requirements. All materials to be used, applied or mixed in accordance with manufacturers instructions or specifications. All materials shall be suitable for their purpose. The contractor shall take into account everything necessary for the proper execution of the works, to the satisfaction of the "inspector" whether or not indicated on the drawing. Sample of external material to be submitted to Local Authority for approval.
 - 26, The Builder is entirely responsible for all temporary works and for maintaining stability of the new and existing structures during work.
 - 27, Contractor to visit site prior to commencement of work and check all dimensions and families in itself with the site conditions. The drawing must then be checked and verified by the contractor prior to work commencing on site. No encroachment by the building over the neighbouring boundary line. Clients to obtain written permission from relevant bodies for any encroachment whatsoever if unavoidable.
 - 28, Trade Ventilation.
 - Replacement windows, background ventilators to be provided as follows:
 - Habitable rooms - 5000mm² equivalent area
 - Kitchen, Utility room and bathroom - 2500mm² equivalent area
 - Addition of a habitable Room (not including a conservatory) in an existing house.
 - Background ventilators to be provided to new windows as follows:
 - If the additional room is connected to an existing room that has no window openings to external air, the room can be ventilated through another room or conservatory if background ventilation is provided with ventilators - 8000mm² equivalent area to opening between rooms and to new windows, and Purgage ventilation is provided comprising of 1 or more openings with min total floor area as follows:
 - Windows - hinged or pivot window that opens 30° or more, or the Height x width of the opening should be at least 1/10 of the room floor area.
 - For a hinged or pivot window that opens less than 30° opening part should be at least 1/10 of the room floor area.
 - External doors the Height x width of opening part should be at least 1/10 of the room floor area.
 - If the room contains a combination of at least 1 external door and at least 1 external window, the opening parts may be added to achieve at least 1/10 of the room floor area.
 - Note: Background ventilation should be located at least 1700mm above floor level and need not be within the door frame.
 - Openings between habitable rooms and conservatories must be closable.
- What does the Part wall Act say if I want to build up against or astride the boundary line?
 - If you plan to build a party wall or party fence wall outside the boundary line, you must inform the Adjoining Owner by serving a notice. You must also inform the Adjoining Owner by serving a notice if you plan to build a wall wholly on your own land but up against the boundary line.
 - The Act contains no enforcement procedures for failure to serve a notice. However, if you start work without having first given notice to the other party, the Adjoining Owner may seek to stop your work through a court injunction or seek other legal redress.
 - How long a notice do I have to serve the notice?
 - At least one month before the planned starting date for building the wall. The notice is only valid for a year, so do not serve it too long before you wish to start.
 - What happens after I serve notice about building astride the boundary line?
 - If the Adjoining Owner agrees within 14 days to the building of a new building or structure within 3 metres of a neighbouring owner's building or structure, the work (as agreed) may go ahead. The expense of building the wall may be shared between the owners where the benefits and use of that wall will be shared. The agreement must be in writing and should record details of the location of the wall, the allocation of costs and any other agreed conditions.
 - If the Adjoining Owner does not agree to building within 14 days, to the proposed new wall outside the boundary line, you must build the wall wholly on your own land, and wholly at your own expense. However, you have a right to place necessary footings for the new wall under your neighbour's land subject to compensating for any damage caused by building the wall or by the foundations. There is no right to place reinforced concrete under your neighbour's land without their express written consent.
 - You may start work one month after your notice was served. What does the Act say if I want to excavate near neighbouring buildings?
 - If you plan to excavate, or excavate and construct foundations for a new building or structure, within 3 metres of a neighbouring owner's building or structure, where that work will go deeper than the neighbour's foundations, or excavate, or excavate for and construct foundations for a new building or structure, within 6 metres of a neighbouring owner's building or structure, where that work will cut a the drain downwards of 45mm from the bottom of the neighbour's foundations, you must inform the Adjoining Owner or owners by serving a notice. "Adjoining Owners" may include your next-but-one neighbour if they have foundations within 6 metres. The notice must state whether you propose to strengthen or support the foundations of the building or structure belonging to the Adjoining Owner. Plans and sections showing the location and depth of the proposed excavation or foundations and the location of any proposed building must also accompany the notice.
 - The Act contains no enforcement procedures for failure to serve a notice. However, if you start work without having first given notice to the other party, the Adjoining Owner may seek to stop your work through a court injunction or seek other legal redress.
 - How long a notice do I have to serve the notice?
 - NOTE: THE CLIENT IS ADVISED TO READ THE PARTY WALL ACT 1996 FULLY FOR EXAMPLES OF NOTICES SERVED AND FOR FURTHER INFORMATION WITH REGARDS TO THE ABOVE.
 - Approved Document P (Electrical Safety)
 - All Electrical Work to which the Requirements of Part P (Electrical Safety) apply will be designed, installed, inspected and tested by a person competent to do so. Prior to completion of works the Local Authority must be satisfied that either: An Electrical Installation Certificate issued under a "Competent Persons" scheme has been issued or Appropriate certificates and forms defined in BS 7671 (as amended) have been submitted that confirm that the work has been inspected and tested by a "competent person". A "competent person" will have a sound knowledge and suitable experience relevant to the nature of the work undertaken and to the technical standards set out in BS 7671, be fully versed in the inspection and testing procedures contained in the regulations and employ adequate testing equipment.
 - NOTE: THE ELECTRICAL LAYOUT SHOWN IS FOR BUILDING REGULATIONS SUBMISSION ONLY.
 - THE BUILDING INSPECTOR MUST BE INFORMED OF ANY CHANGES TO THE LAYOUT PRIOR TO WORKS COMMENCING AND WORKS TO BE CARRIED OUT BY A COMPETENT PERSON AS DESCRIBED ABOVE.
 - CONTRACTOR TO AGREE POSITION OF ELECTRICAL ITEMS AND SEPARATORS WITH CLIENT PRIOR TO WORK COMMENCING.
 - This drawing is Produced for submission to the Local Authority for Approval under the Building Regulations and Town and Country Planning Acts only and this drawing is the copyright of T.D.M ARCHITECTURAL LTD and any reproduction in whole or part is strictly forbidden. All dimensions shown on drawing are approximate and do not allow for building tolerance and must be checked on site prior to work commencing.

This page is intentionally left blank



Heat detector to be positioned in kitchen area and interlinked with smoke alarms. Detector to be positioned min 300mm away from wall or light fitting.

External wall construction 100mm facing Brickwork with compressive strength of 9N/mm² bricks to match existing, min 100mm cavity with 50mm Kingspan Cavity insulation, 100mm Arcrete blockwork inner leaf, all built off new concrete pile foundations all way around. External wall achieves U' value of 0.28W/m²K.

Blockwork to have compressive strength of 2.8N/mm² and thermal conductivity of (0.190W/m² K or less).

Blockwork used below dpc level to comply with BS 6073, to be sulphate resistant and have compressive strength not less than 7N/mm² density exceeding 1500kg/m³.

stainless steel wall ties to be used to new cavity walls - refer to general notes for specifics.

Walls should be properly bonded and solidly put together with mortar.

Movement joints may be required to internal and external leaves - consult manufacturers recommendations depending on type of brickwork and blockwork used.

FOUNDATIONS 225mm min thickness, strip foundations to project 150mm min either side of supported wall. Foundations to be min 900mm to bottom of strip footing. Foundation width 1000mm of drains to be at least the invert level of the drain. Trench fill foundations should be greater than 500mm thick.

Duct existing air bricks beneath new timber floor with 100mm ducting to telescopic air bricks on new cavity wall.

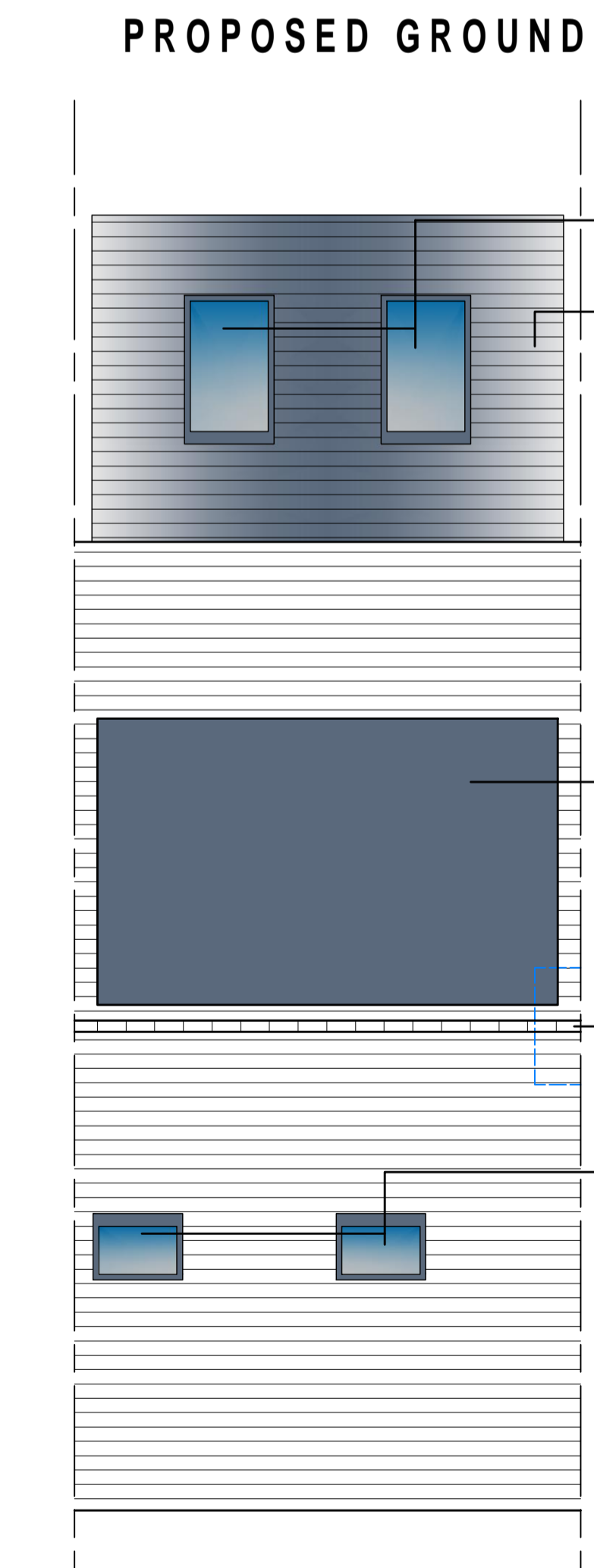
New floor construction: 150mm concrete slab reinforced with A142 mesh on 1200's gauge visqueen on 120mm thick STYROFOAM floor insulation on 25mm sand blinding on min 150mm well consolidated hardcore fill. 25mm floor covering to perimeter edge of floor slab to prevent cold bridging. GAS BARRIER TO BE FITTED UNDER NEW INSULATION if necessary. Note: Ground heating slab is to be used if ground is at firm condition and adequate to support slab. Building insulation to conform condition prior to slab being poured. Supported timber floor to be used as alternative.

Kitchen Extract Ventilation: Mechanical extract ventilation to give min. extract rate of not less than 30 litres per second adjacent to hob or 60 litres per second elsewhere which can be run intermittently but have a 15 minute over-run. Extract fan to be ducted to external air, via 100mm dia. flexible duct to terminate on outside wall at fitted grille.

New Boiler installation (if applicable): installation to be in strict accordance with manufacturers instructions-installer to consider siting of flue to avoid visible plume/wetting surfaces causing a nuisance to neighboring properties. Liquid condensate to discharge to a suitable local drain (not surface water), condensate pipework to manufacturers instructions, generally max. 3M long, insulated where external, with 75mm deep condensate trap to prevent smells entering building. Minimum SEDBUK rating of 86X. Flue discharges in accordance with manufacturers instructions and to meet Building Regulation Approved Document J.

Flue installation - A plate is required to be fixed in a prominent position (usually the meter cupboard) to indicate type of fire appliances which can be used. Balanced flow gas appliance to be installed in accordance with manufacturers specification. GAS SAFE approved contractor to carry out installation of appliance.

Note: Installation of heating system to be carried out by GAS SAFE approved contractor, (if new boiler). CONDENSING boiler with min SEDBUK rating of 88X to be installed.



NOTE: All insulation specified is fully compliant with Building Regulations, any other insulation that may be used as an alternative must be fully approved by BUILDING CONTROL prior to installation on site.

2no. M06 VELUX rooflight to extension or similar installed to manufacturers specification. 100 x 75mm sw trimmers to form opening between rafters.

New lean-to roof construction: pitched roof approx 18 degrees with concrete or rosemary tiles to match existing with min headlap of 75mm on 50 x 38mm sw battens on 1 layer sarking fixed on 175mm x 75mm C16 sw rafters @ 400mm cts. Rafters fixed to wall-plate with framing anchor or truss clip.

Insulation to sloping ceilings to be Kingspan TP10 100mm thick between rafters. Battens to be fixed above the insulation to side of rafters thus Maintaining min 50mm air gap above insulation. 25mm Kingspan TP10 insulation and 12.5mm foil backed plasterboard gnd skim to underside of rafters. Insulation to achieve U' value of 0.2W/m²K.

ALL ELECTRICAL WORKS TO BE AGREED ONLINE BETWEEN CONTRACTOR & CLIENT.

PART P CERTIFICATE TO BE SUBMITTED TO BUILDING CONTROL UPON COMPLETION OF WORK.

Existing eaves ventilation to provide at least 25mm continuous strip to allow for cross ventilation.

Dormer roof construction to Dormer: 3 layers Anderson H.T felt with mineral finish on 19mm string board deck on Softwood firings to falls (min 1:60 fall) on 38 x 25mm sw battens layed in opposite direction to firings (to provide min 50mm cross ventilation) on 150mm x 50mm C16 flat roof joists @ 400mm cts-with Visqueen vapour control membrane between plasterboard and to underside of joists. 100mm Kingspan K7 insulation layed between joists and 42.5mm K18 insulation to underside of joists. Flat roof to achieve U' value of 0.20W/m² K.

New continuous ridge vent to be installed at least equal to continuous 5mm strip or ridge vent tiles to give equal ventilation.

Provide a 25mm continuous fly screened vent gap at eaves with proprietary rafter tray.

2no. M04 VELUX rooflights to left Bedroom 3 installed to manufacturers specification. 100 x 75mm sw trimmers to form opening between rafters. Emergency VELUX to be a minimum 1700mm from eaves line.

All glazing to roof lights to be toughened or laminated to BS 6206.

New rainwater drainage to run into existing surface water drainage.

New foul drainage to run into existing soil & vent pipe.

Window opening lights to be min 1/20th total floor area.

Provide lateral restraint straps to roof timbers that are parallel to walls. Also provide lateral support to walls via 1200mm x 30mm x 5mm galv m.st. straps built into cavity walls and nailed to roof timber noggins at max 2M centers.

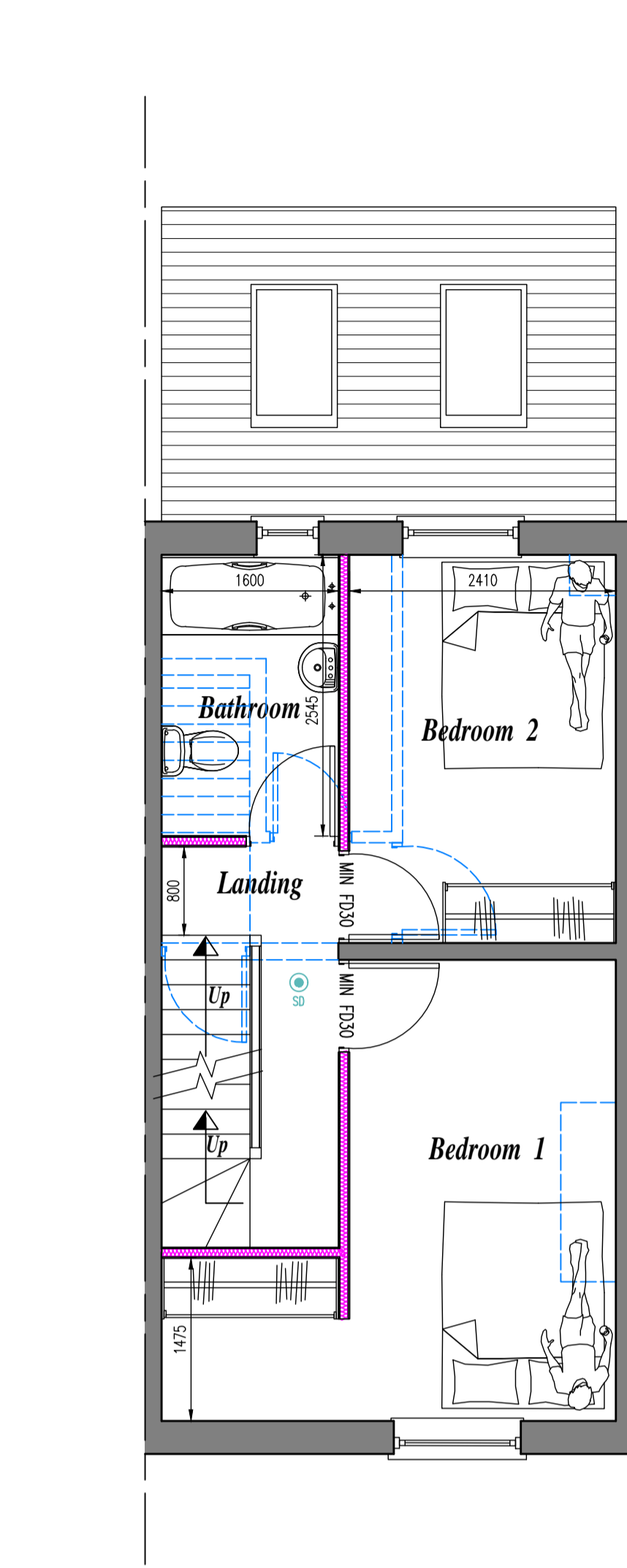
Provide a 25mm continuous fly screened vent gap at eaves with proprietary rafter tray.



ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ROBUST CONSTRUCTION DETAILS IN ORDER TO ENSURE CONTINUITY OF INSULATION AND TO LIMIT AIR LEAKAGE.

Reference should be made to the revised BS 5250 and BS 8262 Thermal insulation avoiding risks.

Limiting thermal bridging and air leakage: robust details and BS 8262 Thermal insulation avoiding risks.



ALL DRAINAGE LINE ARE ASSUMED AND IS THE CONTRACTORS RESPONSIBILITY TO CHECK FOR DEPTHS AND SIZES WHILST ON SITE.

Provide lateral restraint straps to roof timbers that are parallel to walls. Also provide lateral support to walls via 1200mm x 30mm x 5mm galv m.st. straps built into cavity walls and nailed to roof timber noggins at max 2M centers.

All glazing to critical zones to be toughened or laminated to BS 6206. Ice glass to doors within 1500mm of finished floor level, and to screens/windows within 900mm of finished floor level.

Glazing to all new window frames to be double glazed K glass units with a min 16mm air gap that achieves U' value of 0.16 W/m²K. trickle ventilation to be provided equivalent to 8000mm² habitable rooms, 4000mm² to bathrooms.

1 third of primary light fittings to new development (min of 3) to be high energy efficiency lamps.

IT IS THE CONTRACTORS RESPONSIBILITY TO CONSULT UNITED UTILITIES FOR NEW SEWER CONNECTIONS.

EXISTING BEAMS AND LINTELS TO BE CHECKED ONSITE TO ACCOMMODATE ADDITIONAL LOADS.

IT IS THE CONTRACTORS RESPONSIBILITY TO CHECK FOR LIVE FLUES WITH DEALING WORKS TO EXISTING CHIMNEYS. MINIMUM SEPARATION OF COMBUSTIBLE MATERIALS TO FLUES TO BE ACHIEVED. TWIN WALL FLUE LINERS TO BE INSTALLED IF REQUIRED.

150mm Code 4 stepped lead abutment flashing with cavity tray over, to junction of new roof to wall. Chases should be less than 1/4 th of the thickness of the wall or leaf.

Upvc Window and doors to have 150mm wide D.P.C to BS.743 located to frame prior to fixing.

Fix one row of Catnic herringbone joist struts at mid span of roof joists to prevent twisting.

Bathroom Extract Ventilation: Mechanical extract ventilation to give min. extract rate of not less than 15 litres per second which can be run intermittently but have a 15 minute over-run. Extract fan to be ducted to external air, via 100mm dia. flexible duct to terminate on outside wall at fitted grille.

1 third of primary light fittings to new development (min of 3) to be high energy efficiency lamps.

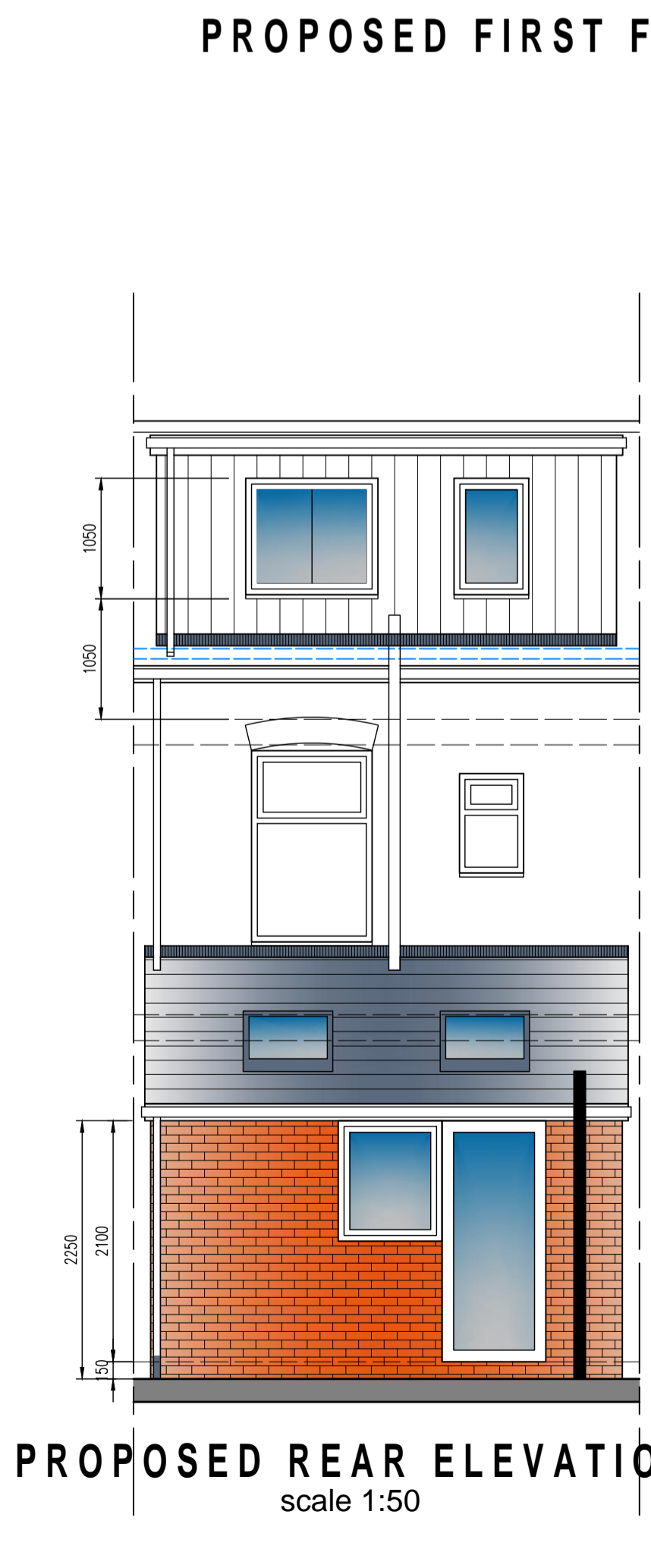
Building Control Officer to confirm if Gas Membrane is required to underside of joists if dwelling is within 200M of a land fill site. Contractor to pour slab once confirmation is received and not before.

Lintels to be LG Ltd Combined steel lintels over all openings in external walls, All Lintels to not exceed max. Loadbearing as specified by Manufacturer and min 150mm end bearing. Type of lintels indicated adjacent openings on plans.

Insert LG steel lintel over new window openings, cavity trays and weep holes above all lintels.

Window opening lights to be min 1/20th total floor area.

Thermabate cavity closers or insulated vertical dpcs to all new openings.



NEW SMOKE DETECTORS

1) Install New Smoke detectors at landings and all existing habitable rooms to be mains powered with battery backup, interlinked and hard wired. Smoke alarms to be in accordance with BS5446:Part 1 and installed on each floor in accordance with Clauses 1:10 to 1:15 of Building Regulations Approved Document B.

2) New steel beams fixed on concrete padstones to carry existing & new rear dormer loft load above to Structural Engineers details. Conditional Approval Requested from Building Control for steelwork Calculations.

Dormer cheeks to provide minimum 1 hour fire protection if within 1 meter of boundary.

Minimum 30minute Fire door to be fitted to all habitable room off landings.

New balustrading to staircase landing to be min 900mm above finished floor level. max 100mm gap between vertical spindles.

New timber stud partitions, 12.5mm plasterboard and skim both sides of 75 x 50mm softwood framing. 50mm ISOWOOL Insulation slabs between studs.

Underwood new & existing staircoases with 2 layers 12.5mm plasterboard and skim to achieve 30mins protection. 50mm min tapered goings of equal distance. No glass to doors if not already done so.

Left floor construction: 22mm brickwork on 200mm x 75mm C16 joists @ 400mm cts. supported off existing loadbearing walls. Fix one row of 25mm vertical centres around door. Provide additional wall ties at 225mm vertical centres around door. Window openings and movement joints. Cavities be closed at eaves level to comply with Building Regulations.

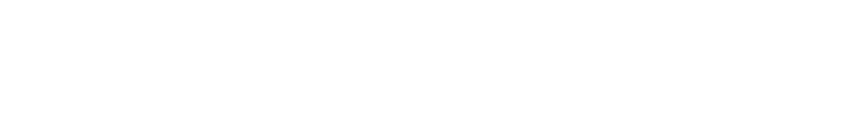
Argon filled units with U' value 1.6 w/m²K. Background (kitchen) ventilation of 500mm² to habitable rooms and 250mm² to bathrooms (kitchen).

75% of new lighting must be low energy light fittings with lamps having a luminous efficacy greater than 45 lamp lumens per circuit-watt.

IT IS ADVISED TO GAIN WRITTEN CONSENT FROM NEIGHBOURING PROPERTIES REGARDING WORKS TO PARTY WALLS ETC.

Fully restrain rafter ends to prevent roof thrust with rafter shoes or mid steel restraint straps fixed to wallplate. Rafters to be birdsmouthed onto wallplate if necessary.

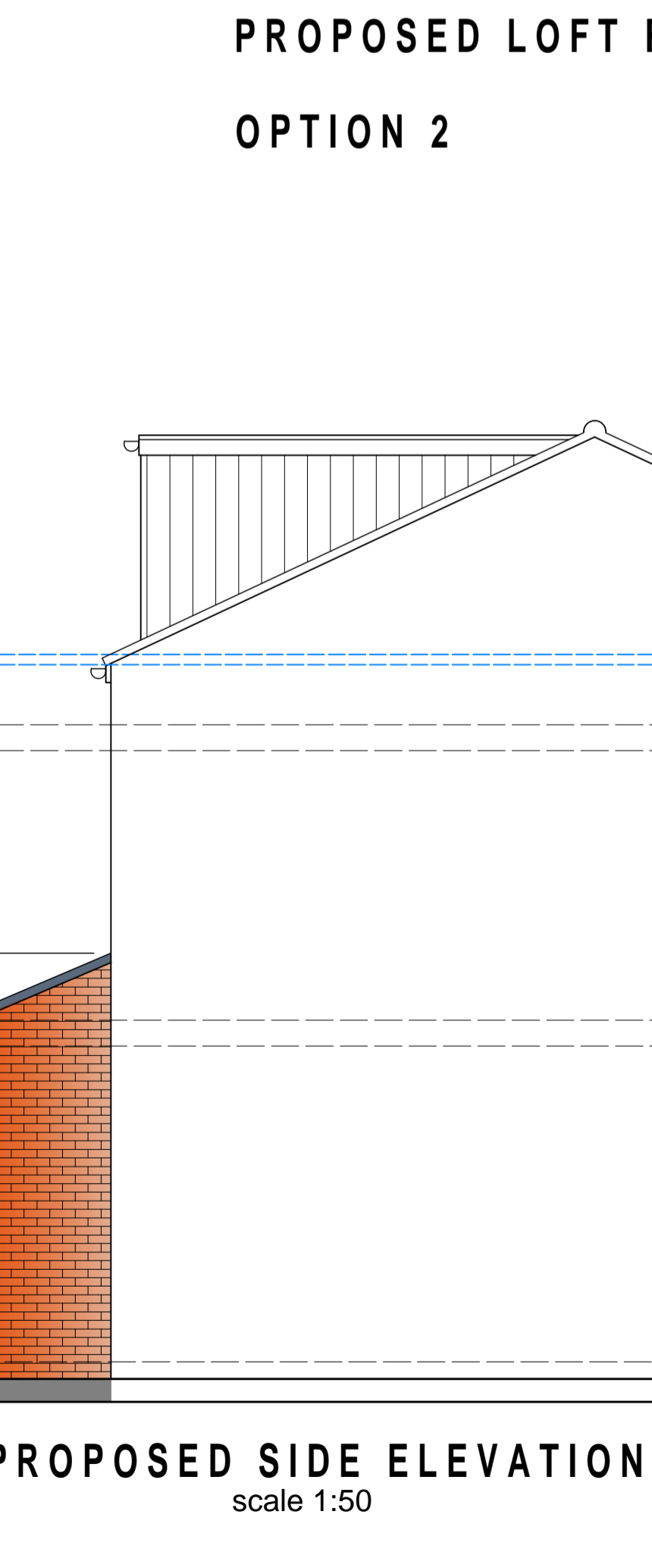
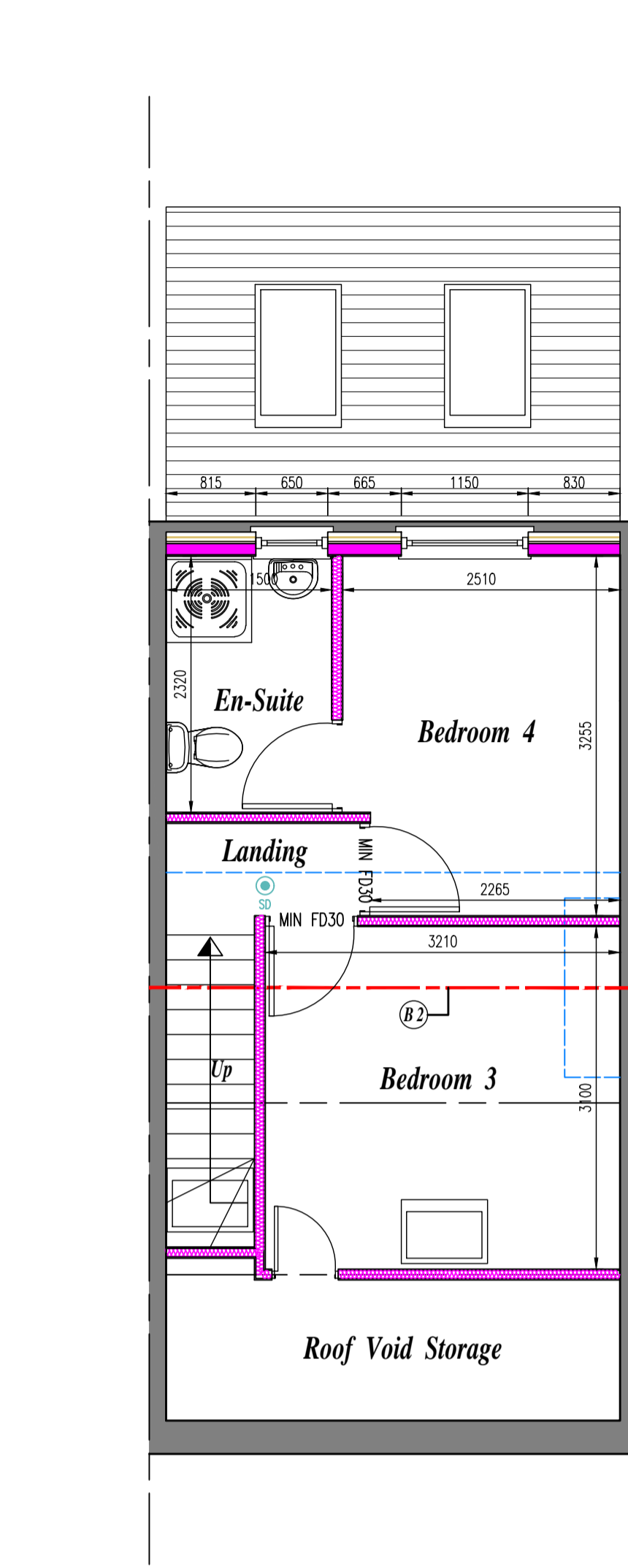
Pack out existing rafters with 150mm x 50mm C16 timbers at 400mm centers.



ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ROBUST CONSTRUCTION DETAILS IN ORDER TO ENSURE CONTINUITY OF INSULATION AND TO LIMIT AIR LEAKAGE.

Reference should be made to the revised BS 5250 and BS 8262 Thermal insulation avoiding risks.

Limiting thermal bridging and air leakage: robust details and BS 8262 Thermal insulation avoiding risks.



FOUNDATIONS 225mm min thickness, strip foundations to project 150mm min either side of supported wall. Foundations to be min 900mm to bottom of strip footing and taken down to level below invert of any drains passing under or immediately adjacent to the building. Although strip foundations have been shown on the drawing, these may not be appropriate and an alternative method of foundations should be agreed with the Local Authority prior to construction. Foundations to be designed by Structural Engineer. Concrete mixes to be in accordance with BS 5000-1.

CONDITIONS RELATING TO THE GROUND

There should not be a non-engineered fill (as described in BRE Digest 427) of wide variation in ground conditions within the loaded areas, nor a weaker or more compressible ground at a depth below the foundation as could impair the stability of the structure.

1. All new cavities to be treated with a suitable preservative to BS 1291: 1975.

2. Where new foundations are in vicinity of old foundations, existing should be fully grubbed up and new foundations laid at least the same depth.

3. All exposed timbers to be treated with a suitable preservative to BS 1291: 1975.

4. All new cavities to be closed with 5mm sulpalac. All new cavities to be treated with a suitable preservative to BS 1291: 1975.

5. All new drains to be made to the specification and to be bedded and surrounded in min. 150mm pea gravel. 100mm diameter drains to fall in 1 in 40. 150mm diameter drains to fall in 1 in 80. New drains to be encased in 150mm concrete where they pass under new buildings. All existing drains found not to be in use to be capped and sealed in concrete. 150mm pre-cast concrete linings inserted where new drains pass through external walls. Soil and pipes to be 100mm U.P.C. 45mm diameter U.P.C. waste pipes to showers, sinks and baths with 40mm diameter to basins. S.V.P to be taken up to a ridge terminal or roof vent the outlet or otherwise as noted on the plans. Provide raftering system or removable trip to access to all runs of the soil system.

6. 75mm deep sealed anti-vac trips. All the plumbing installations are to comply with BS 5542. All heating or hot water pipes should be sealed off floor and ceiling levels, and service pipes which penetrate project into hollow constructions or voids. (Refer to Part D of diagram 4 of the Approved Document J. Deep flow gutters and 64.175 min-diameter P.V.C. rainwater pipes.

7. Installed D.p.c's installed to all head, jamba and ends of all external openings or thermobate closures.

8. All disused surfaces to be made good.

9. 5 to 15mm wallplugs to stagger to wall at 2m centres with 38 x 6mm mild steel straps.

10. Opening lights to be min 1200mm total floor plan area.

11. All glazing to critical zones to be toughened or laminated to BS 6206. Ice glass to doors within 1500mm of finished floor level and within 30mm of either side of doors and where greater than 250mm wide max 0.2mmq in doors. Glazing to be toughened or laminated to BS 6206. U.P.C. additional wall ties at 225mm vertical centres around door. Provide additional wall ties at 225mm vertical centres around door. Window openings and movement joints. Cavities be closed at eaves level to comply with Building Regulations.

12. Rafters and holes to timber joists to be in the eaves level. Rafters - no deeper than 1.125 times depth of joist and cut out closer than 1/2 of the span, not further away than 1.25 times the span. Holes - should be no greater diameter than 0.25 times the depth of joist: should be offset in the neutral axis, and should be not less than 3 diameters centre to centre apart, and be located between 0.25 and 0.4 times span from the support.

13. No rafters or holes to be cut in roof rafters, other than supports where the other may be birdsmouthed to a depth exceeding 1/3 the rafter depth.

14. All masonry work to comply with BS 5628: Part 3. City bricks to BS 5625. Engineering bricks to BS 5621.

15. New concrete lintels over new openings to BS5971 Part 1: 1996 (150mm or 225mm) deep where shown.

16. Staircase well walls are to be spaced at 300mm centres horizontally throughout and 400mm centres vertically. Wall ties to comply with BS 1234: 1978 and to have proprietary U-clip retaining clips to secure the insulation to the inner leaf. Joints to be built solid.

17. Rafters and holes to be in the eaves level. Rafters - no deeper than 1.125 times depth of joist and cut out closer than 1/2 of the span, not further away than 1.25 times the span. Holes - should be no greater diameter than 0.25 times the depth of joist: should be offset in the neutral axis, and should be not less than 3 diameters centre to centre apart, and be located between 0.25 and 0.4 times span from the support.

18. No rafters or holes to be cut in roof rafters, other than supports where the other may be birdsmouthed to a depth exceeding 1/3 the rafter depth.

19. All masonry work to comply with BS 5628: Part 3. City bricks to BS 5625. Engineering bricks to BS 5621.

20. Mortar: Selection of mortar used below to be in accordance with BS5026: Part 3.

21. Sulphate-resisting cement to be used where recommended by brick manufacturer and where sulphates are present in the ground.

22. D.P.M below slab to BS 8155 when the membrane is located below the slab a bedding layer of sand should be provided. The continuity of the membrane as follows:

23. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

24. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

25. Rafters (if applicable).

26. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

27. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

28. Rafters (if applicable).

29. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

30. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

31. Rafters (if applicable).

32. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

33. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

34. Rafters (if applicable).

35. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

36. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

37. Rafters (if applicable).

38. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

39. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

40. Rafters (if applicable).

41. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

42. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

43. Rafters (if applicable).

44. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

45. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

46. Rafters (if applicable).

47. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

48. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

49. Rafters (if applicable).

50. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

51. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

52. Rafters (if applicable).

53. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

54. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

55. Rafters (if applicable).

56. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

57. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

58. Rafters (if applicable).

59. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

60. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

61. Rafters (if applicable).

62. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

63. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

64. Rafters (if applicable).

65. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

66. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

67. Rafters (if applicable).

68. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

69. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

70. Rafters (if applicable).

71. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

72. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

73. Rafters (if applicable).

74. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

75. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

76. Rafters (if applicable).

77. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

78. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

79. Rafters (if applicable).

80. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

81. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

82. Rafters (if applicable).

83. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

84. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

85. Rafters (if applicable).

86. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

87. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

88. Rafters (if applicable).

89. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

90. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

91. Rafters (if applicable).

92. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

93. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

94. Rafters (if applicable).

95. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

96. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

97. Rafters (if applicable).

98. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

99. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

100. Rafters (if applicable).

101. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

102. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

103. Rafters (if applicable).

104. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

105. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

106. Rafters (if applicable).

107. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

108. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

109. Rafters (if applicable).

110. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

111. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

112. Rafters (if applicable).

113. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

114. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

115. Rafters (if applicable).

116. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

117. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

118. Rafters (if applicable).

119. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

120. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

121. Rafters (if applicable).

122. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

123. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

124. Rafters (if applicable).

125. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

126. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

127. Rafters (if applicable).

128. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

129. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

130. Rafters (if applicable).

131. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

132. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

133. Rafters (if applicable).

134. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

135. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

136. Rafters (if applicable).

137. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

138. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

139. Rafters (if applicable).

140. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

141. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

142. Rafters (if applicable).

143. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

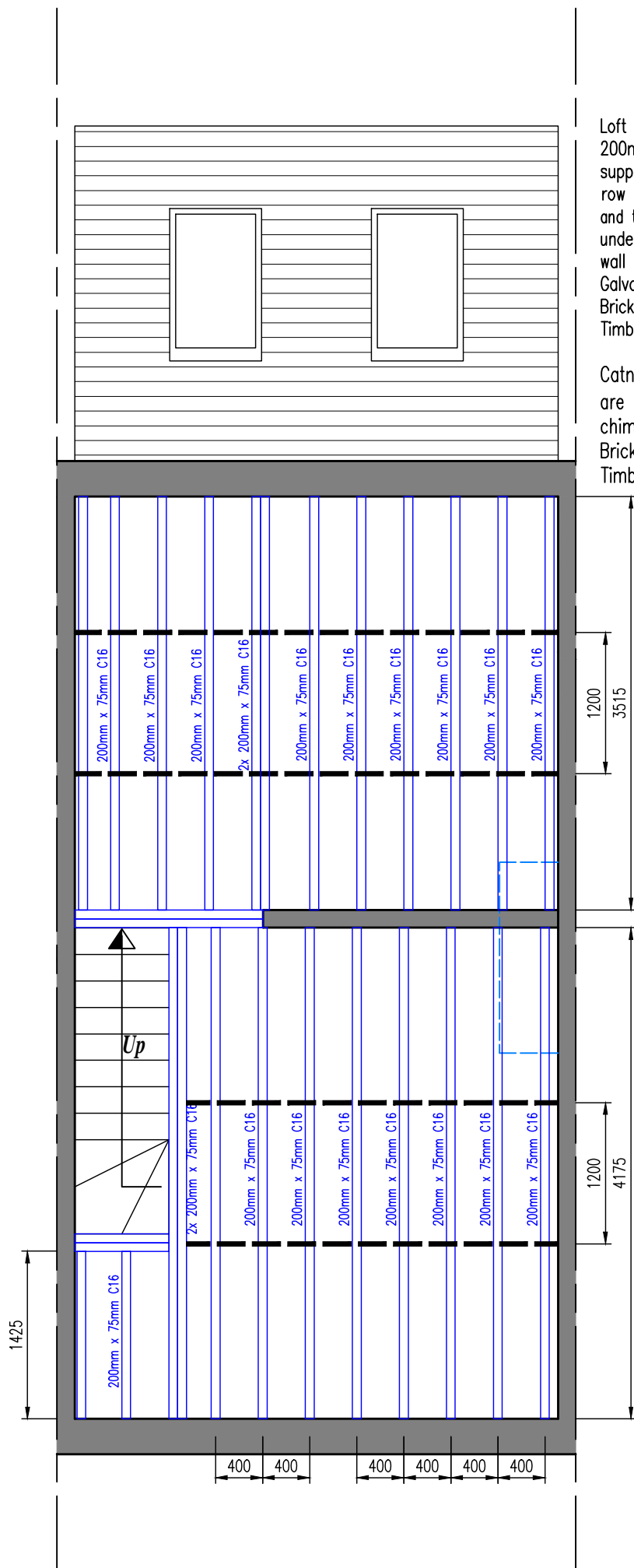
144. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm headroom to stair measured along pitch line. Max pitch of stair 42 degrees. Handrail between 900mm and 1000mm above pitch line. No gap to balustrading to allow the passage of 100 diameter sphere.

145. Rafters (if applicable).

146. Rafters in polyethylene should be 300mm and joints sealed, where necessary, membranes beneath slab should not be with wall dpc's.

147. STAIRCASE Equiv Holes (Min 220mm) Equiv Holes (Min going 220mm) (Min Going) Tapered heads of 50mm. 200mm head

This page is intentionally left blank




Loft floor construction: 22mm blockboard on 200mm x 75mm C16 joists at 400mm cts. supported off existing loadbearing walls. Fix one row of Catnic herringbone joist struts at one third and two thirds of the span positions. Double up joists under bath and stairwell etc. Joists fixed to existing wall with Catnic hangers or built into wall. Galvanised joist hangers as follows.
 Brick – timber hangers to BS 6178.
 Timber – timber hanger to BS EN 10142

Catnic joist hangers to be used where joists are fixed to trimmers/beams and around chimney breast.
 Brick – timber hangers to BS 6178.
 Timber – timber hanger to BS EN 10142

Provide Catnic herringbone strutting or solid strutting at least 38mm thick and not less than $\frac{3}{4}$ the depth of joist. provide 1 row of strutting at mid span

Double joists under all partitions at loft floor level.

PROPOSED LOFT FLOOR JOIST PLAN scale 1:50

 TDM ARCHITECTURAL LTD Mob : 07805560652 e-mail: tdmdesign@live.co.uk	
Client: MUSTAFA	
Address: 101 WHITEACRE ROAD, ASHTON, TAMESIDE	
Project: DORMER LOFT CONVERSION & SINGLE STOREY REAR EXTENSION WITH INTERNAL WORKS	
Dwg Title: PLANNING: PROPOSED FLOOR JOIST PLAN	
Date: DECEMBER 2022	Scale: 1 : 50 @ A3
Job No: 12.22.617	Dwg No: BR03
Drawn: D.L.	Checked: D.L.

This page is intentionally left blank

Application Number: 23/00024/FUL

Rear dormer loft conversion and single storey rear extension

Photo 1: Current boundary treatment between No. 103 Whiteacre Road and No. 101 Whiteacre Road



This page is intentionally left blank

Application Number:	22/00780/FUL
Proposal:	Full planning application for the construction of a new pedestrian and Cyclist Bridge across the Medlock Valley at Park Bridge, including the following works: <ul style="list-style-type: none">• Construction of a 127.5m long foot and cycle bridge across Medlock Valley at Park Bridge.• Upgrade and paving of an existing part of the Oldham Bardsley RR10 Recreation Route, approximately 200m in length from the northern bridge landing point to the existing path to the north, and upgrade and paving of the existing pathway approximately 100m to the east, to connect with NCN Route 601; and• Creation of new foot and cycle path, approximately 200m in length, from the southern bridge landing point to existing NCN Route 626 to the south (within Tameside Metropolitan Borough Council).
Site:	Medlock Valley, Park Bridge (adjacent to junction of Waggon Road, Dean Terrace and Alt Hill Road)
Applicant:	Oldham Metropolitan Borough Council
Recommendation:	Grant planning permission, subject to conditions.
Reason for Report:	A Speakers Panel decision is required because the application is a departure from the Development Plan.
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 falls within Park Bridge, a post-industrial, countryside area which lies in the valley of the River Medlock, midway between Ashton-under-Lyne and Oldham. It straddles the boroughs of both Oldham and Tameside. Park Bridge is one of several linked greenspaces within the Medlock Valley, which extends from Manchester city centre to the Pennines.
- 1.2 The proposed development site is shown within the red line boundary on the site location plan. The site falls just below 1 hectare in size. It crosses the River Medlock and Waggon Road, and the sides of the Medlock Valley, where it extends until reaching existing footpaths both to the north and to the south. It occupies the same trajectory as the former railway viaduct which was demolished in 1971. The remains of the railway viaduct that was demolished in 1971 are present at the base of the valley where the lower remains of two of the original bridge piers are now in use as abutments carrying a modern low level foot bridge.
- 1.3 The site gains access from Waggon Road to the south and Dean Terrace/Mill Brow to the North/East. Given its position within the river valley, the land levels vary quite significantly with some areas of steep embankments. Surrounding the river basin, there are dense woodland trees which are characterful and add to the visual quality of the area.
- 1.4 Park Bridge Heritage Centre and associated car park are situated in close influential proximity to the north west of the site as well the remains of former industrial buildings. These buildings are deemed to be a non-designated heritage assets.

- 1.5 The nearest residential property to the site is Station House (Park Bridge, Ashton) which is situated on the eastern side of the bridge landing.

2. PROPOSAL

- 2.1 The applicant seeks full planning permission for the construction of a new pedestrian and Cyclist Bridge across the Medlock Valley at Park Bridge, including the following works:

- Construction of a 127.5m long foot and cycle bridge across Medlock Valley at Park Bridge.
- Upgrade and paving of an existing part of the Oldham Bardsley RR10 Recreation Route, approximately 200m in length from the northern bridge landing point to the existing path to the north, and upgrade and paving of the existing pathway approximately 100m to the east, to connect with NCN Route 601; and
- Creation of new foot and cycle path, approximately 200m in length, from the southern bridge landing point to existing NCN Route 626 to the south (within Tameside Metropolitan Borough Council).

- 2.2 The proposed development is part of a series of works which the applicant is seeking to bring forward as part of the Mayors Cycling and Walking Challenge Fund (MCF), which is investing in walking and cycling infrastructure across the Greater Manchester city-region.

- 2.3 The proposed bridge seeks to improve access between Oldham and Ashton-under-Lyne by providing a new bridge link across the Medlock Valley at Park Bridge which simplifies the existing route. Historically, a large brick arch railway viaduct crossing the Medlock Valley was present on the site, spanning north to south over both the River Medlock and Waggon Road.

3. PLANNING HISTORY

- 3.1 No recent relevant planning history on this site.
- 3.2 To note: near to the site at the Park Bridge Heritage Centre, planning permission was granted in September 2022 for the following works: Extension to Park Bridge Heritage Centre to form an extended cafe, shared use of public car park, bin storage and proposed outside dining area (21/01216/FUL).

4. PLANNING POLICY

National Planning Policy Framework

- 4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.
- 4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

4.3 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

4.4 Chapters of particular relevance to this application also include:

- Chapter 2: Achieving sustainable development
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 12: Achieving well-designed places
- Chapter 13: Protecting Green Belt Land
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

Planning Practice Guidance

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

Development Plan

4.6 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)

4.7 Site Allocation: Designated Green Belt.

Relevant Policies

4.8 Part 1 Policies:

- Policy 1.2: Maintaining an Integrated Transportation Strategy
- Policy 1.3: Creating a cleaner and greener environment
- Policy 1.5: Following the principles of sustainable development
- Policy 1.6: Securing Urban Regeneration
- Policy 1.8: Retaining and Improving Opportunities for Sport, Recreation and Leisure
- Policy 1.10: Protecting and Enhancing the Natural Environment
- Policy 1.11: Conserving Built Heritage and Retaining Local Identity
- Policy 1.12: Ensuring an accessible, safe and healthy environment

4.9 Part 2 Policies:

- Policy OL1: Protection of the Green Belt
- Policy OL7: Potential of Water Areas
- Policy OL8: Informed Recreation and Countryside Access
- Policy OL10: Landscape Quality and Character
- Policy OL15: Openness and appearance of River Valleys
- Policy T1: Highway Improvement and Traffic Management
- Policy T7: Cycling
- Policy T8: Walking
- Policy T12: Special Needs
- Policy T13: Transport Investment
- Policy C1: Townscape and Urban Form

- Policy C7: Enabling Development for Conservation of Heritage Assets
- Policy N3: Nature Conservation Factors
- Policy N4: Trees and Woodland
- Policy N5: Trees within Development Sites
- Policy N6: Protection and Enhancement of Waterside Areas
- Policy U4: Flood Prevention

4.10 **Supplementary Planning Documents**

- Tameside Trees and Landscaping on Development Sites Supplementary Planning Document (2007);
- Tameside Sustainable Design and Construction Supplementary Planning Document (2005).

4.11 **Other relevant policies**

- Ministry of Housing, Communities and Local Government: National Design Guide

Places for Everyone

4.12 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.

4.13 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).

4.14 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

4.15 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.

4.16 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 by neighbour notification letter, display of a site notice(s); and advertisement in the local press.

- 5.2 During the course of the application, the application site boundary was amended to include additional sections of the proposed cycle path and existing trees. As such, the application was re-advertised for 21 days.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 As a result of publicity, objections have been received from two neighbouring properties highlighting the following concerns (summarised):

- Out of character;
- Traffic/parking matters;
- Visual amenity;
- Loss of trees;
- Adverse effects on the Local Nature Reserve / Site of Biological Importance;
- Lack of consideration given to the antisocial use of motorbikes in the area (as set out in the Crime Impact Statement);
- Disagree with Design and Access Statement's assertion that the bridge will provide heritage benefit. It is a very significant new man made structure, primarily of steel and concrete, intruding on a naturalised landscape;
- The project is going to involve a major upheaval to our lives, both in the proposed lengthy build time and subsequent personnel and geographical/ environmental disturbance the build will cause.
- Loss of privacy as a result of overlooking;
- Security concerns;
- The cost of building this Bridge both Monetary and environmentally in the economic crisis that we are living in would seem to be completely wrong; and
- The environmental cost of building this bridge far outweighs the gains.

7. RESPONSES FROM CONSULTEES

- 7.1 Canal and River Trust
Offers no comment on the proposal. The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in 2011 under the organisation's former name, British Waterways. The 2011 issue introduced a notified area for household and minor scale development and a notified area for EIA and major scale development. This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.
- 7.2 TMBC Recreation and Play Space Team
No comments on the proposal.
- 7.3 The West Pennine Bridleway Association
No comments on the proposal.
- 7.4 TMBC Green Space Team
No objection to the proposal subject to conditions.
- 7.5 Sustrans
No comments on the proposal.
- 7.6 Peak and Northern Footpath Society

No comments on the proposal.

7.7 Lead Local Flood Authority (LLFA)
No comments on the proposal.

7.8 Local Highway Authority (LHA)
No objection to the proposal subject to conditions. Discussed in more detail below.

7.9 Greater Manchester Archaeological Advisory Service (GMAAS)
No objection subject to a condition requiring the submission and approval of a written scheme of Investigation and implementation of a programme of archaeological works.

7.10 Greater Manchester Ecology Unit (GMEU)
No objection to the proposal subject to conditions. Discussed in more detail below.

7.11 TMBC Estates
No comments on the proposal.

7.12 TMBC Environmental Health
No objection to the proposal subject to construction/working hours condition.

7.13 TMBC Contaminated Land
No objection to the proposal subject to condition requiring the submission of additional details. Discussed in more detail below.

7.14 Coal Authority
No objection to the proposal subject to relevant planning conditions being imposed on any planning permission granted. Discussed in more detail below.

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. The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision taking this means:-

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.

8.3 The key issues raised by the proposal include:

- The principle of the development, with particular regard to the site's location within the designated Green Belt;
- Impact on the character and appearance of the area, with particular regard to the impact of the development on the non-designated heritage assets;
- Impact on existing residential amenities;

- Highway safety;
- Trees and Ecology; and
- Flood Risk.

These areas, and any other material planning considerations, are assessed in turn under the sub-headings below.

9. PRINCIPLE

- 9.1 The scheme proposes a new recreational cycle/pedestrian link between Ashton and Oldham. The Council will encourage and permit new, replacement, improved or extended provision for outdoor sport, recreation or play space purposes, subject to certain criteria.
- 9.2 Policy OL6 (7) within the UDP identifies the former Ashton to Oldham rail line for a leisure track. It states that the upgrading and opening up for public access of this former railway track will provide an attractive and convenient footpath, bridle path and cycling link from just north of Ashton town centre, through the residential areas of north Ashton and out into the Medlock valley. There are opportunities for connections into several other open spaces, footpaths and roads, and it would provide a further access to visitor facilities at Park Bridge, from where routes continue into Oldham. Natural vegetation has become established along the route and whilst it will be necessary to cut this back in places to create a suitable pathway, the objective should be to keep this wherever possible as a landscape setting and home for wildlife.
- 9.3 In addition to the above, the site lies within the designated Green Belt. At paragraph 137, the Framework establishes that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 9.4 The five key purposes of the Green Belt are detailed within paragraph 138 of the Framework:
- a. to check the unrestricted sprawl of large built-up areas;
 - b. to prevent neighbouring towns merging into one another;
 - c. to assist in safeguarding the countryside from encroachment;
 - d. to preserve the setting and special character of historic towns; and,
 - e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 9.5 Paragraph 147 of the Framework states that 'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations (p.148).
- 9.6 A local planning authority (LPA) should regard the construction of new buildings as inappropriate in the Green Belt. The Framework does, however, consider there to be exceptions to this including the following:
- the provision of appropriate facilities (in connection with the existing use of the land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it (p.149b);
- 9.7 Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purpose of including land within it,

including: local transport infrastructure which can demonstrate a requirement for a Green Belt location (p150c).

- 9.8 Policy OL1 (Protection of the Green Belt) also seeks to protect the Green Belt and states that approval will not be given, except in very special circumstances, for the construction of new buildings for purposes other than (a) agriculture and forestry, or (b) essential facilities for outdoor sport and outdoor recreation, or (c) cemeteries, or (d) other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it.
- 9.9 Presently, users of the existing Sustrans route NCN 626, which was constructed along the disused railway line connecting Oldham and Ashton-Under-Lyne, have to navigate the 30m deep Medlock Valley using local roads. The proposed scheme seeks to simplify and realign this cycle route, through the backing of the Mayor's Cycling and Walking Challenge Fund (MCF), and construct a new footbridge across the Medlock Valley, capable of accommodating pedestrians, cyclists and equestrians. The bridge is proposed to be approximately 130m long, 30m high and at least 5m in width with 1.8m high parapets.
- 9.10 The footbridge is a facility which would promote and support outdoor sport and recreation, for cyclists, equestrians and pedestrians in particular, by providing a flat, level surface connecting either side of the Medlock Valley. Similarly, it is recognised that the footbridge would form a key part of local transport infrastructure for improved, more inclusive and sustainable methods of transport between Oldham and Ashton, as the current route is not accessible to everyday cyclists or those with a buggy or mobility issues. It is noted that, its position is such that it could not be located outside of its Green Belt location.
- 9.11 Whether the proposal would be inappropriate development
The visual appearance of the structure will be considered in greater detail below; however in establishing whether the proposal is acceptable in principle, in consideration of paragraphs 149b and 150c as above, it can be noted that the development will only be considered 'not inappropriate' in the Green Belt provided that it preserves the openness of the Green Belt and does not conflict with the purposes of including the land within it.
- 9.12 The effect on the openness of the Green Belt:
The openness of the Green Belt is considered to have both a spatial and visual aspect. By reason of its size, extending some 130m in length, 30m in height and 5m in width, the proposed footbridge would be perceived as a substantial structure which would be highly prominent and dominant within the landscape. The footbridge would command the space, both spatially and visually, within the Medlock Valley and would rise significantly above the trees below on the valley floor and sides.
- 9.13 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Openness and permanence are essential characteristics of the Green Belt. By reason of its substantial size, the proposal would fail to preserve the openness of the Green Belt and as such, is inappropriate development in the Green Belt and harmful by definition. The proposal should not be approved except in very special circumstances.
- Impact of Purposes of the Green Belt
- 9.14 In terms of the above, the development would not lead to unrestricted sprawl or lead to towns merging into one another. It would not lead to encroachment in the countryside or prevent the recycling of derelict or other urban land. It will not impact on the setting of a historic town.
- Proposed very special circumstances required to justify the proposal:
- 9.15 It has been initially identified that the scheme would provide significant benefits by allowing the enhanced use of the existing NCN 626 cycle route along the disused railway lines for a wider number of uses by a wider use of people - encouraging inclusivity. It is also recognised that the scheme would support healthy lifestyles, in line with paragraph 92c of the Framework,

and promote sustainable transport also in accordance with Section 9 of the Framework and policy T7 of the UDP.

9.16 Notwithstanding this, in support of the proposal, the applicant has presented the following case in light of the site's location within the Green Belt, with respect to p.150 of the Framework:

- 'Paragraph 150 of the NPPF sets out that local transport infrastructure which can demonstrate a requirement for Green Belt location can be considered "not inappropriate" in the Green Belt provided it preserves its openness and does not conflict with the purposes of including land within it. In such circumstances, it is not necessary for Very Special Circumstances to be demonstrated.
- The Proposed Development needs to be located within the Green Belt to fulfil the connectivity requirements of the scheme. The design of the parapets allows views through and could be considered to preserve the openness of the Green Belt.
- The Greater Manchester Green Belt Assessment 2016 confirms that the site performs a moderate to strong function in terms of the following four Green Belt purposes.

9.17 The applicant goes on to say: 'However, appreciating the scale of the bridge and its location within the landscape, it is recognised that the it could be considered not to preserve the openness of the Green Belt and as such, would be considered to be inappropriate development in the Green Belt and harmful by definition – which should not be approved except in Very Special Circumstances'.

9.18 The applicant states that the following benefits are all entirely consistent with the aims and objectives of planning and transport policy at national, regional and local level and should be accorded very significant positive weight:

- 'Promote a modal shift for users of motorised vehicles who utilise the A627 (Ashton Road) or the B6194 (Lees New Road) to journey between the two boroughs by creating a key arterial route between the town centres of Oldham and Ashton-Under-Lyne.
- To deliver a key element of the Bee Network that will improve accessibility and connectivity between Oldham and Ashton-under-Lyne town centres for journeys on foot and by bike, complementing the neighbouring proposed Northern Roots development and bike hub.
- To enable an increased percentage of local journeys to be made on foot or by cycle by removing a 1 in 5 to 1 in 7 gradient climb on NCN626 route thus helping to reduce local traffic congestion, improve local air quality, and support active lifestyles which will deliver health benefits.
- To create a new landmark within the Medlock Valley and Park Bridge, which celebrates the local landscape and industrial heritage of the area.'

9.19 The applicant summarises that, as highlighted within the Landscape and Visual Impact Assessment (LVIA), 'the construction of the proposed development would have some localised adverse effects on the physical fabric and views from residential and recreational receptors in all directions from the site. However, it is noted that the scale and extent of change is contained within the context of the existing valley which tends to limit the significance of effects from those receptors not within immediate vicinity of the site'.

9.20 The Green Belt statement goes on to explain that: 'the LVIA concludes that once the site is operational and established the proposed development would be assimilated within the landscape and views, becoming more characteristic of the landscape character within which it is located. Accordingly, any visual harm to the Green Belt is considered to be limited. Furthermore, the development would not undermine any of the purposes of Green Belt against which the Site performs a moderate to strong function.'

9.21 The applicant subsequently concludes that: 'if the proposals are considered to be inappropriate development, the main harm to the Green Belt is definitional. As set out in the previous section, any other harm as a result of the scheme can be satisfactorily mitigated such that there is no residual harm to be added to the definitional harm in the Green Belt Assessment. Having regard to all of the above, it is considered that the benefits of the proposed development clearly and demonstrably outweigh any harm to the Green Belt, taken together with any other harm as a result of the scheme. Accordingly, it is considered that Very Special Circumstances exist and that the proposals accord with relevant local and national Green Belt policy.'

9.22 In summary and in reflection of the above, Officers' are of the view that:

- By reason of its size, the proposed bridge structure and ancillary works would constitute inappropriate development in the Green Belt, as the scheme would in strict terms fail to preserve openness (spatially and visually) – in conflict with paragraph 149b of the Framework.
- Spatially, with reference to paragraph 146 of the NPPF, it is not possible for the proposed structure to be relocated elsewhere, or at a different height, and is required to be sited in this specific location owing to the existing presence of the NCN 626 cycle route and topography of the land (to create a level landing point).
- Visually, the structure has been designed to be as slim line as possible whilst retaining the necessary safety features (high balustrade to bridge edges) retaining a sense of openness where possible. This mirrors through to the design of the platform and limited use of supporting pillars. Views of the bridge are primarily localised and limited to within the river valley owing to the existing topography of the land. However it is recognised that on the valley floor, by reason of its height and scale, the bridge structure would command/dominate the space.
- The scheme presents substantial benefits to the cycling and walking community by providing and enabling enhanced infrastructure for a sustainable mode of transport. The proposed development would make a significant improvement to the NCN 626 cycle route creating a more effective link between Oldham and Tameside Borough's. In this regard, the proposed would contribute significantly to the cultural life of the area with recreational and health benefits encouraging active travel. This falls in line with the aims and aspirations of the Framework, in particular paragraphs 92 (as above) and p.100 which establishes the need for development to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users. Moreover, Paragraph 104 (c) encourages identifying and pursuing opportunities to promote walking and cycling and public transport use, and Paragraph 106 supports the provision for attractive and well-designed walking and cycling networks with supporting facilities.

9.23 Overall, the proposal supports the re-use of the former rail line from Ashton to Oldham and would provide a valued contribution to outdoor sport and recreation in support of policy OL6 (7).

9.24 However, the application proposes inappropriate development in the Green Belt, would have a significant impact on the openness, but would have minimal impact on the purposes. Substantial weight should be given to this harm. When assessing whether very special circumstances exist, it is also necessary to weigh any 'other' harm into the planning balance. This report will now consider the other impacts of the development.

10. CHARACTER AND APPEARANCE

10.1 Firstly it is recognised in the NPPF at paragraph 126 that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates

better places in which to live and work and helps make development acceptable to communities.

- 10.2 Amongst other matters, paragraph 130 of the National Planning Policy Framework states that new development should: function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and be sympathetic to local character and history
- 10.3 Policy C1 of 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. This is supported by Policy 1.3 which also states that “all developments must achieve high quality design which is sensitive to the character of the local area, particularly in the relationship between buildings, between buildings and adjoining spaces, and in associated landscaping”. Further to this, Policy OL10 states that “within the countryside, river valley and urban fringe areas, any development will be required to be sympathetic to its surroundings and high standards of siting, design, materials and landscaping will be expected.
- 10.4 In addition, Policy OL15 of the UDP advises that “The Council will not permit developments which would adversely affect the character of the Tame, Medlock and Etherow river valleys including their value for nature conservation, or the overall improvement of their appearance, or break the open parts of the valleys into further sections... Measures will be taken to enhance the built environment within the river valleys, through improving the appearance of industrial areas where necessary, screening unsightly or unduly prominent development, and making canal and riverside areas more attractive”. The Medlock valley is highly valued as a major resource for open space, informal recreation, education and nature conservation, which is closely accessible to a large proportion of the county’s population. Maintaining the predominantly open character of the river valleys is a critical element of the strategic policies for the Greater Manchester area as a whole, which the Council would wish to continue.

Bridge Design

- 10.5 The proposed bridge would span approximately 130m between approaches in order to cross the entire valley. As shown on the proposed plans, there is no requirement for any substantial changes to existing ground levels in that the structure will land at the existing ground level and tie directly into the approaches on both sides of the valley.
- 10.6 The proposed bridge comprises a composite weathering steel girder structure. In broad terms the appearance of the bridge is simple and adorned. The three span arrangement allows a valued sense of space immediately around the river Medlock and maximum tree coverage to be retained. The sense of openness above the deck provided by the lack of any overhead features minimises the perceived bulk and mass of the structure – appearing more subordinate to the surrounding trees and woodland which in parts would rise above it, particularly at the bridge landings to the valley sides (although it is accepted that some trees will need to be removed to facilitate the development).
- 10.7 The steel girder design with brick supports provides a small reference to the arches that characterised the former railway viaduct in this location. The curved soffits also reference the arches of the former viaduct, whilst the steel deck and brick-clad piers reflect the materials used in the surviving historic industrial buildings in the local area/viaduct.

Impact on Surrounding Landscape

- 10.8 The applicant has prepared a Landscape and Visual Impact Assessment (LVIA) of the likely effects on landscape character and visual amenity arising from the proposals across the Medlock Valley, considering the following two phases:

- Construction of the new pedestrian and cyclist bridge; and,
 - Fifteen years post construction once any mitigation vegetation has established.
- 10.9 The supporting report identifies key landscape characteristics within the Medlock Valley and the landscape character types (LCT): many of landscape elements present within the site area are valued within the wooded valley, Green Belt and Heritage Centre setting. Most of this LCT also falls within the Local Landscape Character Area designation of Medlock Mixed Valley which is important to the local landscape setting of Park Bridge. Other valued elements within the study area include the wide-reaching views from elevated sections of the wider study area.
- 10.10 Eight viewpoint locations have been selected to represent the visual context of the site and form the basis of the visual assessment within the LVIA. These visual receptors are residential, recreational and commercial.
- 10.11 The visual sensitivity of the proposed development at each of the landscape and visual receptors is concluded within table 11 of the LVIA report at each stage of the construction period: during construction, operation (1 year) and operation (15 year).
- 10.12 During construction, the significance of effect of the proposed development on the following landscape character types/ viewpoints is judged to be moderate adverse:
- Landscape elements: Trees and woodland
 - VP 1: Park Bridge Heritage Centre, Dean Terrace, Dingle Terrace
 - VP 5 National Cycle Network Route 601
 - VP 8: Waggon Road to Dean Terrace Junction
- VP5 and VP8 reduce to minor adverse after 1/15 years of operation. Whilst VP1 and 'trees and woodland' are retained as being moderate adverse in years 1/15.
- 10.13 The following landscape character types/ viewpoints are judged to be major adverse:
- VP 2: Footpath 10 (Oldham)
 - VP 6: Station House, National Cycle Network 601
 - VP 7: Waggon Road
- Following one and 15 years of operation, the significance of the effect at VP2 is defined as being 'minor beneficial' as the magnitude of change is only high during the construction phase. The established effects to the remaining two viewpoints would be reduced to 'moderate adverse'.
- 10.14 As concluded within the LVIA report, the bridge would have some localised adverse effects on the physical fabric and views from residential and recreational receptors in all directions from the site. However, officers agree that the scale and extent of change is contained within the context of the existing valley which tends to limit the significance of effects from those receptors not within immediate vicinity of the Site. Once the Site is operational and established the Development would be assimilated within the landscape and views.
- 10.15 Subject to the use of appropriate materials, including to the proposed deck area (as well as underneath) and sides/balustrades, the appearance and visual impact of the bridge is acceptable. It is therefore recommended that these details (colour, form, texture) are submitted to and approved in writing, prior to the commencement of the development.
- 10.16 It is also recommended that a condition is attached requiring the submission of the proposed material to the new foot and cycle path which extends to the north and approximately 200m

from the south bridge landing point to the existing NCN route 626 path to the south and details of boundary fencing.

- 10.17 Overall, it is accepted by officers' that during the course of operational development there would be significant adverse effects on the character of the locality. However subject to conditions controlling materials and tree planting, in particular, as well as the requirement for biodiversity enhancement measures, it is considered that on balance the proposal is acceptable in respect of policies C1, C10, C15 and 1.3 of the UDP and would change the character of the landscape, but not to its detriment.

11. IMPACT ON NON-DESIGNATED HERITAGE ASSET

- 11.1 This area of the Medlock river valley is rich with heritage. As can be seen on historic photographs the old railway line spanned across the river valley, with industrial mills and factories situated nearby. The heritage centre building remains, as well as characterful brick walls and chimney towers. These industrial heritage features contribute significantly towards the visual quality and historic character of the area. New development within the immediate context of these buildings and structures should therefore seek to integrate sympathetically, and either preserve or enhance the setting.
- 11.2 As set out within paragraph 203 of the Framework, the effect of the application on the significance of nearby listed buildings and non-designated heritage assets should be taken into account, as such the applicant has submitted an accompanying heritage statement.
- 11.3 Paragraphs 199 to 203 of the NPPF introduce the concept that heritage assets can be harmed or lost through alteration, destruction or development within their setting. This harm ranges from less than substantial through to substantial. With regard to designated assets, paragraph 199 states that great weight should be placed on its conservation, irrespective of whether any potential harm is considered to be substantial or less than substantial. The paragraph goes further to say that the more important the asset, the greater the weight should be on its conservation. In paragraph 200, a distinction is made in respect of those assets of the highest significance (e.g. scheduled monuments, Grade I and Grade II* listed buildings) where substantial harm to or loss should be wholly exceptional.
- 11.4 Paragraph 201 states that in instances where development would cause substantial harm to or total loss of significance of a designated asset, consent should be refused unless it can be demonstrated that it is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 202 says in instances where development would cause less than substantial harm to the significance of a designated asset, the harm should be weighed against the public benefits of the proposal to provide a balanced judgement.
- 11.5 With regard to non-designated assets, paragraph 203 states that the effect of the application on the significance of the asset should be taken into account in determining the application. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 11.6 The applicant has argued that the proposed development will represent the reinstatement of a historic route across the Medlock Valley by providing a cycle and footbridge in the place of the demolished Victorian viaduct that previously occupied the Site. The proposed new bridge will be located within an area of industrial and railway heritage, which although non-designated, has architectural and historical interest as a Georgian and Victorian industrial hamlet set within a naturalised, steep sided river valley. The statement goes on to state that the reinstatement of a bridge spanning the valley will therefore provide positive heritage benefit to the industrial hamlet by reinstating a layer and level of its history.

- 11.7 The applicant has further stated that the bridge will also provide a vantage point from which to view the industrial hamlet from an elevated position, allowing the layered landscape to be appreciated and providing for greater understanding of both the gravity-aided industrial processes that were carried out at the works, and the social aspects of the industrial hamlet with the proximity of worker's housing and Dean House to the industrial remains.
- 11.8 Overall, the applicant considers that the bridge is designed in a manner that reflects and responds to the heritage significance of its location, and in a manner that provides positive heritage and historic landscape benefits. The assessment concludes that the proposed development will offer positive heritage and historic landscape public benefits through reinstating a historic access across the valley and offering a new vantage point from which to view and appreciate the heritage significance of the surrounding standing and buried industrial remains
- 11.9 Officers have considered the submitted Heritage Impact Statement and are satisfied that the proposal has been suitably considered in respect of paragraph 103 of the NPPF. Design cues have been taken from the former railway viaduct but yet has been designed to be as slim line and unobtrusive as possible to respect the industrial heritage located within the established river valley. Overall, the LPA are satisfied that the proposal would not have a significant detrimental impact on the character/setting of the nearby heritage assets.

12. RESIDENTIAL AMENITY

- 12.1 As outlined within paragraph 130 of the Framework, planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible which promote health and well-being, with a high standard of amenity for existing and future users.
- 12.2 The proximity of a number of residential properties to the proposed bridge and extended cycle route are noted, with the most affected property being Station House. This property is located to the south of the River Medlock on the elevated valley side – to the east of the proposed cycle route.
- 12.3 The proposed southern landing point of the bridge is around 45m in distance from the nearest northern corner of Station House. The proposed cycle path runs parallel with this neighbouring property, at a distance ranging between 14.5m – 26.5m at its widest point.
- 12.4 A site visit was undertaken to view the proposed site from the surrounding garden area of Station House to observe the relationship between these two sites. It can be noted that the neighbouring property and surrounding garden/land sits below the elevated former railway line, where the new foot/cycle path is proposed. As existing, the common boundary is marked by a timber fence extending to around 1.8m in height. Existing trees and their trunks provide some screening, although it is noted that some of these are to be removed.
- 12.5 When assessing general residential amenity issues, it is not considered that the proposed structure and ancillary works would result in a significant loss of light or outlook, given the oblique angle of the bridge and position north west of Station House. The structure would also not appear unduly overbearing (in its size) when viewed from the rear habitable rooms of this property. Views of the bridge would become more apparent moving towards the northern part of the plot to the neighbouring occupant's garden area; though this outlook would not be considered unacceptably detrimental given the additional tree screening to this part of the site/along the common boundary.
- 12.6 However, in order to ensure the occupiers of this property experience no substantial loss of amenity (privacy) as a result of overlooking from the proposed cycle path and/or new bridge (given the ground level changes), it is recommended that further details of the boundary

treatment indicated on the General Arrangement drawing be submitted to and approved in writing by the LPA to be retained as approved thereafter.

- 12.7 In considering the impact of the development on this property in respect of noise/disturbance, the applicant has concluded that, as outlined within paragraph 5.58 of the LVIA report: During the construction of the development, some construction activity in particularly vegetation clearance within the site, would take place within the fore and middle ground of the view but would, however, be partially screened by intervening retained vegetation. There would be some short-term visibility of construction activity, including the presence of the crane to the north of this view, and the widening and upgrading of the path, although this would be of a short duration and would be temporary in nature. This route would be the construction access route to the bridge location and be subject to heavy construction traffic and movement of materials. This would be viewed in the context of retained woodland trees further from the path edges, and particularly in between the property of Station House and the Site. Overall, the construction would result in a worsening in the balance and composition of features in the view. On balance the magnitude of change is considered to be high. The magnitude of change assessed against the sensitivity of receptor would result in a major adverse effect, which is considered significant.
- 12.8 Post-completion of the development, at operation (year 1), the report concludes that the widened and upgraded path would be visible in the fore and middle ground of the view, along with new tree planting that would have been implemented. The impacts of additional tree cover and screening would remain minimal, and consist of newly planted whips, feathered, and standard trees along with the presence of associated tree and shrub shelters, tree stakes and accessories. Bare ground, made good, following the removal of construction access routes, and widening and upgrade of the path would be present. The magnitude of change would be Medium. The magnitude of change assessed against the sensitivity of receptor would result in a Moderate adverse effect, which is considered significant.
- 12.9 Paragraph 5.60 of the report concludes that once the development is operational and by year 15 when mitigation planting in the fore and middle ground of the view would be established and beginning to mature there would be relatively limited change to the existing view, with elements of the bridge deck and parapets being visible but at an oblique angle of view. Therefore, the magnitude of change is Low. The magnitude of change assessed against the sensitivity of receptor would result in a Minor adverse effect, which is not considered significant.
- 12.10 Officers' agree with the above findings and given the topography and elevated nature of the new cycle path, disturbance during the construction period is expected and considered to be significant. Environmental Health have been consulted on the proposed development and recommend that in order to protect the amenities of the occupants of the nearby properties/ dwelling houses, 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. A condition is recommended on this basis.
- 12.11 Subject to conditions, the proposal is acceptable in respect of neighbour amenity and compliant with policy C1 of the UDP and paragraph 130 of the NPPF. It is not considered that any additional residential properties would be adversely affected by the proposed development once complete, including those on Dean Terrace (when considering light, outlook, privacy etc.).

13. ACCESS/HIGHWAY SAFETY

- 13.1 Paragraph 92 of the NPPF states that Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: "promote social interaction, including opportunities

for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages” and “enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling”.

- 13.2 Further to the above, Chapter 9 of the NPPF supports the promotion of sustainable transport. In particular, paragraph 104 of the NPPF states that opportunities to promote walking, cycling and public transport are identified and pursued.
- 13.3 The Local Highway Authority has been consulted on the proposed development and are satisfied that the additional vehicle trips due to the development would be minimal and could be accommodated on the existing highway network. The proposed pedestrian/cyclist bridge would encourage users to travel to the site by sustainable modes of transport as part of a wider active travel network and therefore reduce the number of vehicle journeys to the development.
- 13.4 The current level of off street parking provision within the vicinity of the development is deemed to be acceptable, with car parking at the Park Bridge Heritage Centre being available and any additional overflow on street parking being accommodated on Waggon Road.
- 13.5 In order to ensure that the development would not result in harm to highway safety or the future users of the bridge, the LHA have recommended conditions relating to the following:
- Submission of a construction method statement, including details of surface water run off;
 - Submission of a construction environment management plan;
 - A condition controlling access routes to the site along Oldham Road/ Waggon Road travelling to and from the development;
 - Details of the external lighting strategy for the pedestrian and cyclist bridge across the Medlock Valley and access paths to be submitted for approval; and,
 - Details of the proposed arrangements for future management and maintenance of access routes to the pedestrian and cyclist bridge across the Medlock Valley.
- 13.6 Development should only be prevented or 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 (paragraph 111 of the NPPF). Subject to the above conditions, Officers’ are satisfied that construction phase and maintenance of the development can be suitable controlled and would not an unacceptable impact on highway safety.
- Pedestrian Connectivity
- 13.7 On approach to the proposed bridge structure, a 3m wide shared use path is proposed. The Local Highway Authority advises that LTN 1-20 (6.5) recommends 3m as the minimum width for shared use routes for up to 300 cyclists per hour. Considering the potential attractiveness of the route for leisure, as well as the direct nature of the route between Oldham and Ashton, the combined pedestrian, cycle and equestrian use and the proposed 5m width across the bridge structure, it is appropriate that, upon the approach to the bridge structure, the path should also be widened. On this basis, the plans were revised and the width of the path on the approach to the bridge structure has been tapered and widened as indicated on the updated landscape layout plan.
- 13.8 The Local Highway Authority have reviewed the revised plans and have no objections to the proposal in regards to pedestrian connectivity. The scheme is therefore acceptable.

14. FLOODING

- 14.1 The proposed bridge crosses above the River Medlock and its associated flood zones. However, the development spans flood zones 2 or 3 rather than being located within them. A drainage system will be incorporated to capture bridge deck surface water run-off and full details will be required by planning condition.

15. TREES

- 15.1 Policy N4 within the UDP advises that the Council will not permit the felling of protected trees and woodlands, or other trees of amenity value, unless:

- a. the removal of a tree has been considered appropriate in connection with an approved development, or
- b. good arboricultural practice requires that the tree should be felled, or
- c. the condition or safety of structures is conclusively proven to be adversely affected by the presence or growth of a tree, or
- d. a serious risk to public safety is presented by the tree. Where a tree is removed the Council will require appropriate replacement planting.

Tree and woodland planting should make use of locally native species wherever appropriate and the implications for nature conservation should always be taken into account.

- 15.2 Policy N5 goes on to state that where the quality and location of existing trees, whether individually, in groups or in woodlands, are of significant value to the appearance and amenity of a site, the Council will not permit development proposals which would:

- a. result in unnecessary loss of, or damage to, such existing trees, or
- b. not allow for successful retention of such existing trees, or
- c. not make adequate provision for replacement planting.

- 15.3 Much of the woodland now present within the Medlock Valley has grown up since the late 1960s' and comprises a mix of self-sown trees and planted trees, although parts of the Valley are assumed to support the original tree cover and may constitute Ancient woodland.

- 15.4 To accompany the application, an Arboricultural Impact Assessment (AIA), Arboricultural Survey and Arboricultural Constraints Assessment, tree clearance plan and landscape plans have been submitted.

- 15.5 A total of 115 tree features are included in the submitted survey which is comprised of 88 individual trees, 24 tree groups and three woodland groups. The AIA indicates that the proposed development will require the removal of 54 individual trees, seven groups, three partial woodlands and eight partial groups; this includes 18 tree features classed as moderate quality (Category B) and 44 tree features classified as low quality (Category C). In addition, 10 individual trees of very low quality (Category U) are also recommended for removal.

- 15.6 In lieu of the trees to be lost as a result of direct conflict with the proposed development, there will be mitigation in the form of new tree planting and associated landscaping works which is shown on the submitted landscape plans. The scheme comprises the addition of 277 replacement trees as far as is possible within the constraints of the site, retained vegetation and other landscape/heritage features important to the setting.

- 15.7 Replacement native broadleaf woodland planting would be incorporated to the valley sides southwest of the bridge, and individual native trees are located along the upgraded footpaths to reincorporate screening to nearby properties, including the immediately neighbouring

residential property, Station House, in order to enhance the footpath/cycleway experience for users on approach to the bridge.

- 15.8 It is acknowledged that some tree loss would be unavoidable and therefore mitigation measures are considered to be important. The Council's Green Space team have been consulted on the proposal and have identified that the proposed 3:1 ratio of replacement tree planting is sufficient to mitigate the proposed losses over time. The extent of tree loss is not likely to be of more than local impact on biodiversity.
- 15.9 In order to ensure that appropriate tree protection measures are implemented for the trees to be retained and to manage the phasing of site operations, it is recommended that an Arboricultural Method Statement is submitted to and approved in writing by the LPA.

16. ECOLOGY

- 16.1 The application spans the Bankfield Clough Site of Biological Importance (SBI) and the Rocher Valley Local Nature Reserve (LNR), which are both designated sites within Greater Manchester. Other woodland in the area although not necessarily encompassed within these designations is likely to be identified as Priority Woodland Habitat (NERC 2016 [Natural Environment and Rural Communities Act]).
- 16.2 Greater Manchester Ecology Unit (GMEU) have been consulted on the proposed development and have reviewed the following primary documents:
- Ecological Appraisal (GMEU, May 2021, v1.0)
 - Preliminary Bat Roost Assessment (Aecom, April 2022)
 - Along with other documents that make up the submission such as the Design & Access Statement, Landscape Layout and Visualisations.
- 16.3 GMEU raise the following:
- 16.4 INNS Species were identified within the Ecological Appraisal, but no details of species or locations were noted. GMEU consider that it is essential that this survey is undertaken and appropriate measures put in place to deal with the species during construction, enabling works and reinstatement. If it is found that Japanese knotweed is present within the footprint of the working area this will require specialist treatment, will potentially delay construction/implementation timescales and may require costly interventions. A suitable pre-commencement condition is therefore recommended on this basis which will be required to secure works for the specific species found. The applicant is agreeable to a condition on this basis.
- 16.5 The report indicates that there is badger activity in the vicinity of the proposal. A latrine – which usually marks a boundary/ is close to a sett – was located within the working area. As the Report's survey work was undertaken over a year ago and an extant permission – should approval be granted – can be last for 3 years, GMEU recommend that a pre-commencement condition be used to secure an updated badger survey. This survey should be undertaken in the period 3 months prior to the planned commencement of works. Commencement works to include vegetation clearance, enabling works or any pile driving activity. The survey should encompass an area 30m from any active clearance, haul road, crane platform, or works compound. If evidence of badger setts are found then the report will need to include details of restrictive working methods and consideration of the need for a Natural England licence to close/temporary disturbance. Details of working methodology and RAMS (Reasonable Avoidance Measures) should be provided even where no setts are located within this footprint. A condition is recommended on this basis.

- 16.6 A lighting proposal has been submitted by the applicant for review of GMEU for security and safety reasons, because as existing there is no lighting within the woodland area and surrounding footpaths. It is recommended by GMEU that notwithstanding the submitted details, a full lighting specification and contour light spillage plan is submitted to the LPA for approval. The light spillage contour plan should also provide a cross sectional approach so it is possible to consider the light spillage under the bridge footbed down towards the valley floor, as well as vertical spillage above the hand rail/parapet. A condition is therefore recommended on this basis, in accordance with Policy N7 and 1.10 of the UDP.
- 16.7 GMEU have reviewed the updated landscape proposals and are content with the detail and the introduction of the ground flora seed mix. It is recommended that a condition is attached requiring additional enhancement for bats and birds. Following this preliminary bat roost assessment, one tree (T1), a semi mature sycamore located on the edge of the area identified for tree clearance and which is intended to be protected, was identified as having moderate suitability to support roosting bats. The remaining trees within the survey area had negligible bat roost suitability. Should further tree removal be subsequently identified, further surveys will be required. Subject to the above, the proposal would comply with the provisions of national and local planning policy.

17. GROUND CONDITIONS

Contaminated Land

- 17.1 The Council's Environmental Protection Unit (Contaminated Land) (EPU) have been consulted on the proposal and advise the following in respect of contaminated land:
- 17.2 Historical mapping confirms that the site was part of a railway line and numerous old coal shafts are located within the vicinity of the site. Industrial uses have occurred in close proximity, this includes a cotton mill, boiler works and an iron works. Part of the proposed new footpath area is located in close proximity to an area deposited with waste materials in the early/middle of the twentieth century.
- 17.3 It is noted that a new footpath is to be constructed with the new bridge and any made ground located in landscaped areas adjacent to this path may contain contaminants that could pose a risk to future users of the site. In addition, part of the proposed path is located close to a former tipped area, which could contain soils that are impacted by contamination. The site is located in a former coal mining area and the Coal Authority confirmed in their consultation that the site lies in an area where historic unrecorded coal mining activity is likely to have taken place at shallow depth.
- 17.4 The CGL report included an assessment of the potential contamination risks and they concluded that ground gas risk to future users is unlikely. CGL confirmed that this is because future end use of the development will be well ventilated, as it is an open air structure. In addition, they stated that there is no recorded history of ground gas incidences related to coal workings at site or within 500m.
- 17.5 In regards to the chemical suitability of soils at the site, CGL confirmed that future site users would be exposed very short term and pollution linkage pathways will be broken by hard standing path/cycle ways. Therefore, they confirmed that risk soil contamination risk to future users is also unlikely. However, they stated that during site investigations, geoenvironmental sampling and testing of soils to assess if they are impacted with contaminants associated with the former coal mining and railway infrastructure will be required. In addition, CGL confirmed that a human health risk assessment should be completed.
- 17.6 On the basis of the above, the EPU have recommended a condition requiring the submission of additional information, including further site investigations and a verification/completion report. Subject to this, in order to ensure that any unacceptable risks posed by contamination

are appropriately addressed, the site is suitable for its proposed use in accordance with paragraph 178 of the National Planning Policy Framework.

Coal Mining Risk

- 17.7 The application site falls within the 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. In this light, the Coal Authority have been consulted on the proposal and advise the following:
- 17.8 The Coal Authority records indicate that mine shafts 393402- 018 and 393402-019 and their associated potential zones of influence are present within the application site. In addition, the potential zones of influence off-site mine shafts 393402-017 and 393402-034 extend into the site. Due to potential plotting inaccuracies, the actual positions of these former coal mining features could depart/deviate from their plotted positions by several metres. The Coal Authority hold no details of any past treatment of the shafts. An untreated or an inadequately treated mine entry and its resultant zone of influence pose a significant risk not only to surface stability but also public safety. 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.
- 17.9 In addition to the above, the Coal Authority's information indicates that the site lies in an area where historic unrecorded coal mining activity is likely to have taken place at shallow depth. Voids and broken ground associated with such workings can pose a risk of ground instability and may give rise to the emission of mine gases.
- 17.10 Upon initial submission, a Ground Investigation Report, Geotechnical Site Investigation and Interpretative Report (March 2021, prepared by GeoCon) was submitted for consideration, although the Coal Authority's Planning & Development Team did not consider that this adequately addressed the impact of coal mining legacy on the proposed development. In order to address the concerns raised, a Coal Mining Risk Assessment was submitted to identify and assess the risks posed to the proposed development by coal mining legacy.
- 17.11 Based on a review of relevant sources of coal mining and geological information, the submitted report considers that recorded underground mine workings are unlikely to pose a risk to the footbridge. However, it does conclude that there exists the potential for shallow workable coal seams beneath the site, and that the unrecorded mining of these seams pose a moderate risk to the proposed development.
- 17.12 The report indicates that previous ground investigations carried out at the site did not extend to sufficient depth to confirm the absence of coal shallow coal mining legacy. Accordingly, it recommends that further intrusive ground investigation is required to investigate whether unrecorded shallow coal mine workings are present and to confirm assumptions made regarding the adequacy of cover over recorded mine workings. It advises that the results of these investigations will inform any necessary remedial mine working stabilisation measures (drilling and grouting) and the piled foundation design of the bridge.
- 17.13 The Coal Authority welcomes the recommendation for the undertaking of further intrusive site investigations. These should be designed and carried out by competent persons, in cognisance of the conclusions of the Preliminary Sources Study Report, and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development. The results of the investigations should be interpreted by competent persons and used to inform any remedial works and/or mitigation measures that may be necessary to ensure the safety and stability of the development as a whole.
- 17.14 The submitted report acknowledges the presence of recorded mine entries within the wider area surrounding the bridge position, but does not provide any further assessment of the

risks posed by these features. The Coal Authority acknowledges that the bridge structure appears to be located clear of the zones of influence of the shafts, but we must highlight that the shafts lie within Protecting the public and the environment in mining areas 3 and immediately adjacent to the triangular parcel of land within the application site to the south of the River Medlock, i.e. in the Tameside LA Area.

- 17.15 However, it is understood that no development is proposed in the vicinity of the shafts, with works in this area limited to tree clearance and new planting. We understand that development beyond the southern end of the bridge, beyond the shaft positions but in an area of probable shallow workings, would be limited to new cycle route surfacing, which is unlikely to require significant groundworks or foundations.
- 17.16 On the basis of this advice given above, officers are satisfied that the scheme is acceptable in respect of coal mining subject to a condition requiring the submission of a scheme of intrusive investigations and a strategy for any remediation works, if necessary, be submitted to and approved in writing by the Local Planning Authority. The proposal would thus comply with the provisions of local and national planning policy in this regard.

18. ARCHAEOLOGICAL REMAINS

- 18.1 Greater Manchester Archaeological Advisory Service (GMAAS) have been consulted on the proposal and advise the following:
- 18.2 The application is supported by a Heritage Statement (HS) compiled by AECOM (November 2021), which provides a comprehensive overview of potential impacts to both the above and below-ground heritage environment within the scheme boundary. In correspondence between AECOM and GMAAS in February 2022, AECOM were informed that the HS meets the equivalent requirements of both a built heritage and archaeological desk-based assessment.
- 18.3 A map regression exercise and consideration of relevant documentary source data show that the wider site was heavily developed from the onset of the industrial period, with coal mining and colliery workings operating in this part of the Medlock Valley from the 17th century. Numerous other industrial buildings developed in the area across the 18th and 19th centuries alongside expansion of the ironworks and the onset of mechanised transportation, including the Park Bridge railway and construction of a brick-built viaduct (begun in 1859), which necessitated the demolition of the former 18th century Park Bridge packhorse bridge across the Medlock that was first depicted on the 1765 Ashton estate plan. The Victorian viaduct was demolished in 1971, although a modern low-level bridge across the river is carried on truncated stone foundation piers of the former viaduct.
- 18.4 GMAAS agree with the conclusions of the HS that there is the potential for below-ground remains to have survived that may be revealed during construction-related activities of the proposed scheme. Remains are likely to relate to the former 18th century Park Bridge packhorse bridge across the Medlock, and remains of the Park Bridge Railway Station and associated railway causeway to the south of the newly proposed bridge's southern landing point.
- 18.5 Following the above, GMAAS advise that an archaeological watching brief should be maintained during groundworks in sensitive areas so that remains can be exposed and recorded prior to their eventual loss. If unexpected and significant remains are identified, then a contingency should be built into the scheme of archaeological works for further investigation. A condition is therefore recommended on this basis. Following the second round of consultation, the initial comments remain unchanged.

19. PLANNING BALANCE & CONCLUSION

- 19.1 Paragraph 148 of the Framework states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.
- 19.2 The proposed development would cause harm to the Green Belt by reason of its inappropriateness, it would have a significant impact on the openness of the Green Belt and would have minimal impact on the five purposes of including land within the Green Belt. This harm should be given substantial weight against the proposed development.
- 19.3 The re-alignment and simplification of the existing NCN 626 route would provide welcomed health and cultural benefits through promoting and supporting outdoor sport and recreation for cyclists, equestrians and pedestrians in particular. The existing NCN route would become more accessible to new and existing users whilst also creating a landmark structure within the historic Medlock Valley.
- 19.4 The proposed development would form a key part of local transport infrastructure for improved, more inclusive and sustainable methods of transport between Ashton and Oldham. The scheme would encourage active travel with wider environmental benefits through the reduction in traffic and air quality improvement.
- 19.5 The scheme would inevitably result in the removal of existing trees within the area in order to facilitate the development, however would contribute to the replanting of over 250 replacement trees contributing to the sustainable preservation of the existing woodland, offering environmental and biodiversity enhancements to the Medlock Valley.
- 19.6 In addition to the harm caused to the Green Belt, by reason of its inappropriateness, it is recognised that significant harm to openness would also arise from its overall scale (height, length and resultant mass of the structure) and elevated position within the immediate landscape. The scheme would not undermine the five purposes of the Green Belt, as outlined within paragraph 138 of the NPPF, as such it is found that limited harm would arise in this regard.
- 19.7 In relation to other harm, there would be a localised impact on the landscape. There would be a change to the setting of a non-designated heritage asset, potential for harm to ecological interests as well as contaminated land and coal mining risk. There would be harm to residential amenity during the construction phase in particular, although it would be minimised once in place. Similarly there would be some harm as a result of impact on the local highway as well as an increase in activity as a result of pedestrians, cyclists and equestrians visiting the area.
- 19.8 On the basis of the above, it is found that the potential harm to the Green Belt and other harm resulting from the proposal is clearly outweighed by the public benefits of the scheme such that very special circumstances have been demonstrated as per paragraph 148 of the National Planning Policy Framework. The proposed development complies with the development plan, is a sustainable development, such that planning permission should be granted.

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 submitted drawings:
 - N0210132-0000-A-001-D Site Location Plan
 - N0210132-0100-A-002 Existing General Arrangement
 - N0210132-0100-A-0001-A Proposed General Arrangement
 - 783-029-SK01 Proposed Bridge Layout
 - 783-029-SK02 Proposed Bridge Sections
 - N0210132-0000-A-003-A Tree Clearance Plan
 - 60653244-ACM-00-01-SE-0001-P04 Landscape Layout Plan (Sheet 1 of 3)
 - 60653244-ACM-00-01-SE-0002-P04 Landscape Layout Plan (Sheet 2 of 3)
 - 60653244-ACM-00-01-SE-0003-P04 Landscape Layout Plan (Sheet 3 of 3)
 - June 2022 Landscape and Visual Impact Assessment
 - May 2022 Arboricultural Impact Assessment New Pedestrian and Cyclist Bridge, Park Bridge AECOM
 - 7 April 2022 Tree Survey Report
 - June 2021 Arboricultural Survey and Arboricultural Constraints Report November 2021 Heritage Statement
 - March 2021 Ground Investigation Report
 - March 2022 Consultation Report
 - January 2022 Road Safety Audit
 - May 2021 Ecology Appraisal
 - April 2022 Bat Report
 - October 2021 Crime Impact Assessment- Waggon Road
 - March 2021 Photo Schedule

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. No above ground development shall take place until a design and specification for the materials to be used in the construction of the external surfaces of the bridge, including the anti-climb parapet, has been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is acceptable and to minimise the potential for anti-social behaviour having regard to Policies 1.3, C1 and OL10 of the Tameside Unitary Development Plan.

4. No development shall be commenced until a scheme in the form of a Construction Environmental Management Plan (CEMP), including details of construction vehicle access routes, identification of works compounds, storage of machinery, materials and spoils, pollution prevention measures and construction surface water management - particularly on cleared steep slopes on thin soils, construction lighting measures, and measures to protect wildlife from uncovered excavations, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also include details for the methods to be employed to control and monitor noise, dust, and vibration impacts. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the construction works are commenced, which shall be maintained for the duration of the construction works.

Reason: Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to safeguard the ecological value of the site and the amenities of

the area having regard to Policies 1.3, 1.10, C1, N2, N3 and OL10 of the Tameside Unitary Development Plan.

5. Prior to the commencement of the construction of the bridge structure, a scheme to mitigate any impact of crime and anti-social behaviour, including measures to prevent access to the bridge by unauthorised motor vehicles, and safety lighting, shall be submitted to and approved in writing by the Local Planning Authority. The proposed measures shall be implemented before the bridge is first brought into use and shall be retained at all times thereafter.

Reason: In the interests of the amenity of the local area having regard to Policy 1.12 and T8 of the Tameside Unitary Development Plan.

6. No development shall commence until:

- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and
- b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: To ensure that risks to the development have been adequately assessed in the interests of public safety, having regard to section 15 of the NPPF.

7. Prior to the bridge being first brought into use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure that risks to the development have been adequately assessed in the interests of public safety, having regard to section 15 of the NPPF.

8. Prior to the use of the site, contaminated land reporting that confirms that the development is suitable for its proposed use will be 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. The findings of the site investigations and detailed risk assessment referred to in the CGL Preliminary Sources Study Report dated November 2022 (reference: CG/39351) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
2. Based on the site investigation and detailed risk assessment referred to in point (1) 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. This will include a verification plan confirming how the remedial measures are to be installed and verified.
3. A verification / completion report demonstrating all remedial works and measures detailed in the scheme(s) have been fully implemented shall be submitted to, and approved in writing by, the LPA. The report shall also include full details of the arrangements for any long term monitoring and maintenance as identified in the approved verification plan. The long term monitoring and maintenance shall be undertaken as approved.

The reports shall also include full details of the arrangements for any long term monitoring and maintenance. The long term monitoring and maintenance shall be undertaken as approved.

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

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

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

9. No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
 - a. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:
 - i. an archaeological watching brief; and
 - ii. informed by the above, further archaeological investigation and recording.
 - b. A programme for post investigation assessment to include:
 - i. analysis of the site investigations records and finds; and,
 - ii. production of a final report on the investigation results.
 - c. Deposition of the final report with the Greater Manchester Historic Environment Record.
 - d. Dissemination of the results commensurate with their significance.
 - e. Provision for archive deposition of the report and records of the site investigation.
 - f. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible, in accordance with section 16 of the NPPF.

10. No development, including site clearance, excavation or construction works or the entry of vehicles or plant into the site shall commence until a detailed survey of the site for the presence of invasive plant species has been undertaken and a method statement for removing or for setting out the long-term management / control of the identified species on the site has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures that will be used to prevent the spread of the invasive species during any operations and shall also contain measures to ensure that any soils brought into the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of invasive plant species having regard to section 15 of the NPPF.

11. No development shall be commenced, until a scheme and timetable showing how the development helps contribute towards the achievement of Biodiversity Net Gain, has been submitted to and approved in writing by the Local Planning Authority. The development shall be fully implemented in accordance with the approved details and timescale.

Reason: To ensure that the proposals result in enhancement of biodiversity having regard to paragraph 174 of the NPPF.

12. All soft landscape works shall be carried out in accordance with the approved plan Ref: 60653222-ACM-00-01-SE-0001 P04, 0002 P04 and 0003 P04 prior to the first use of the bridge or in accordance with the programme agreed with the local planning authority. Thereafter any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area having regard to Policies 1.3, C1, OL10 of the Tameside Unitary Development Plan.

13. Prior to the commencement of any development an updated bat survey shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the protection of protected species having regard to Policy N7 of the Tameside Unitary Development Plan.

14. Prior to the commencement of any development an updated badger survey shall be submitted to and approved in writing by the Local Planning Authority. This survey should be undertaken in the period 3 months prior to the planned commencement of works and should encompass an area 30m from any active clearance, haul road, crane platform, or works compound, and details of working methodology and RAMS (Reasonable Avoidance Measures) even where no setts are located within this footprint.. If evidence of badger setts are found then the Report will need to include details of restrictive working methods and consideration of the need for a Natural England licence to close/temporary disturbance.

Reason: To ensure the protection of protected species having regard to Policy N7 of the Tameside Unitary Development Plan.

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

Reason: To ensure the protection of bird habitats, which are protected species under the Wildlife and Countryside Act 1981, having regard to Policy N7 of the Tameside Unitary Development Plan.

16. Prior to the commencement of construction of the bridge hereby approved, a specification for the provision of a drainage system for the disposal of surface water from the bridge deck shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In order to ensure a satisfactory form of drainage in the interests of the amenity of the area having regard to Policies 1.3, 1.10, MW11 and N7 of the Tameside Unitary Development Plan.

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

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

18. No development shall take place in respect to each phase of the approved development until a method statement detailing how that phase of the development will be constructed (including demolition, site clearance, levelling and earth moving operations) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:

- i. A detailed construction phase layout plan for that phase / element of works
- ii. A development / construction timetable
- iii. Details of access arrangements, haul roads, loading / unloading areas and turning / manoeuvring facilities to be provided
- iv. Details of vehicle movements, vehicle routing and traffic management arrangements
- v. Details of temporary road and footpath closures / diversions
- vi. Details of parking requirements and provision for contractors / site staff
- vii. Details of site cabins, welfare facilities and temporary buildings
- viii. Details of the construction site boundary treatment, including hoardings, temporary fencing and gates
- ix. Details of where materials will be loaded, unloaded and stored
- x. Details of measures to be implemented to prevent mud and other debris being deposited on the public highway (including details of wheel wash facilities and road sweeping measures)
- xi. Details for the prevention of surface water runoff from the development during the construction phase onto existing highway/footpaths within the vicinity of the development.
- xii. Each phase of the approved development shall not proceed except in accordance with the approved method statement for that phase of the development.
- xiii. Route of any abnormal loads delivered to the site would need to be agreed in advance and structural design checks provided to ensure any structures on the adopted highway affected could adequately support the additional loading.

Reason: In the interests of highway safety, in accordance with paragraph 111 of the National Planning Policy Framework.

19. All construction traffic must be routed along Oldham Road/Waggon Road travelling to and from the development.

Reason: In the interests of highway safety, in accordance with paragraph 111 of the National Planning Policy Framework.

20. Details of the external lighting strategy for the pedestrian and cyclist bridge across the Medlock Valley and access paths shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a scale plan indicating the proposed stages of the roll out of the lighting to be installed, a LUX contour plan indicating the levels of light spillage and scaled elevations of lighting columns/supporting structures and how they will be fed and the arrangements for future maintenance/servicing fees. The external lighting scheme shall be implemented in accordance with the approved details prior to the opening of the

footbridge and shall be retained as such thereafter. No additional lighting shall be added to the bridge structure or deck without the prior written approval of the Local Planning Authority

Reason: To ensure the protection of protected species having regard to Policy N7 of the Tameside Unitary Development Plan In the interests of highway safety, in accordance with paragraph 111 of the National Planning Policy Framework.

21. Prior to the commencement of the development hereby approved, details of the proposed arrangements for future management and maintenance of access routes to the pedestrian and cyclist bridge across the Medlock Valley shown on approved plan N0210132-0100-A-0001 Rev D shall be submitted to and approved in writing by the Local Planning Authority. The access routes to the pedestrian and cyclist bridge shall thereafter be maintained in accordance with the approved management and maintenance details. The access routes/paths shall be constructed in accordance with the details set out within CD143 Table 5.29 to be used to inform the detail design of the path construction and retained as such thereafter.

Reason: In the interests of the safety of the users of the bridge in accordance with Policies T8 and 1.12 of the Tameside Unitary Development Plan.

22. Prior to first use of the bridge and paths hereby approved, full details including specification, height and materials of the proposed security fencing identified on the General Arrangement plan (Dwg No. N0210132-0100-A-0001_A) shall be submitted to and approved in writing by the Local Planning Authority. The fencing as approved shall be carried out in accordance with the approved details and retained thereafter.

Reason: in order to ensure that the fencing is visually appropriate to the locality and in the interests of amenity, in accordance with policies 1.3, C1, C10 of the Tameside Unitary Development Plan and Section 12 of the NPPF, in particular paragraph 130.

23. Notwithstanding the submitted details, prior to the commencement of development, full details and specification of the path structure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved plans and retained as approved thereafter.

Reason: To ensure that the proposed path can accommodate the anticipated loading in the interests of highway/pedestrian safety and stability in accordance with T8 of the UDP.

24. 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. Where protection is not feasible, soil amelioration or replacement works will be required to ensure suitable growing conditions for new trees to fully establish.

Reason: To safeguard the trees to be retained in accordance with Policy N4 of the Tameside Unitary Development Plan.

25. Prior to the commencement of development, an Arboricultural Method Statement as outlined within section 6 of the submitted Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall set out the phasing of site operations, finalised tree protection measures for the site and provide detail on how sensitive elements of work are to be achieved in proximity to the retained trees. All tree work carried out by suitably qualified and insured contractors.

Reason: To safeguard the trees to be retained in accordance with Policy N4 of the Tameside Unitary Development Plan.

26. 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. Where protection is not feasible, soil amelioration or replacement works will be required to ensure suitable growing conditions for new trees to fully establish.

Reason: To safeguard the trees to be retained in accordance with Policy N4 of the Tameside Unitary Development Plan.

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 Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the NPPF.

2. PUBLIC RIGHT OF WAY

The applicant's attention is drawn to the existence of Public Right of Ways across part of the site. No development must take place which affects the right of way in the absence of an appropriate closing or diversion order.

3. GENERAL ADVICE - TIDY SITE

One of the Council's objectives through town planning is to create and maintain an attractive borough and it expects that all applicants/developers/landowners will act in a responsible manner with regard to the maintenance of development sites and buildings under their control. The planning and building control service regularly monitors the condition of development sites and buildings. In relevant circumstances the Council has the power under section 215 of the Planning Act 1990 (and related legislation under the Building Act 1984) to issue notices requiring applicants/developers/landowners to take remedial action to maintain their sites and buildings in a reasonable and safe condition.

4. 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

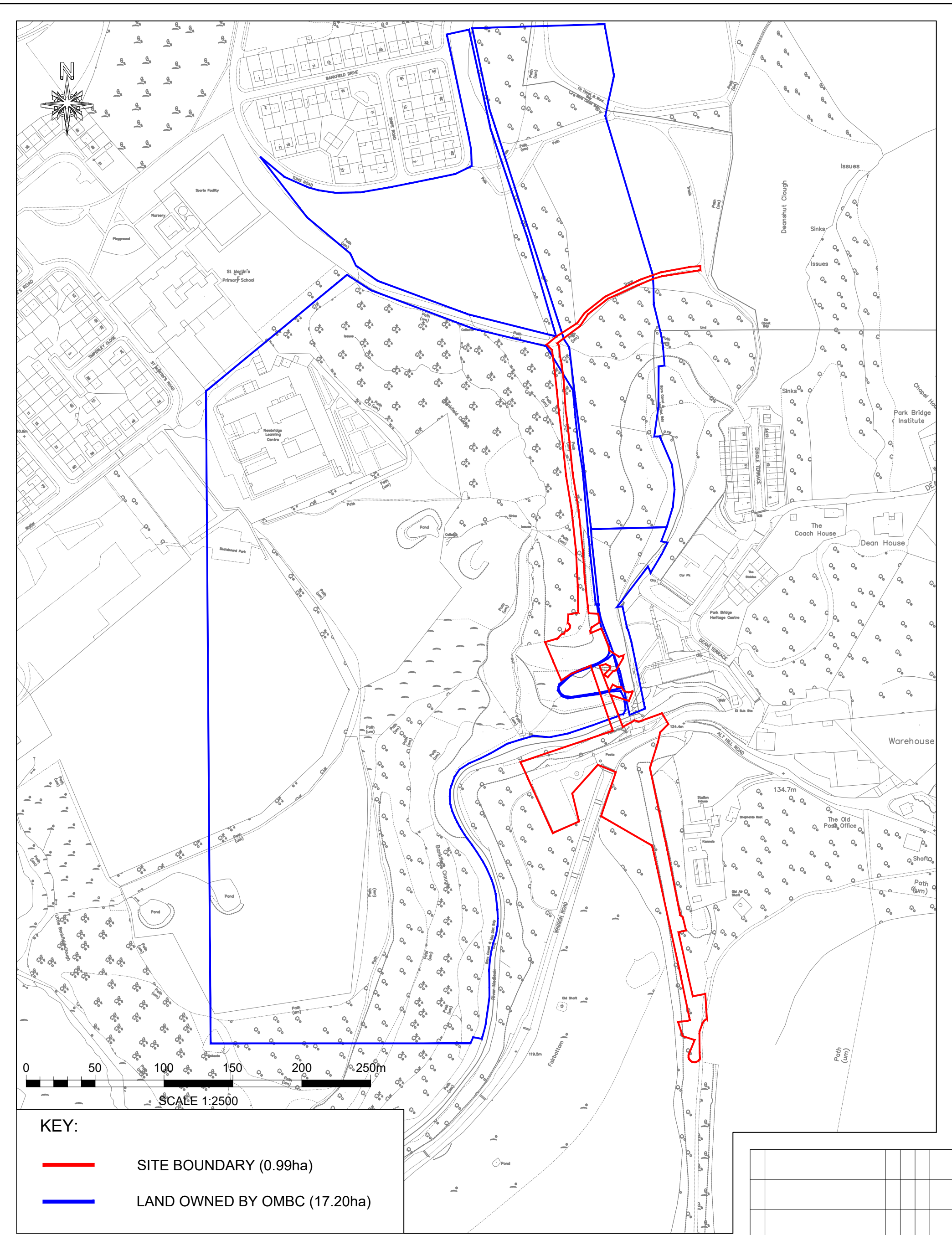
Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment 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

5. JAPANESE KNOTWEED

The applicant's attention is drawn to Sections 33 and 34 of the Environmental Protection Act 1990 which makes it an offence to fail to appropriately dispose of any material containing Japanese Knotweed.



KEY:

	SITE BOUNDARY (0.99ha)
	LAND OWNED BY OMBC (17.20ha)

Rev.	Revision details	By	Chk.	App.	Date

NOTES:
 1. **ORDNANCE SURVEY LICENCE:**
 © Crown copyright and database rights 2022 Ordnance Survey
 licence 0100019668.



Oldham Council
 Oldham Metropolitan Borough Council
 Scheme Design Implementation
 Henshaw House, Cheapside
 Oldham OL1 3AB

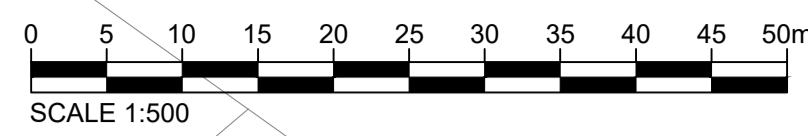
© CROWN COPYRIGHT AND DATABASE RIGHTS 2022 ORDNANCE SURVEY LA000079007

HIGHWAYS & ENGINEERING
 Henshaw House, Cheapside, Oldham OL1 3AB

Client OMBC		
Project PARK BRIDGE		
Drawn by RPO	Date MAR 21	Purpose of issue
Checked by	Date	Scale at A3 size
Approved by	Date	1:2500

Title SITE BOUNDARY PLAN	Rev.
Drawing No. N0210132-0000-A-001	
	D

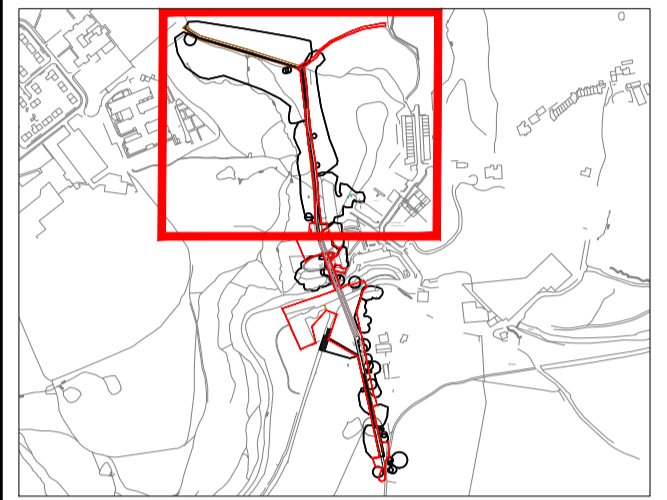
This page is intentionally left blank



CONSULTANT

AECOM
 1 New York Street
 Manchester
 M1 4HD
 Fax +44 (0)161 601 1799
 Tel +44 (0)161 601 1700
 www.aecom.com

KEY PLAN



GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS ARE IN METRES UNLESS DEFINED OTHERWISE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
5. ALL PIPE LOCATIONS, DIAMETERS, INVERT LEVELS & COVER LEVELS ARE INDICATIVE ONLY AND WILL BE CONFIRMED AT DETAILED DESIGN.
6. THIS DRAWING IS INDICATIVE ONLY.

KEY

- INDICATIVE SITE BOUNDARY
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE RETAINED
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE REMOVED
- PROPOSED TREE
- TREE CLEARANCE AREA
ORIGINAL AREA DESIGNATED FOR TREE CLEARANCE
- NEW CYCLE ROUTE SURFACE
- PROPOSED WOODLAND MIX PLANTING
COMPENSATORY PLANTING
- WOODLAND SEED MIXTURE

DRAWING STATUS

PLANNING

ISSUE/REVISION

NO	DATE	DESCRIPTION
P04	30/11/22	THIRD ISSUE - UPDATED RLB
P03	15/11/22	SECOND ISSUE
P02	10/06/22	FIRST ISSUE
P01	10/01/22	DRAFT ISSUE
IR/	DATE	DESCRIPTION

PROJECT NUMBER

60653244

SHEET TITLE

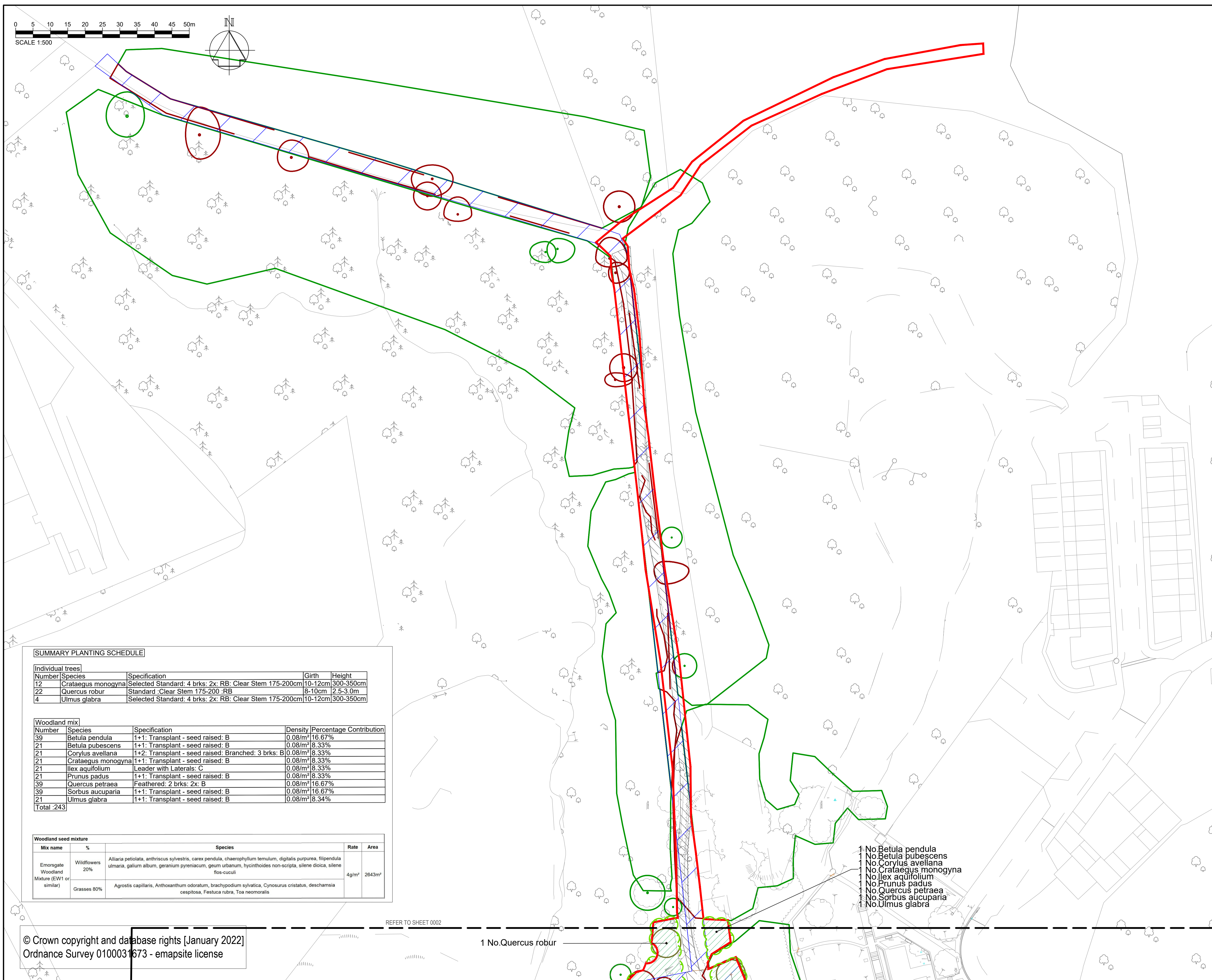
LANDSCAPE LAYOUT PLAN

SHEET NUMBER

60653244-ACM-00-01-SE-0001

REV.

P04



SUMMARY PLANTING SCHEDULE

Number	Species	Specification	Girth	Height
12	Crataegus monogyna	Selected Standard: 4 brks: 2x: RB: Clear Stem 175-200cm	10-12cm	300-350cm
22	Quercus robur	Standard: Clear Stem 175-200 :RB	8-10cm	2.5-3.0m
4	Ulmus glabra	Selected Standard: 4 brks: 2x: RB: Clear Stem 175-200cm	10-12cm	300-350cm

Number	Species	Specification	Density	Percentage Contribution
39	Betula pendula	1+1: Transplant - seed raised: B	0.08/m ²	16.67%
21	Betula pubescens	1+1: Transplant - seed raised: B	0.08/m ²	8.33%
21	Corylus avellana	1+2: Transplant - seed raised: Branched: 3 brks: B	0.08/m ²	8.33%
21	Crataegus monogyna	1+1: Transplant - seed raised: B	0.08/m ²	8.33%
21	Ilex aquifolium	Leader with Laterals: C	0.08/m ²	8.33%
21	Prunus padus	1+1: Transplant - seed raised: B	0.08/m ²	8.33%
39	Quercus petraea	Feathered: 2 brks: 2x: B	0.08/m ²	16.67%
39	Sorbus aucuparia	1+1: Transplant - seed raised: B	0.08/m ²	16.67%
21	Ulmus glabra	1+1: Transplant - seed raised: B	0.08/m ²	8.34%
Total :243				

Mix name	%	Species	Rate	Area
Emorsgate Woodland Mixture (EW1 or similar)	20%	Alliaria petiolata, anthriscus sylvestris, carex pendula, chaerophyllum temulum, digitalis purpurea, filipendula ulmaria, gallium album, geranium pyreniacum, geum urbanum, hycinthoides non-scripta, silene dioica, silene flos-cuculi	4g/m ²	2643m ²
	Grasses 80%	Agrostis capillaris, Anthoxanthum odoratum, brachypodium sylvatica, Cynosurus cristatus, deschamsia cespitosa, Festuca rubra, Toa neomoralis		

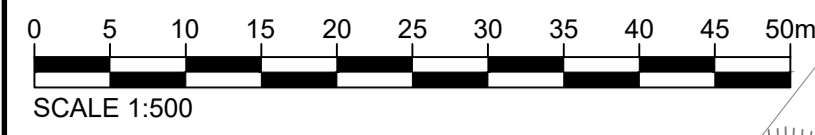
- 1 No Betula pendula
- 1 No Betula pubescens
- 1 No Corylus avellana
- 1 No Crataegus monogyna
- 1 No Ilex aquifolium
- 1 No Prunus padus
- 1 No Quercus petraea
- 1 No Sorbus aucuparia
- 1 No Ulmus glabra

1 No. Quercus robur

REFER TO SHEET 0002

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

This page is intentionally left blank



PROJECT

PARK BRIDGE,
OLDHAM

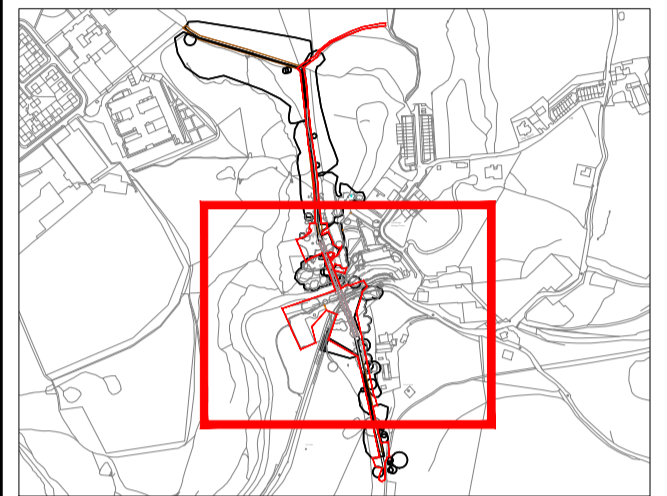
CLIENT

OLDHAM COUNCIL

CONSULTANT

AECOM
1 New York Street
Manchester
M1 4HD
Fax +44 (0)161 601 1799
Tel +44 (0)161 601 1700
www.aecom.com

KEY PLAN



GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
- DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
- ALL DIMENSIONS ARE IN METRES UNLESS DEFINED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
- ALL PIPE LOCATIONS, DIAMETERS, INVERT LEVELS & COVER LEVELS ARE INDICATIVE ONLY AND WILL BE CONFIRMED AT DETAILED DESIGN.
- THIS DRAWING IS INDICATIVE ONLY.

KEY

- INDICATIVE SITE BOUNDARY
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE RETAINED
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE REMOVED
- PROPOSED TREE
- TREE CLEARANCE AREA
ORIGINAL AREA DESIGNATED FOR TREE CLEARANCE
- NEW CYCLE ROUTE SURFACE
- PROPOSED WOODLAND MIX PLANTING
COMPENSATORY PLANTING
- WOODLAND SEED MIXTURE

DRAWING STATUS

PLANNING

ISSUE/REVISION

NO	DATE	DESCRIPTION
P04	30/11/22	THIRD ISSUE- UPDATED RLB
P03	15/11/22	SECOND ISSUE
P02	10/06/22	FIRST ISSUE
P01	10/01/22	DRAFT ISSUE
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60653244

SHEET TITLE

LANDSCAPE LAYOUT PLAN

SHEET NUMBER

60653244-ACM-00-01-SE-0002

REV.

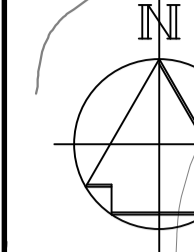
P04

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. All measurements must be obtained from the stated dimensions.

This page is intentionally left blank

0 5 10 15 20 25 30 35 40 45 50m

SCALE 1:500



7 No. Quercus robur

4 No. Quercus robur

10 No. Betula pendula
 10 No. Betula pubescens
 10 No. Corylus avellana
 10 No. Crataegus monogyna
 10 No. Ilex aquifolium
 10 No. Prunus padus
 10 No. Quercus petraea
 10 No. Sorbus aucuparia
 5 No. Ulmus glabra

3 No. Quercus robur

2 No. Betula pendula
 1 No. Betula pubescens
 1 No. Corylus avellana
 1 No. Crataegus monogyna
 1 No. Ilex aquifolium
 1 No. Prunus padus
 2 No. Quercus petraea
 1 No. Sorbus aucuparia
 1 No. Ulmus glabra

2 No. Crataegus monogyna

1 No. Crataegus monogyna

1 No. Crataegus monogyna

1 No. Ulmus glabra

1 No. Crataegus monogyna

REFER TO SHEET 0002

1 No. Ulmus glabra

3 No. Crataegus monogyna

1 No. Ulmus glabra

2 No. Crataegus monogyna

1 No. Ulmus glabra

Boro Const & Met Dist Bdy
 River Medlock

WAGGON ROAD



PROJECT

PARK BRIDGE,
 OLDHAM

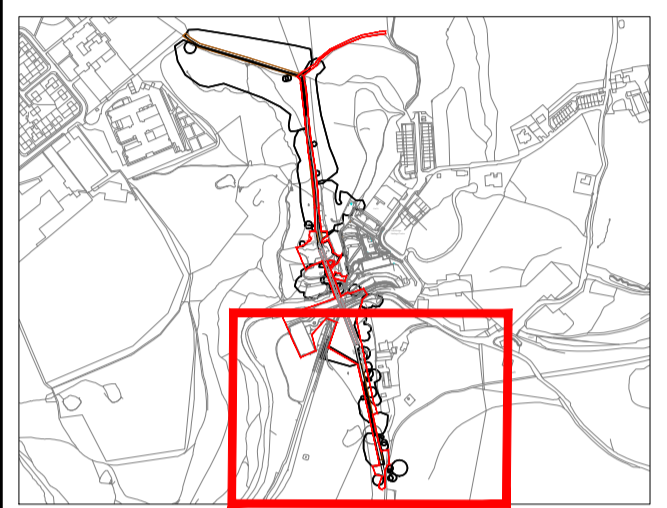
CLIENT

OLDHAM COUNCIL

CONSULTANT

AECOM
 1 New York Street
 Manchester
 M1 4HD
 Fax +44 (0)161 601 1799
 Tel +44 (0)161 601 1700
 www.aecom.com

KEY PLAN



GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS ARE IN METRES UNLESS DEFINED OTHERWISE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
5. ALL PIPE LOCATIONS, DIAMETERS, INVERT LEVELS & COVER LEVELS ARE INDICATIVE ONLY AND WILL BE CONFIRMED AT DETAILED DESIGN.
6. THIS DRAWING IS INDICATIVE ONLY.

KEY

- INDICATIVE SITE BOUNDARY
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE RETAINED
- EXISTING TREE, GROUP, WOODLAND, OR HEDGE TO BE REMOVED
- PROPOSED TREE
- ▭ TREE CLEARANCE AREA
ORIGINAL AREA IDENTIFIED FOR TREE CLEARANCE
- ▭ NEW CYCLE ROUTE SURFACE
- ▭ PROPOSED WOODLAND MIX PLANTING
COMPENSATORY PLANTING
- ▭ WOODLAND SEED MIXTURE

DRAWING STATUS

PLANNING

ISSUE/REVISION

NO	DATE	DESCRIPTION
P04	30/11/22	THIRD ISSUE- UPDATED RLB
P03	15/11/22	SECOND ISSUE
P02	10/06/22	FIRST ISSUE
P01	10/01/22	DRAFT ISSUE
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60653244

SHEET TITLE

LANDSCAPE LAYOUT PLAN

SHEET NUMBER

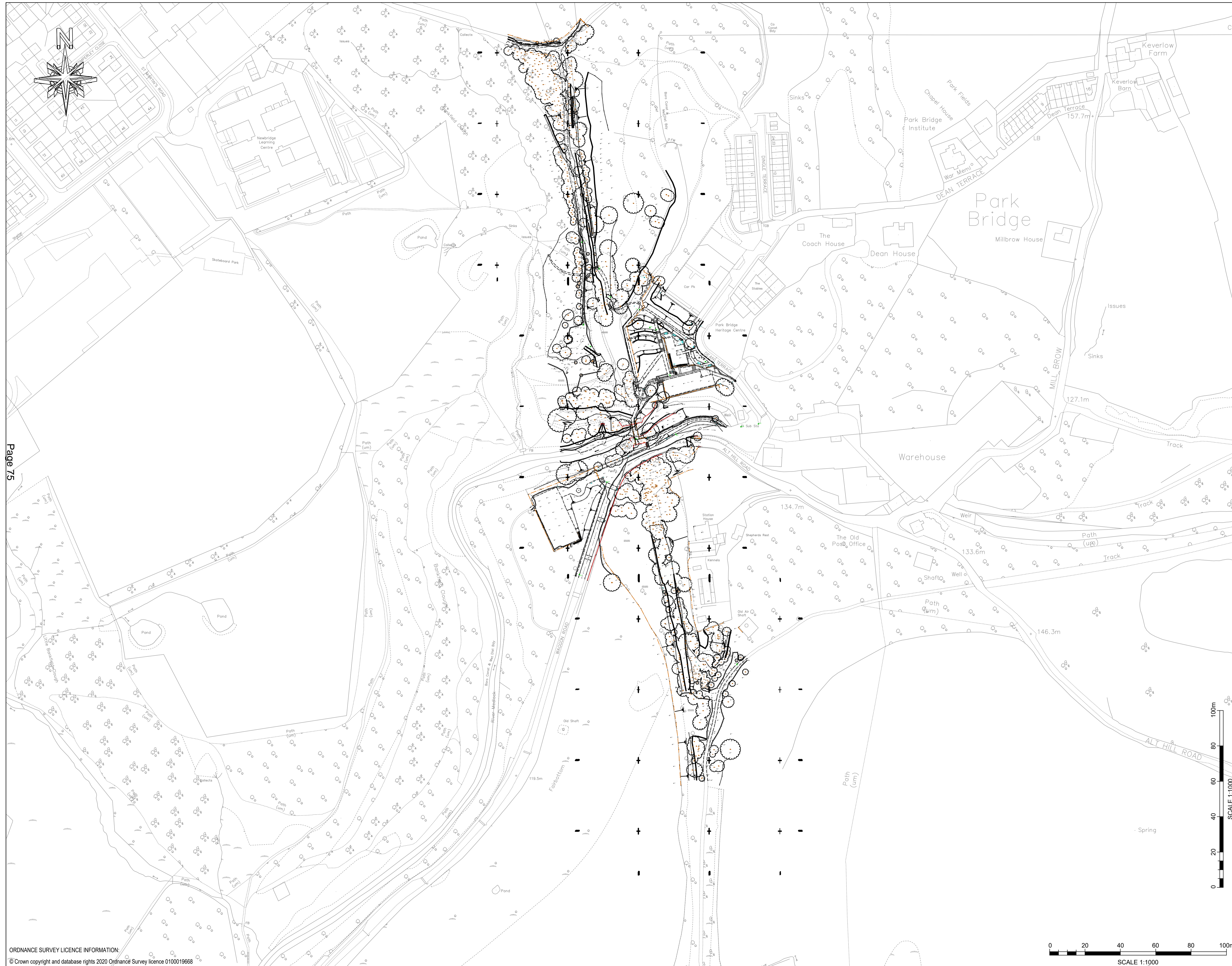
60653244-ACM-00-01-SE-0003

REV.

P04

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from this scaled dimensions.

This page is intentionally left blank



NOTES

Rev	Revision details	By	Chk	App.	Date



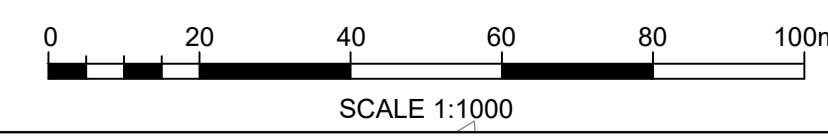
HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

Client **OMBC**
Project **MCF Park Bridge Foot & Cycle
NCN626 Connection to
Ashton-Under-Lyne**

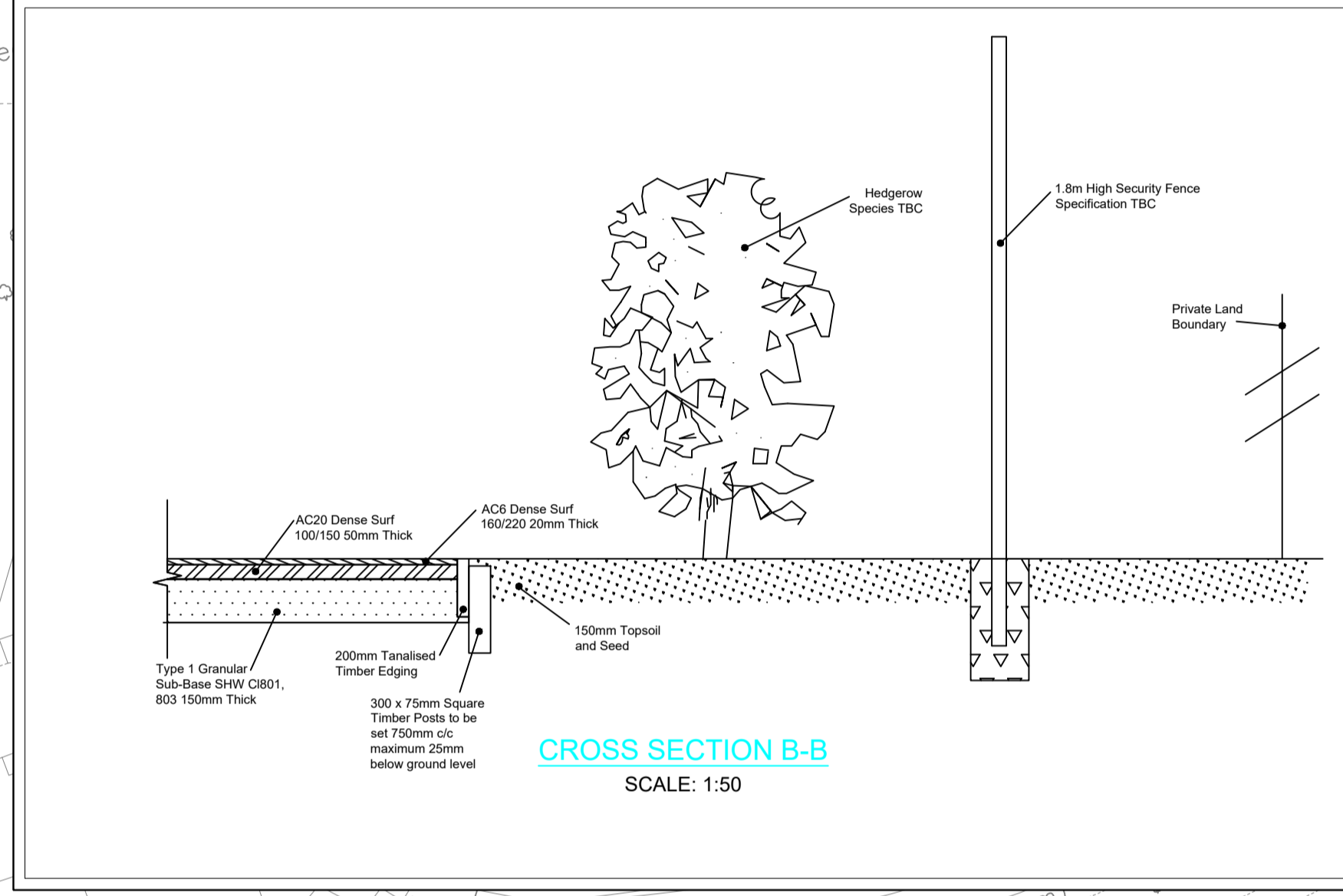
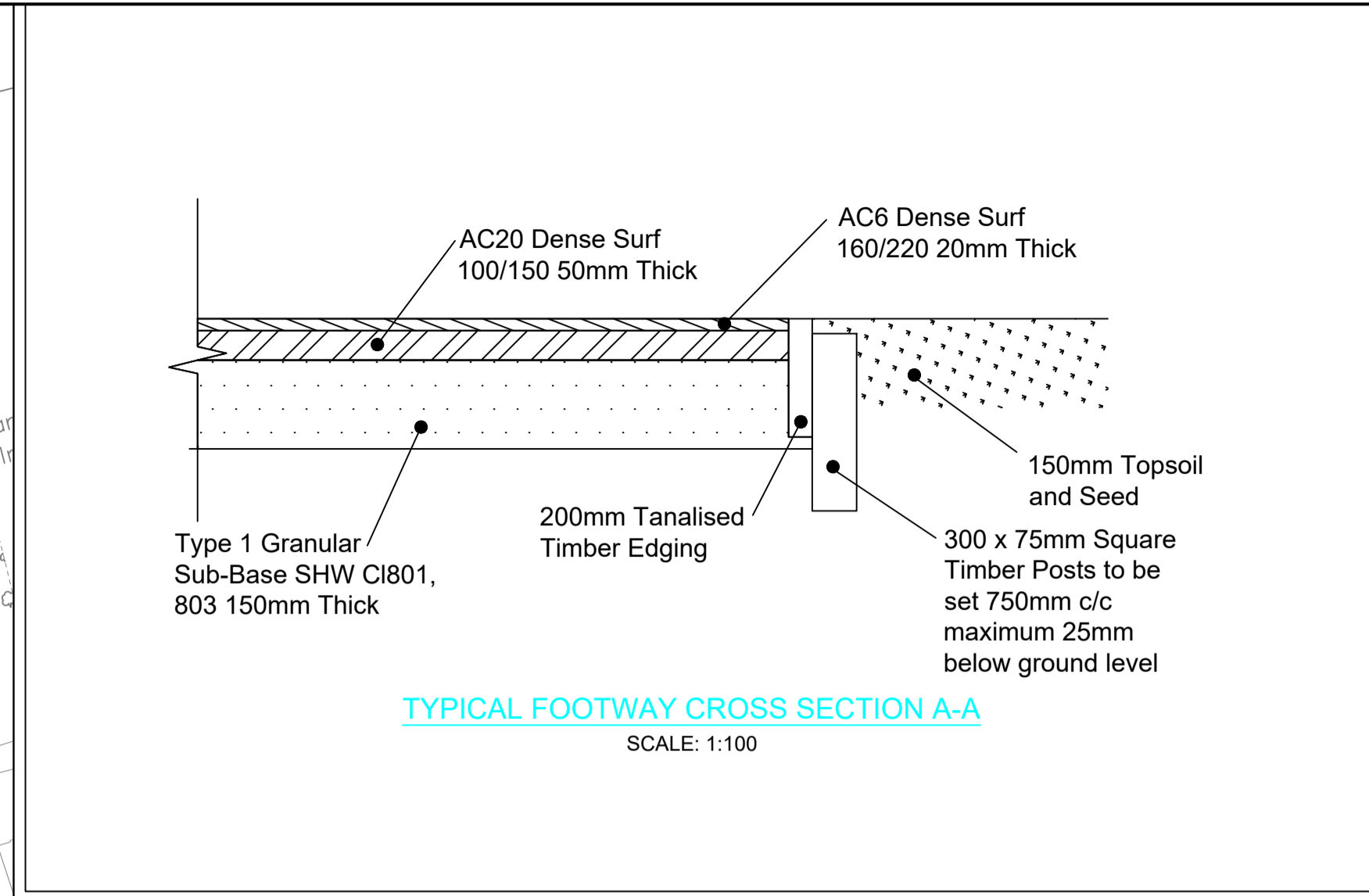
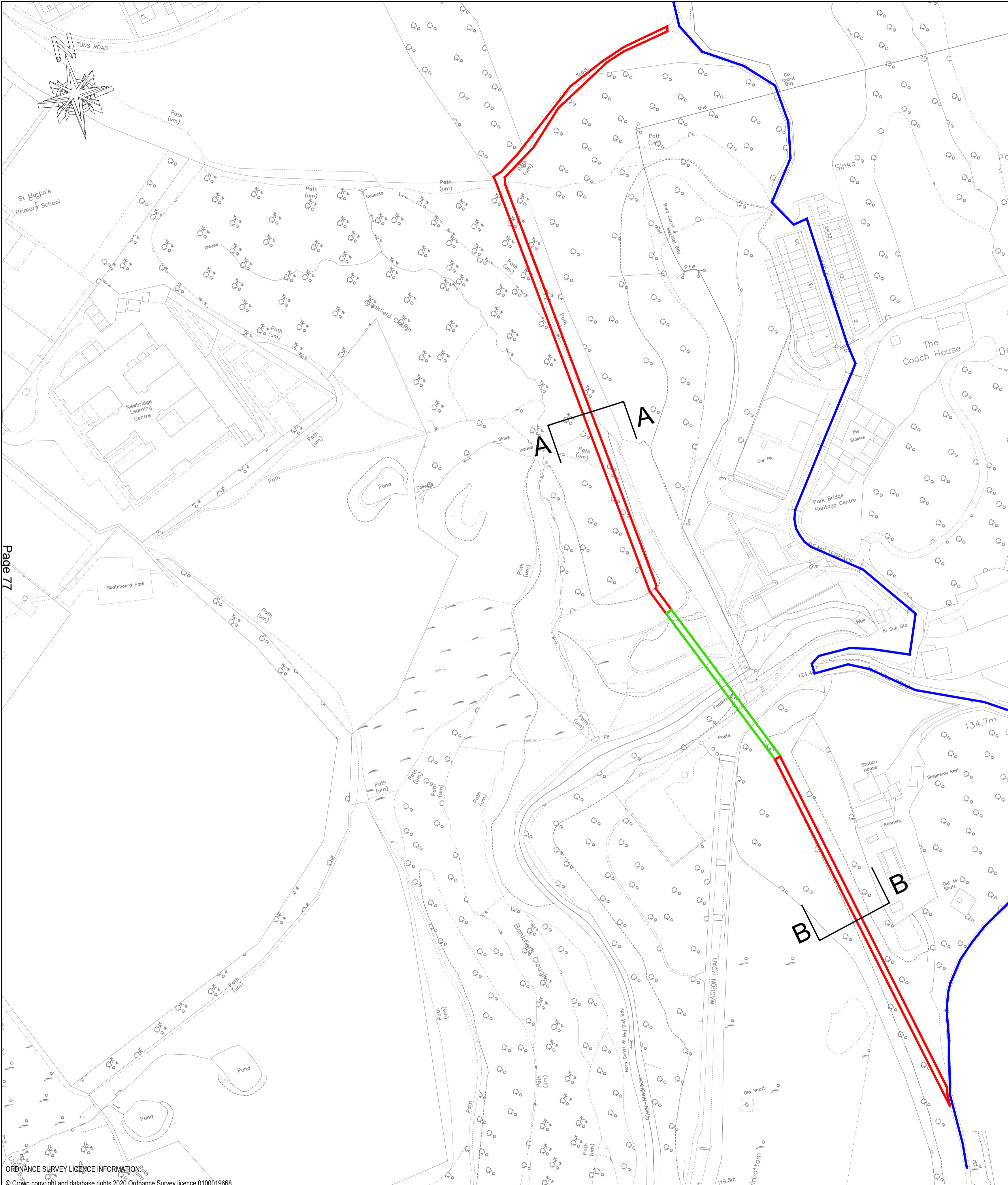
Title **Existing
General Arrangement**

Project Code **N0210132**

Drawn by	JD	Date	14/22	Purpose of issue	Planning	Scale at A1 size	1:1250
Checked by	NH	Date	14/22	Drawing No.	N0210132-0100-A-002		
Approved by	SH	Date	14/22	Rev.			



This page is intentionally left blank



NOTES

- KEY:**
- NEW CYCLE TRACK 3M WIDE
 - NEW BRIDGE 5M WIDE
 - EXISTING FOOTPATHS

Rev	Revision details	By	Chk	App	Date

Oldham Metropolitan Borough Council
Scheme Design Implementation
Henshaw House, Cheapside
Oldham OL1 3AB

© CROWN COPYRIGHT AND DATABASE RIGHTS 2022 ORDNANCE SURVEY LA010019801

HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

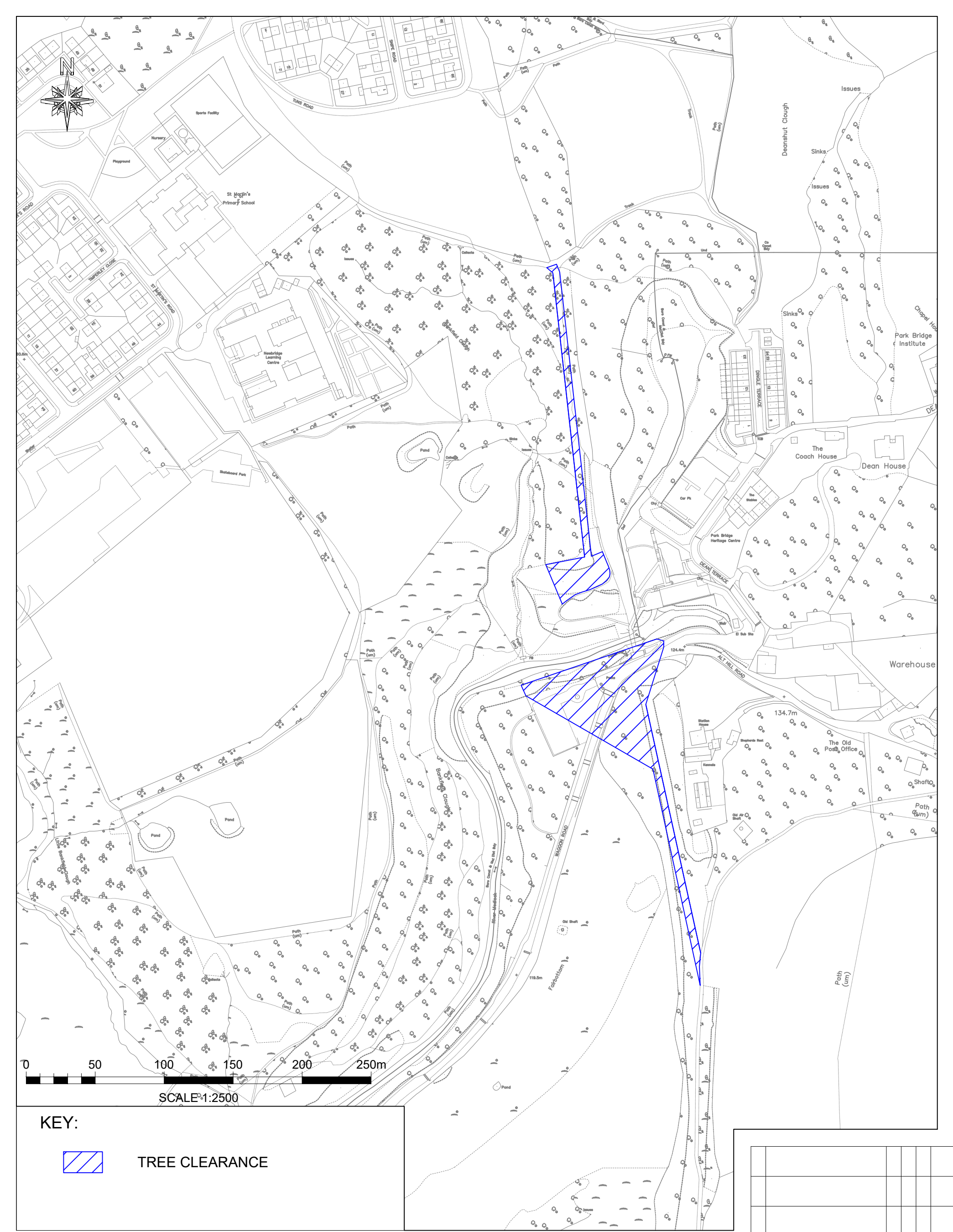
Client **OMBC**
Project **MCF Park Bridge Foot & Cycle NCN626 Connection to Ashton-Under-Lyne**

Title **General Arrangement**


Project Code **N0210132**

Drawn by	LB	Date	Feb 22	Purpose of issue	Planning	Scale at A1 size	As Shown
Checked by	NH	Date	Feb 22	Drawing No.	N0210132-0100-A-0001	Rev	A
Approved by	SH	Date	Feb 22				

This page is intentionally left blank



KEY:

 TREE CLEARANCE

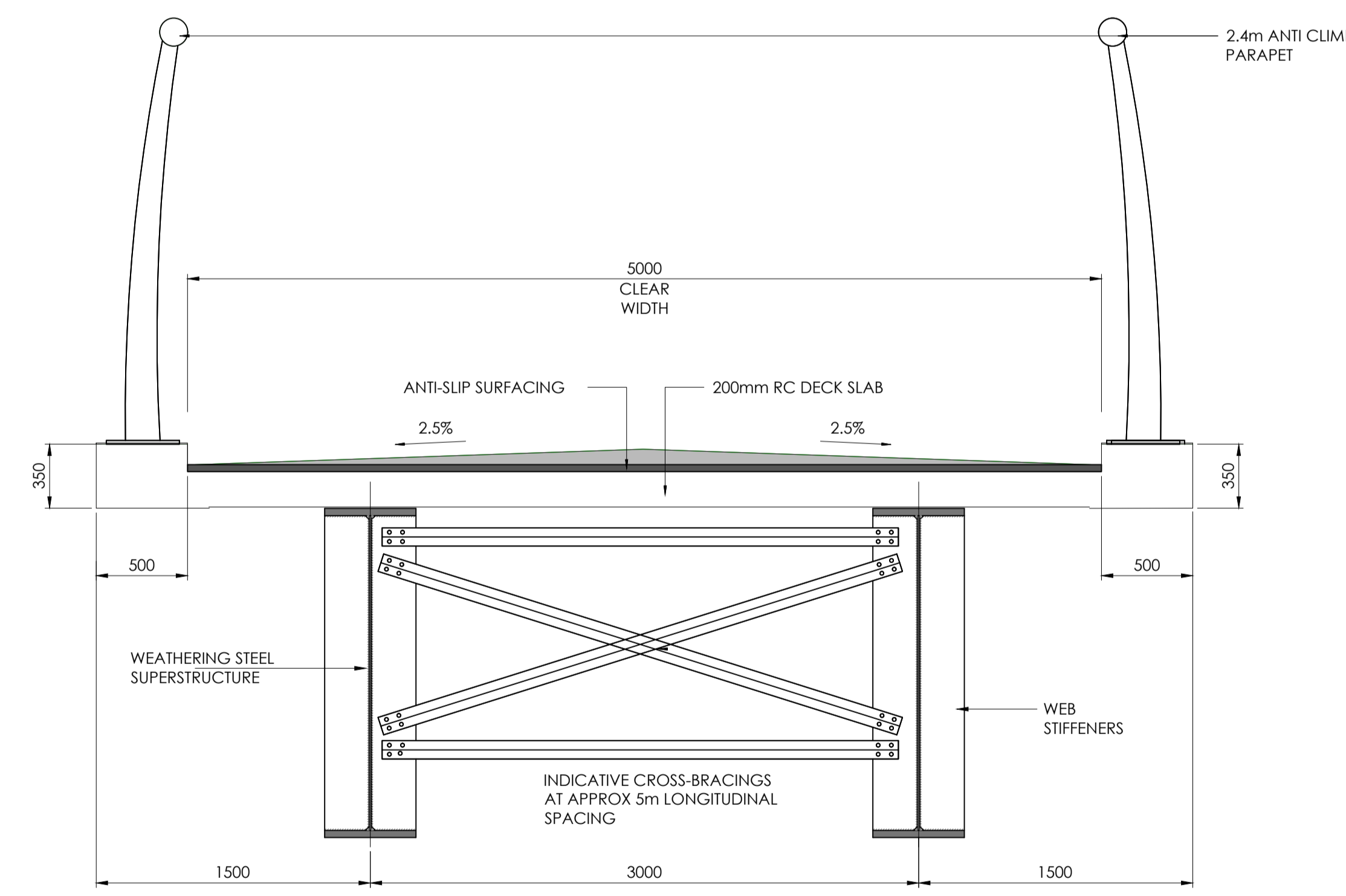
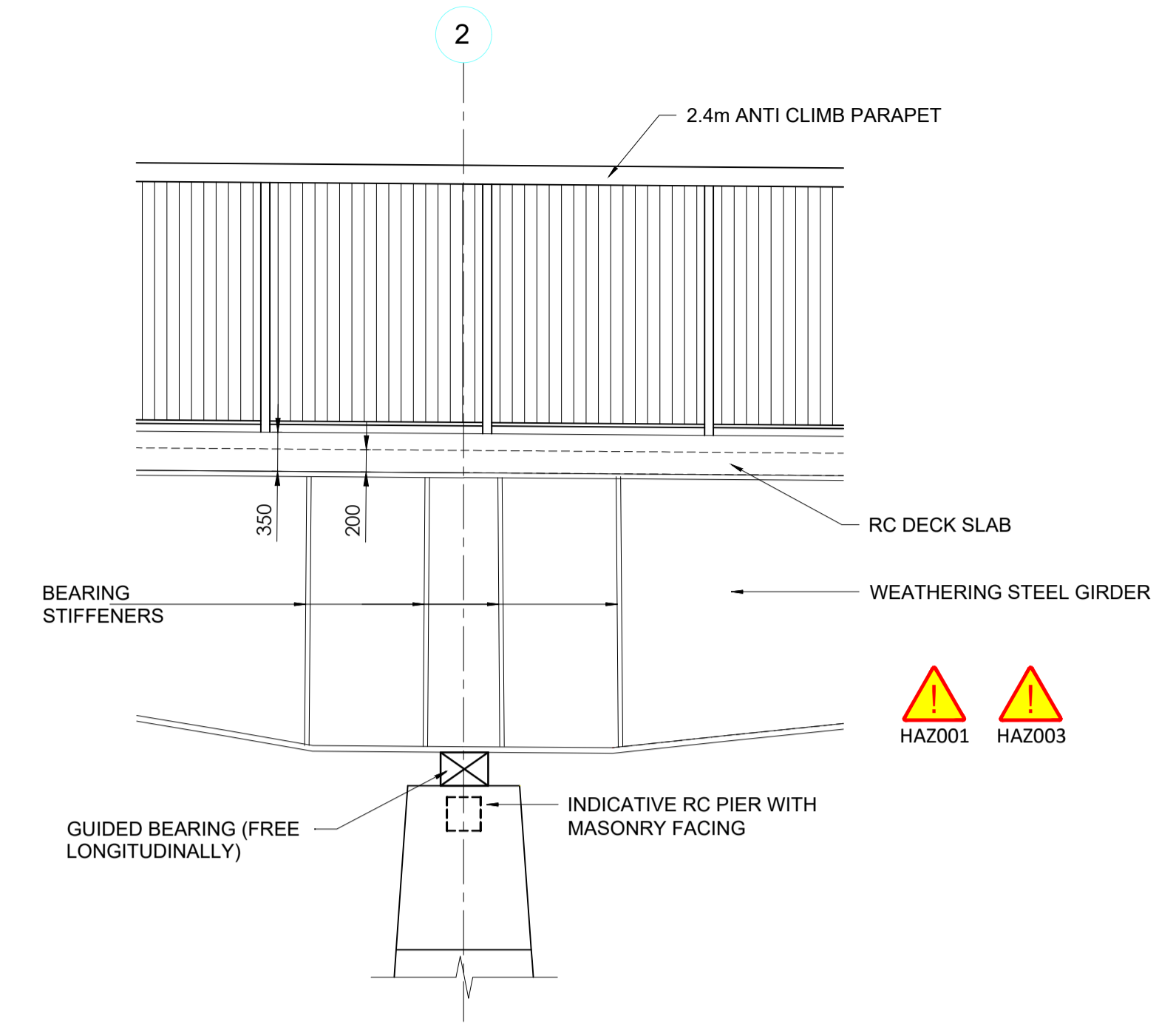
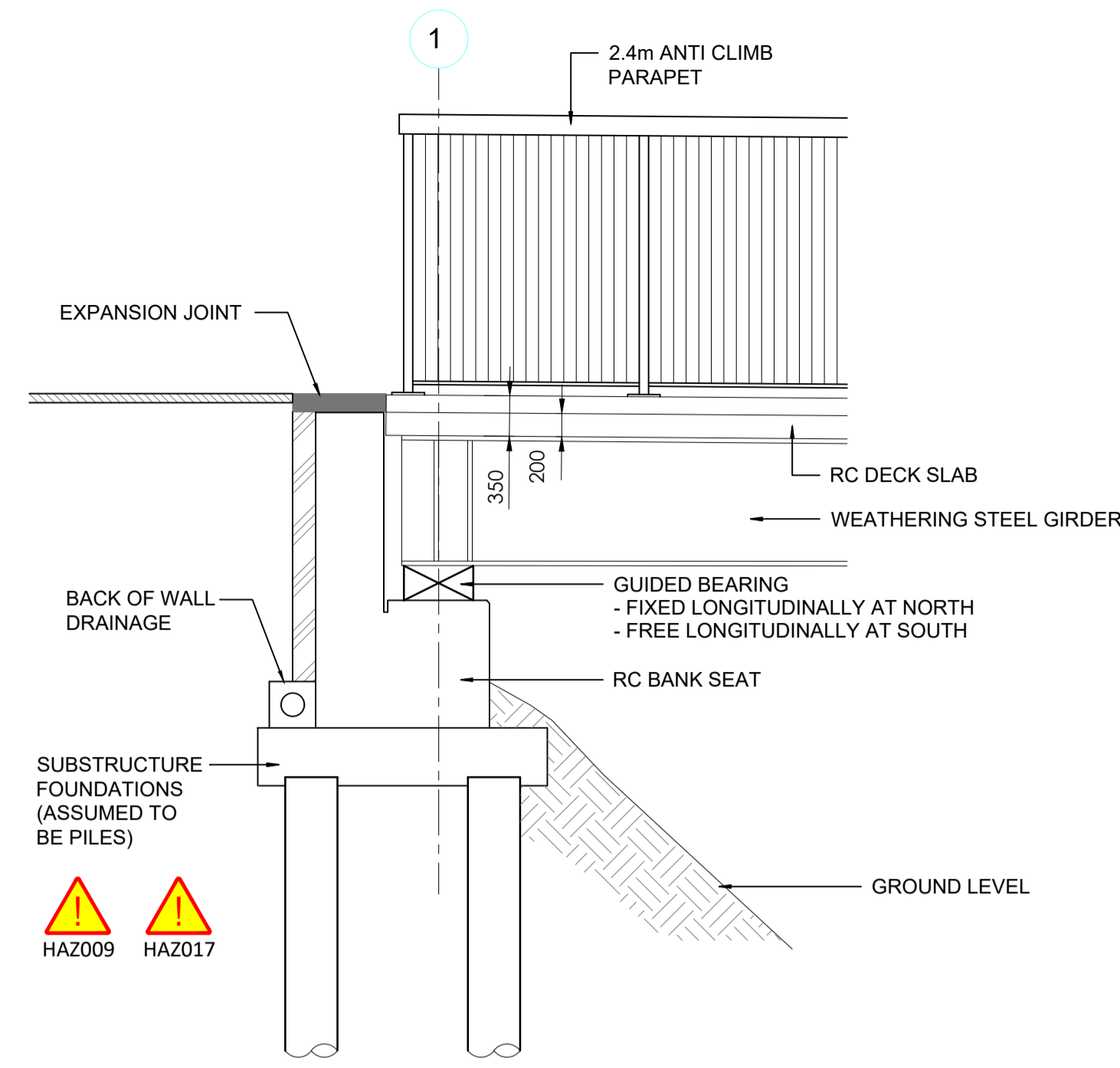
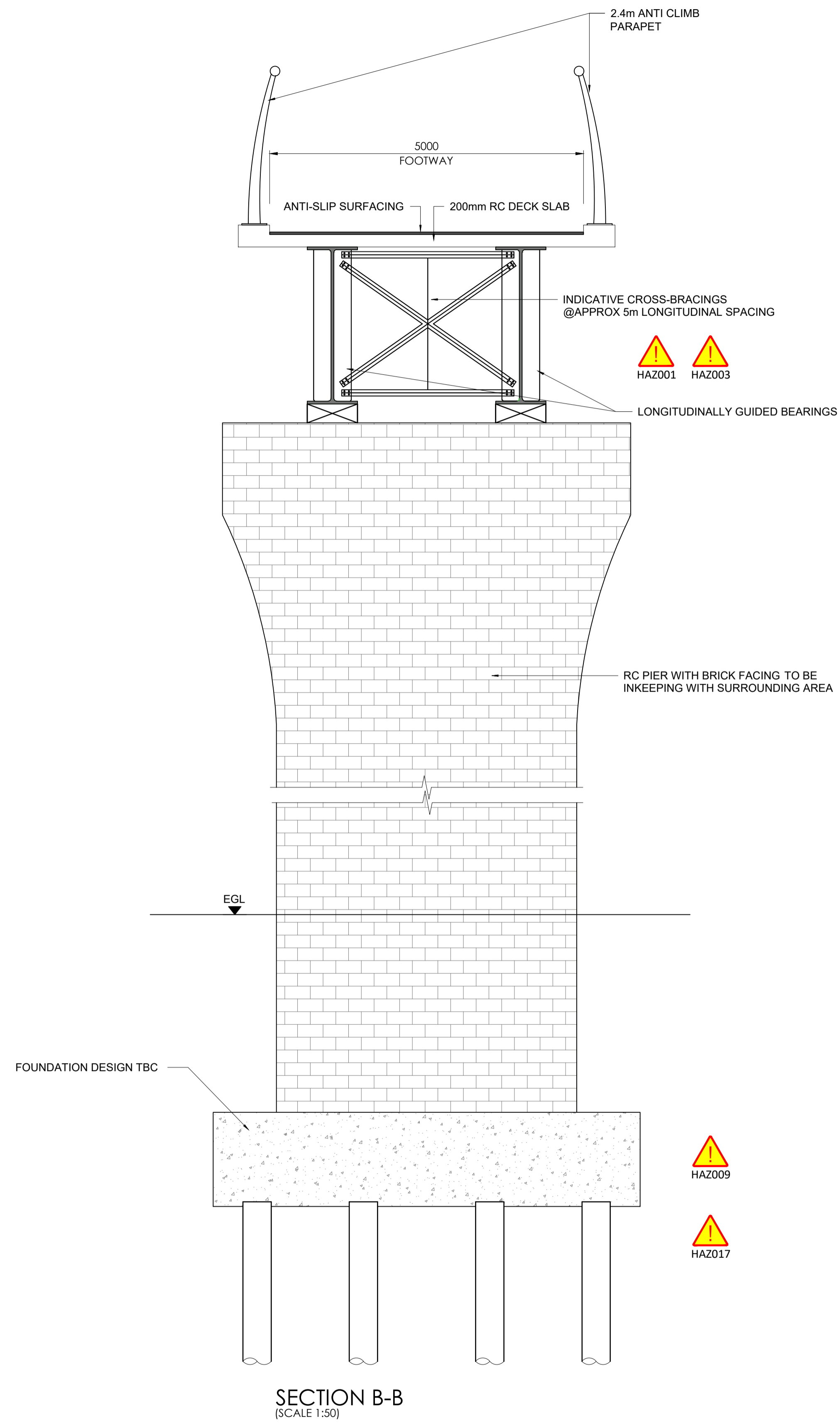
NOTES:
 1. ORDNANCE SURVEY LICENCE:
 © Crown copyright and database rights 2022 Ordnance Survey
 licence 0100019668.


Oldham
 Council
 Oldham Metropolitan Borough Council
 Scheme Design Implementation
 Henshaw House, Cheapside
 Oldham OL1 3AB
© CROWN COPYRIGHT AND DATABASE RIGHTS 2022 ORDNANCE SURVEY LA100019668
HIGHWAYS & ENGINEERING
 Henshaw House, Cheapside, Oldham OL1 3AB
Page 79

Client OMBC		
Project PARK BRIDGE		
Drawn by LB	Date FEB 22	Purpose of issue
Checked by	Date	Scale at A3 size
Approved by	Date	1:2500

Rev.	Revision details	By	Chk.	App.	Date
TREE CLEARANCE					
Drawing No. N0210132-0000-A-003					Rev. A

This page is intentionally left blank

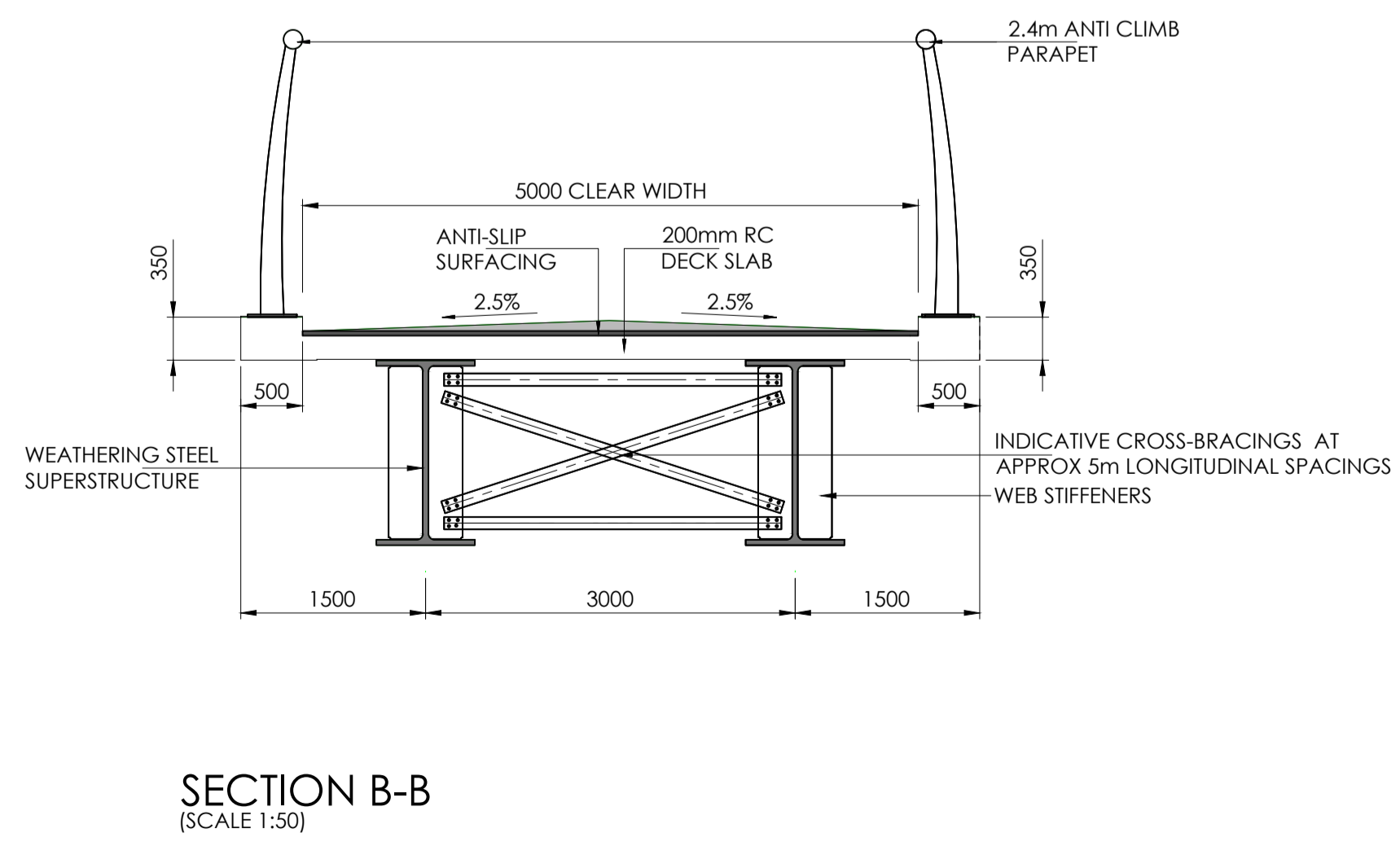
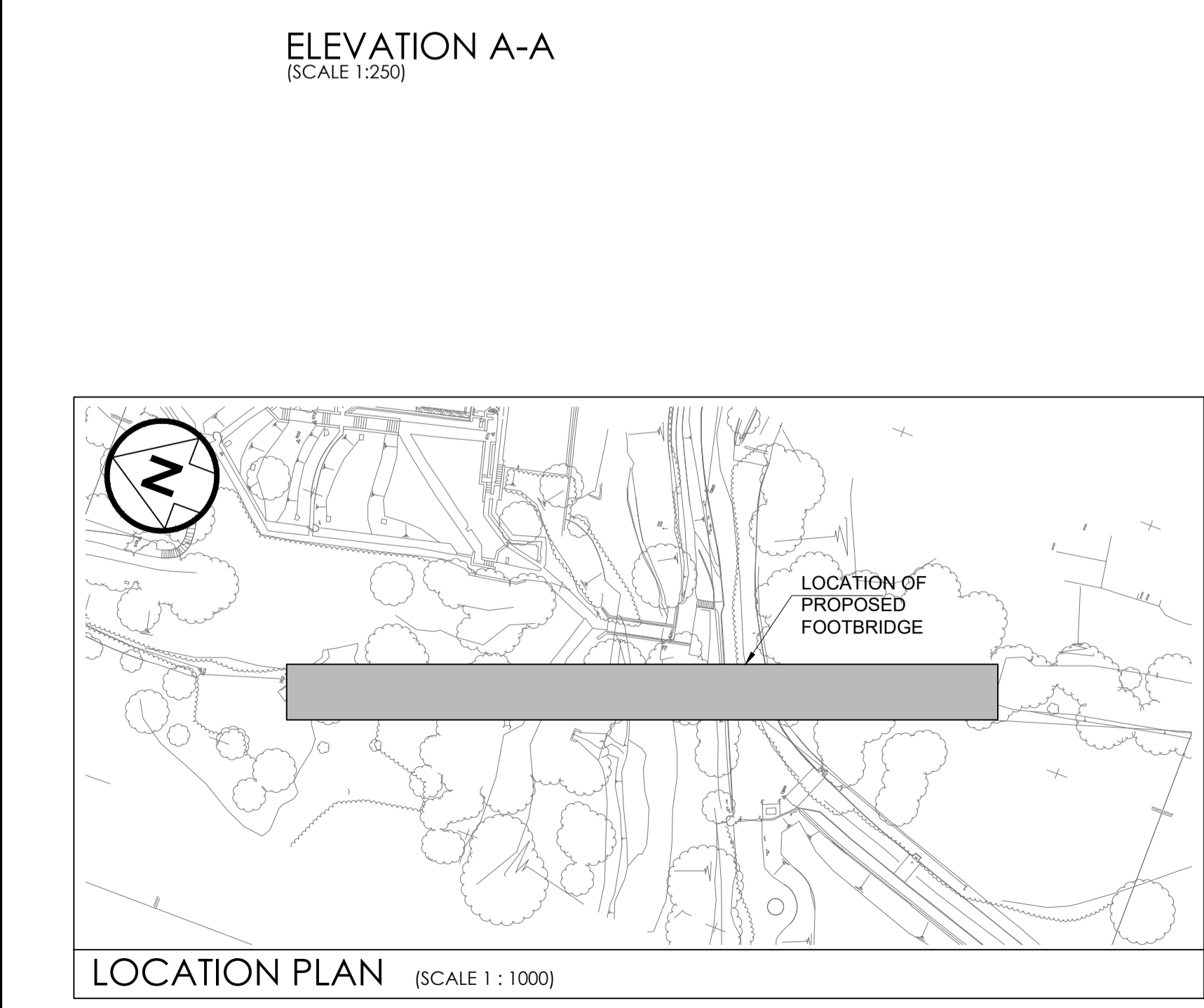
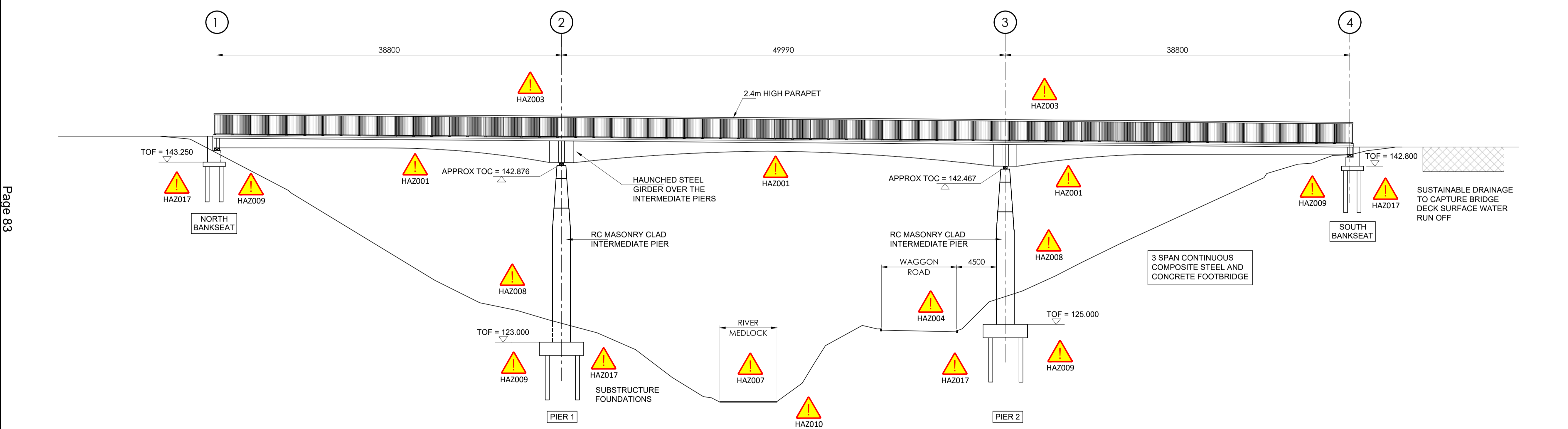
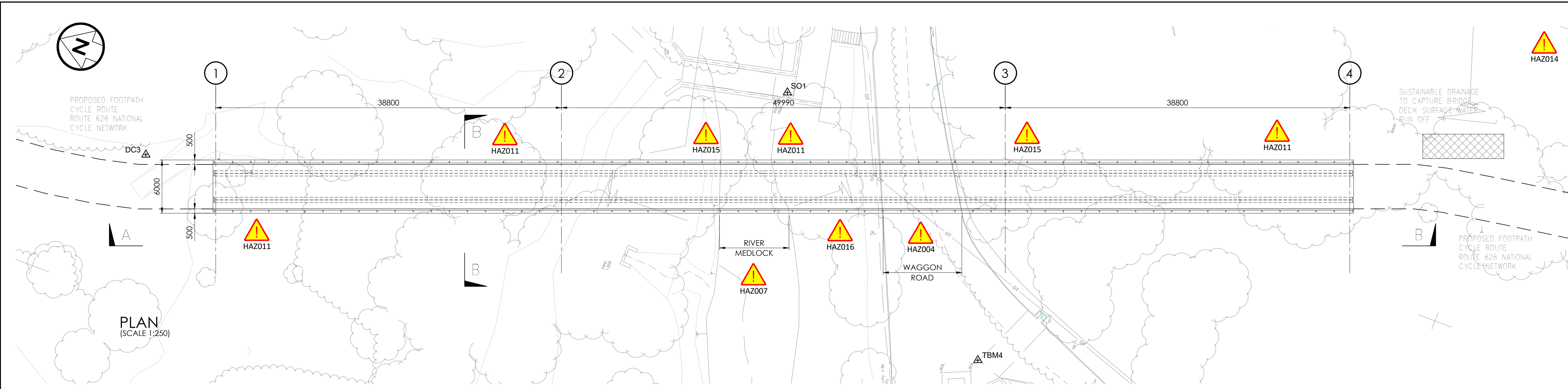


NOTES

- 1) ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES UNLESS NOTED OTHERWISE.
- 2) NO DIMENSIONS OR LEVELS SHALL BE SCALED FROM THIS DRAWING.

REV	DRN	CHK	APP	DATE	DESCRIPTION
P1	SD	QT	MG	NYI	PRELIMINARY
Client: OLDHAM COUNCIL					
Project: PARK BRIDGE AIP					
Title: PROPOSED SECTIONS					
Scale AS SHOWN	Drawn SD	Date 18.02.22	Chkd QT	Approved MG	Revision
Drawing No. 783-029-SK02					P1
Status AIP					Sheet Size A1

This page is intentionally left blank



- ### NOTES
- ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES UNLESS NOTED OTHERWISE.
 - NO DIMENSIONS OR LEVELS SHALL BE SCALED FROM THIS DRAWING.
 - ALL LEVELS ARE RELATIVE TO THE FOLLOWING DATUM.

STN	EASTING	NORTHING	LEVEL (m)
DC3	393866.200	402442.440	146.270
S01	393808.280	402377.320	122.630
TBM4	393877.660	402346.600	124.190
 - THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY UNDERTAKEN BY SURVEY OPERATIONS IN JANUARY 2021.
 - THE PROPOSED CONSTRUCTION SEQUENCE AND TEMPORARY WORKS ARE UNKNOWN. THE ECI REPORT IS TO PROVIDE THE CONSTRUCTION INFORMATION.
 - AN INITIAL GROUND INVESTIGATION SUGGESTS BEDROCK IS NEAR THE SURFACE. FURTHER GROUND INVESTIGATIONS ARE TO BE UNDERTAKEN TO OBTAIN GROUND PARAMETERS FOR THE PERMANENT AND TEMPORARY FOUNDATION DESIGN.
 - THE SUBSTRUCTURE FOUNDATION WILL BE DESIGNED BY A GEOTECHNICAL CONSULTANT AT THE DESIGN STAGE. THE ARRANGEMENT IS ONLY INDICATIVELY SHOWN ON THE DRAWING.
 - THE FOOTBRIDGE AESTHETICS ARE SUBJECT TO PLANNING APPROVAL AND APPEARANCE SHOWN ON THE DRAWING IS INDICATIVE ONLY.
 - THE FOOTBRIDGE WILL REQUIRE A LIGHTING SYSTEM FOR SAFETY AND SECURITY. THE LIGHTING DESIGN IS TO BE UNDERTAKEN BY OMBC'S INFRASTRUCTURE PARTNERS.
 - THE PERMANENT FOOTBRIDGE SPANS OVER THE RIVER MEDLOCK WHICH IS CLASSIFIED AS A MAIN RIVER. THE PERMANENT AND TEMPORARY WORKS IS SUBJECT TO EA APPROVAL.
 - TREE REMOVAL WILL BE REQUIRED TO FACILITATE THE CONSTRUCTION WORKS. TREE REMOVAL IS TO BE AGREED WITH THE PLANNER AND THE CONTRACTOR SHALL ONLY REMOVE TREES SHOWN ON THE DRAWING. THE DETAILED DESIGN IS TO CONSIDER TREE REPLANTING TO REPLACE THE LOST HABITAT.
 - THE CONSTRUCTION WORK WILL LIKELY REQUIRE EITHER TRAFFIC MANAGEMENT OR A TEMPORARY ROAD CLOSURE OF WAGGON ROAD TO FACILITATE THE WORKS. ANY TRAFFIC MANAGEMENT MEASURES ARE TO BE AGREED WITH OMBC.
 - THE FOOTBRIDGE IS ELEVATED ABOVE THE MEDLOCK VALLEY WITH A RISK OF SUICIDE ATTEMPTS. THE PROPOSED 2.4m HIGH PARAPET WILL PREVENT ACCESS TO THE OUTER PARAPET BEAM.

HAZARD DIRECTORY	
RISKS WILL BE NOTED AND INDICATED BY THIS SYMBOL:	
HAZ001	TEMPORARY STABILITY OF THE PLATE GIRDERS
HAZ002	CRANE OPERATION
HAZ003	WORKING AT HEIGHT
HAZ004	WORKING ADJACENT TO LIVE TRAFFIC
HAZ005	TRESPASS INTO AND VANDALISM WITHIN THE CONSTRUCTION SITE
HAZ006	HISTORICAL COAL MINING ACTIVITIES
HAZ007	WORKING IN OR NEAR LIVE WATERCOURSES
HAZ008	EXCAVATION OF POTENTIALLY CONTAMINATED MATERIAL
HAZ009	POLLUTION OF WATERCOURSE
HAZ010	ECOLOGY, NESTING BIRDS AND REPTILES
HAZ011	WORKING ADJACENT TO LIVE SERVICES
HAZ012	PLANNING APPROVAL FOR THE PROPOSED BRIDGE
HAZ013	THE SOUTHERN PRIVATE PROPERTY
HAZ014	TREE REMOVAL
HAZ015	ACCESS TO THE NORTHERN VALLEY
HAZ016	PILE FOUNDATION INSTALLATION
HAZ017	

REV	DRN	CHK	APP	DATE	DESCRIPTION
P1	SD	OT	MG	NYI	PRELIMINARY ISSUE

		Brindley Lodge, Adcroft Street, Stockport, Cheshire, SK1 3HS www.wildecivil.co.uk Tel: 0161-474-7479 Fax: 0161-474-7492		
Client				
OLDHAM COUNCIL				
Project				
PARK BRIDGE AIP				
Title				
PROPOSED LAYOUT				
Scale	Drawn	Date	Chkd	Approved
AS SHOWN	SD	18.02.22	QT	MG
Drawing No.		Revision		
783-029-SK01		P1		
Status	Sheet Size			
AIP	A1			

This page is intentionally left blank

PARK BRIDGE

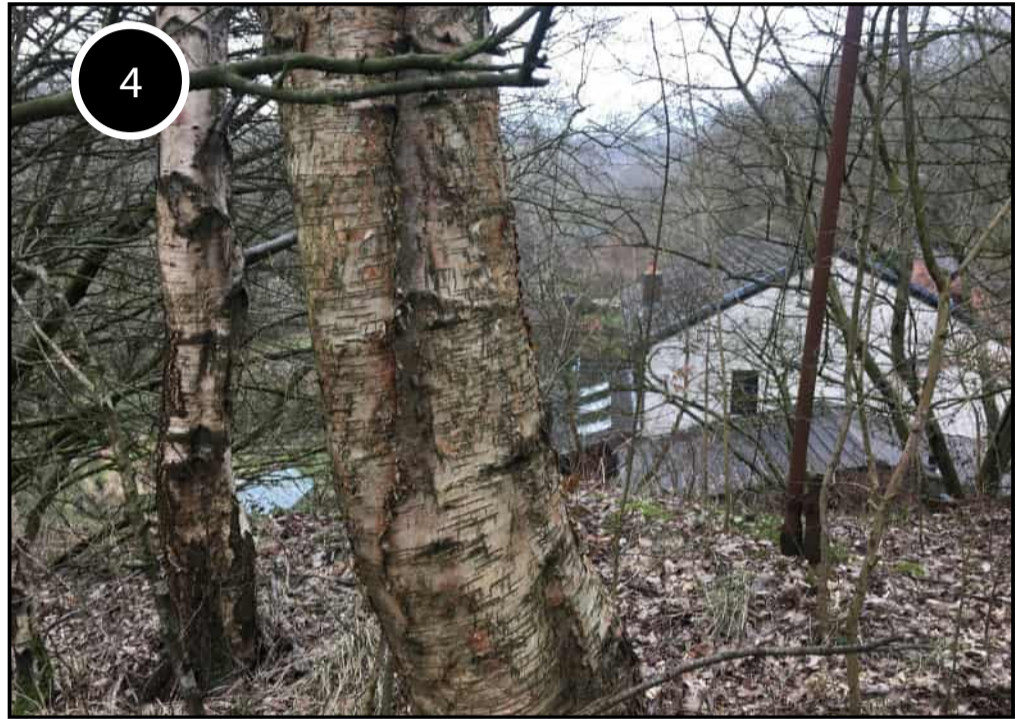
Site Photograph Schedule

March 2021





Park Bridge





7



8



9



10



11

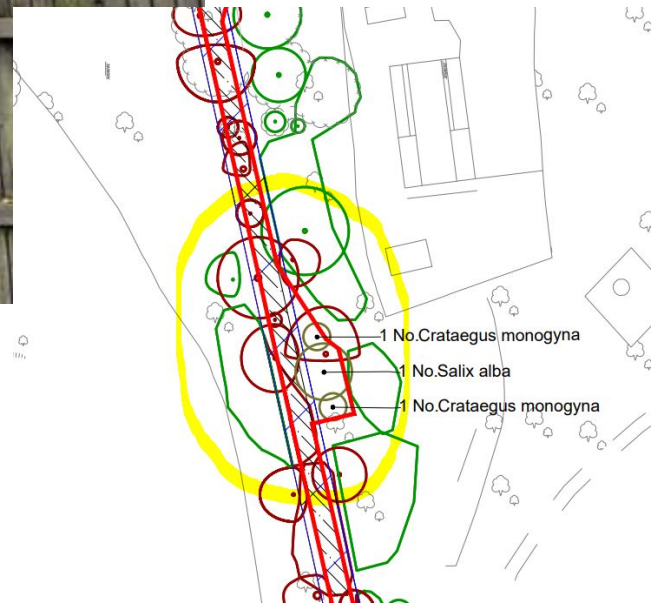


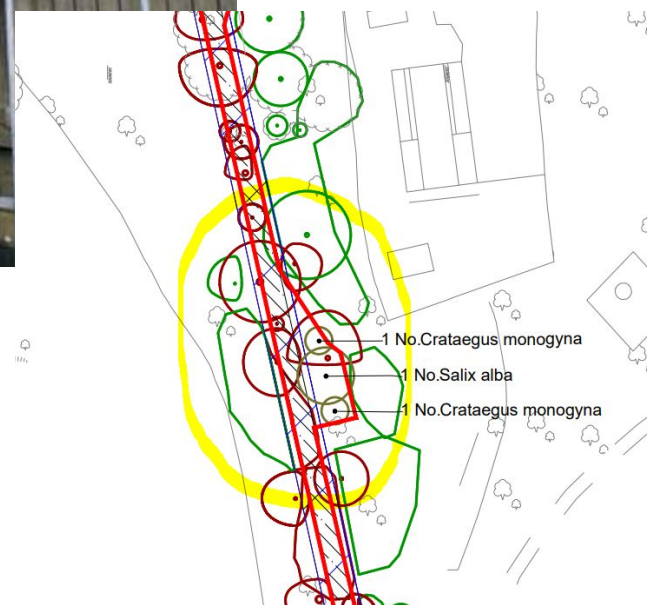
12

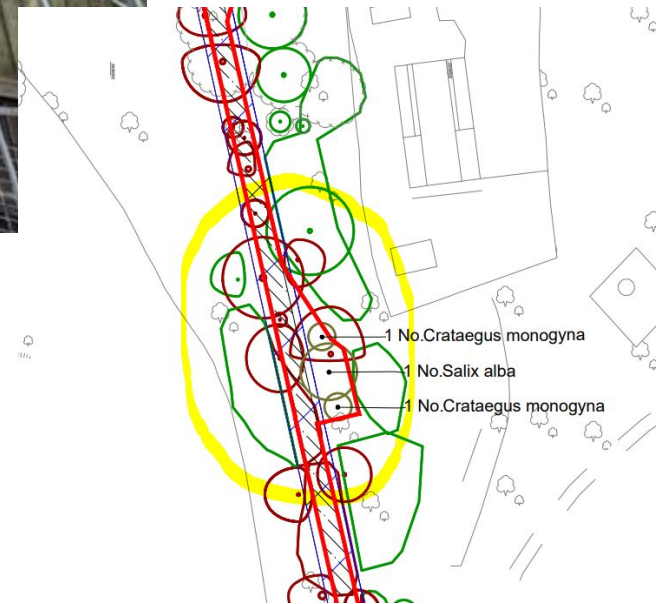


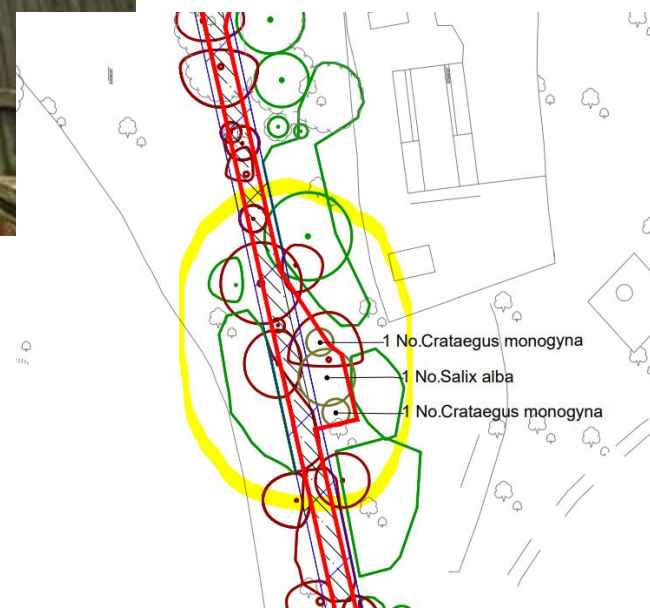
13

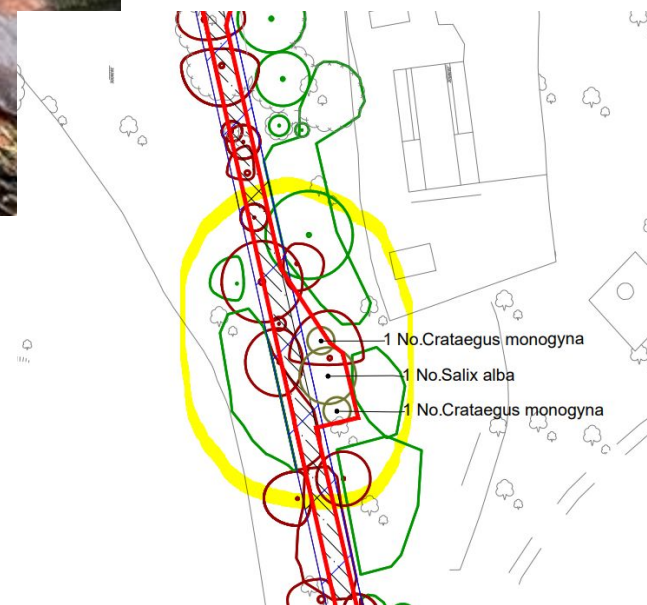
This page is intentionally left blank

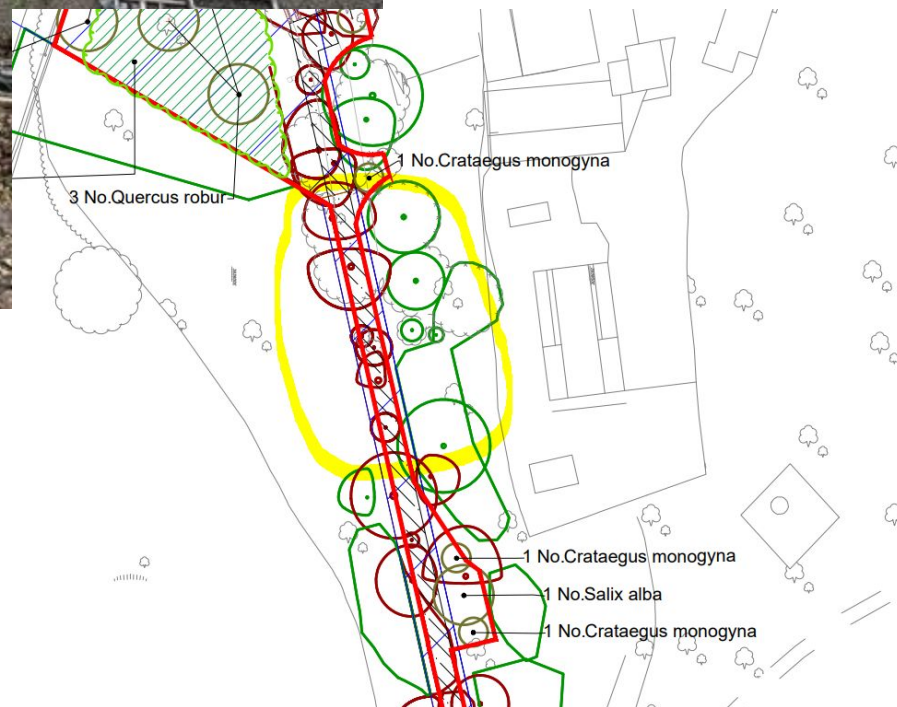


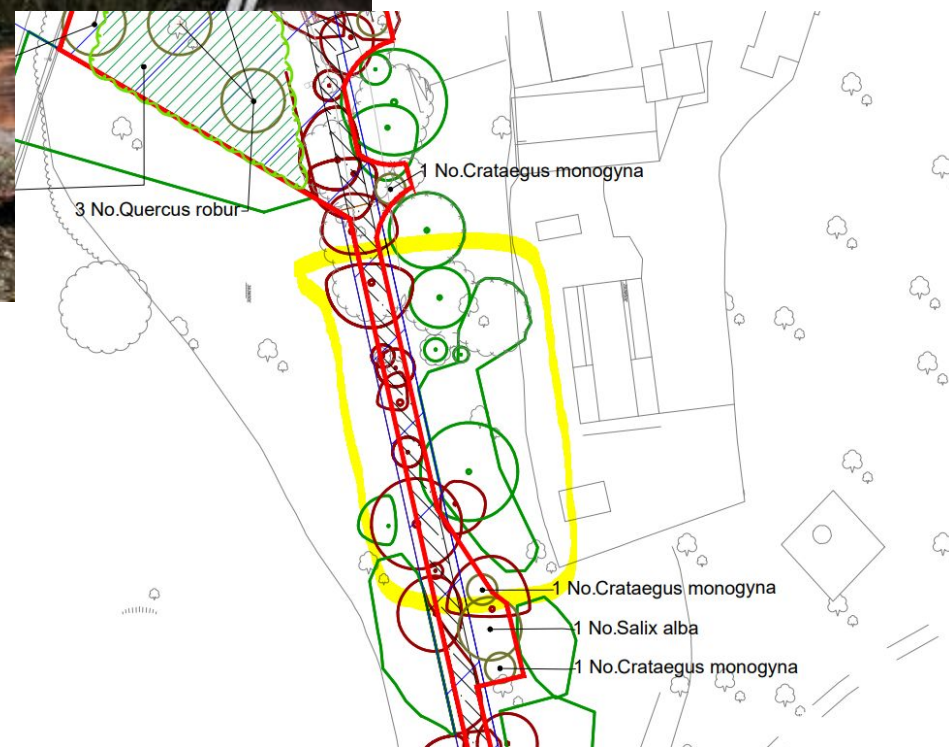


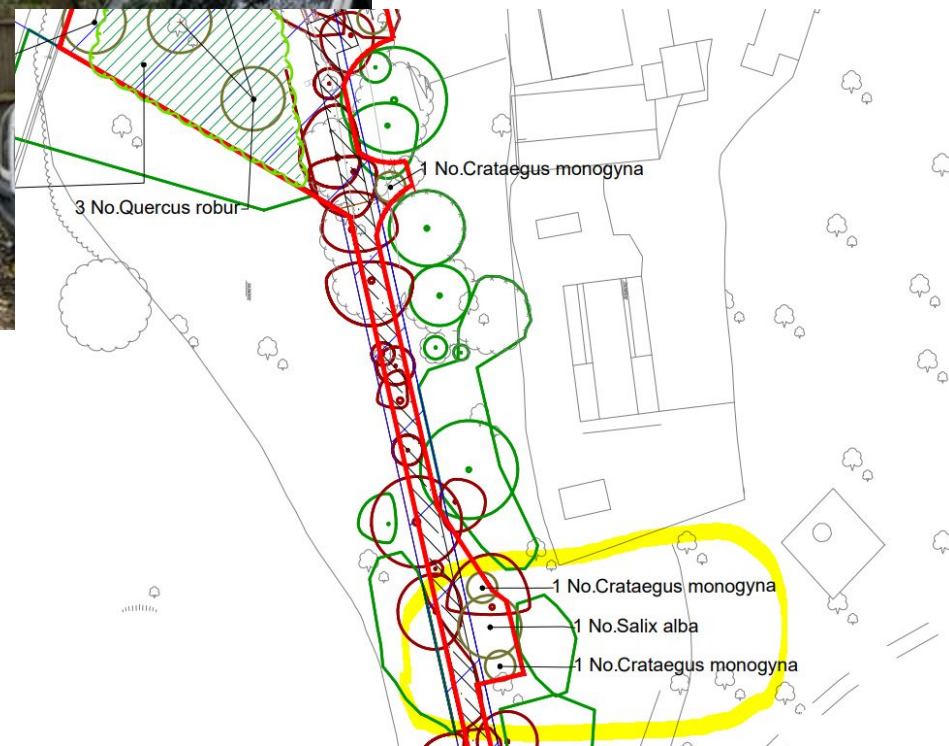






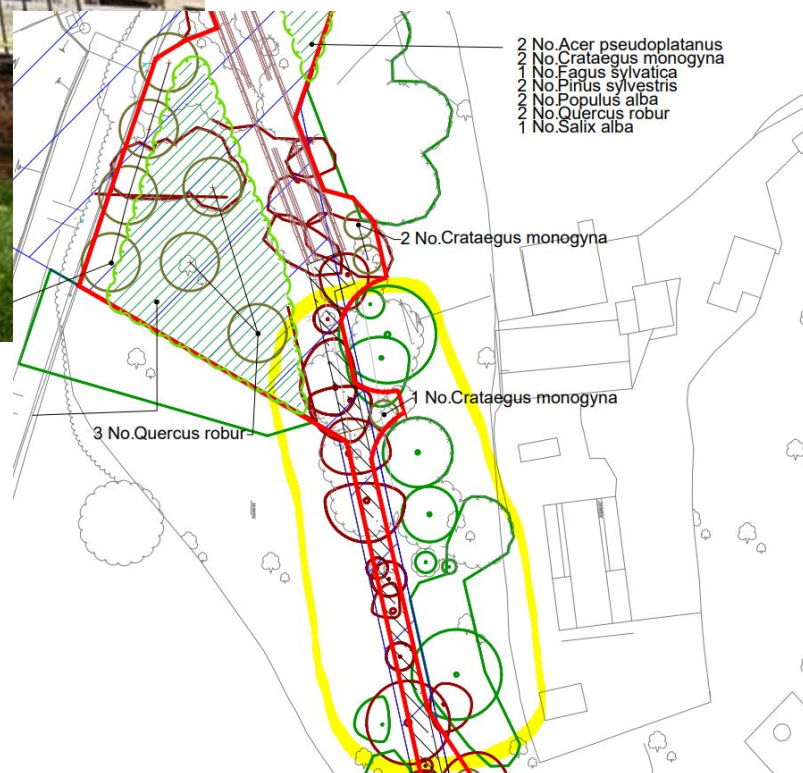


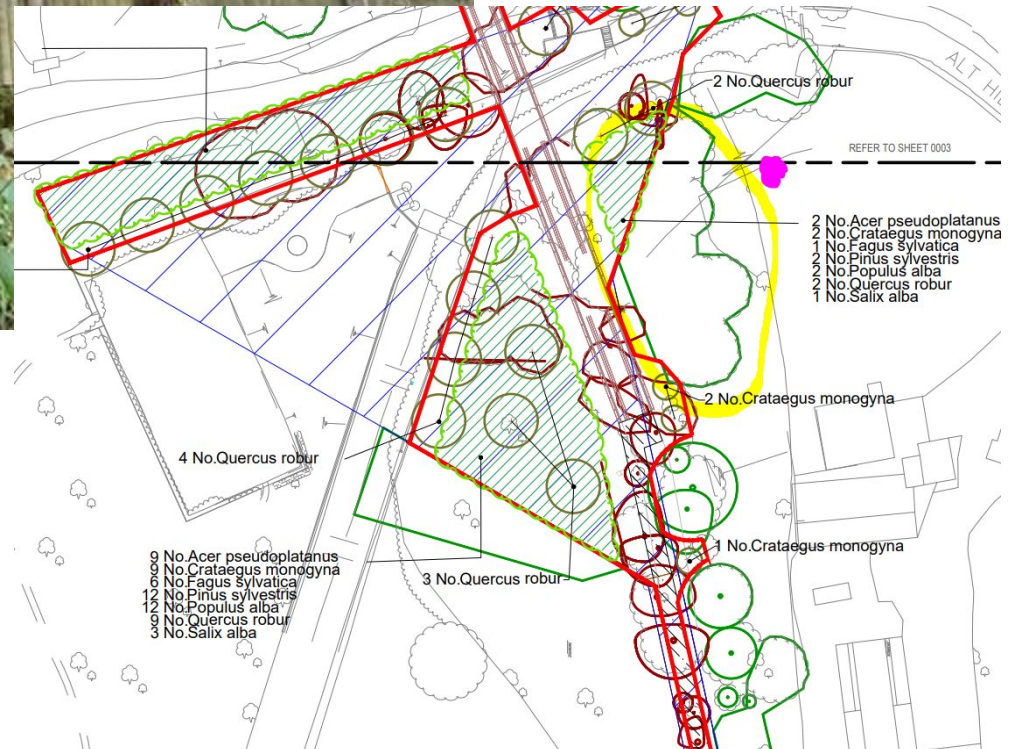


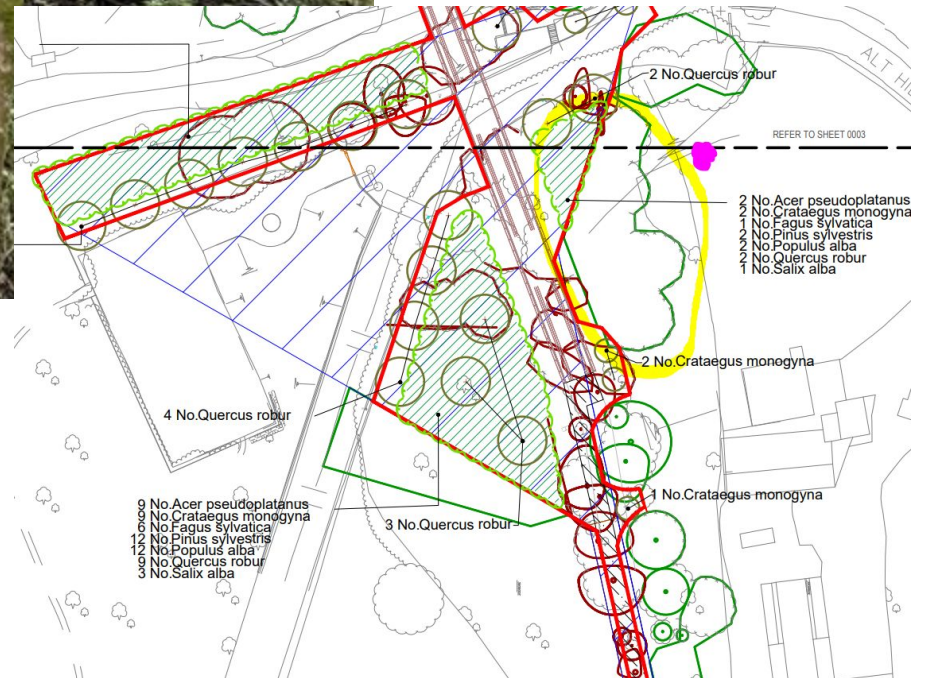


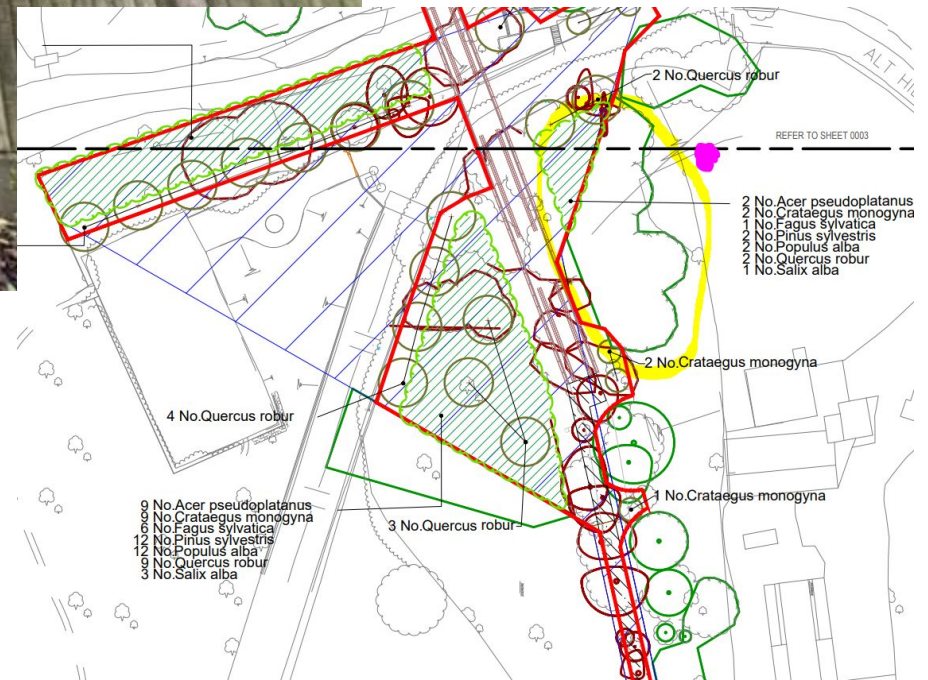


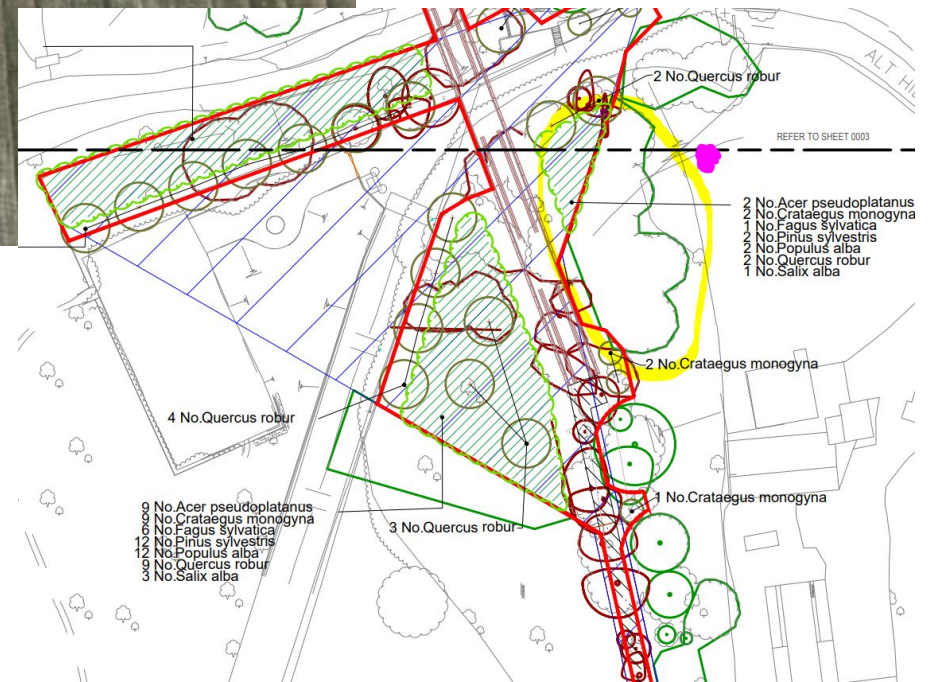


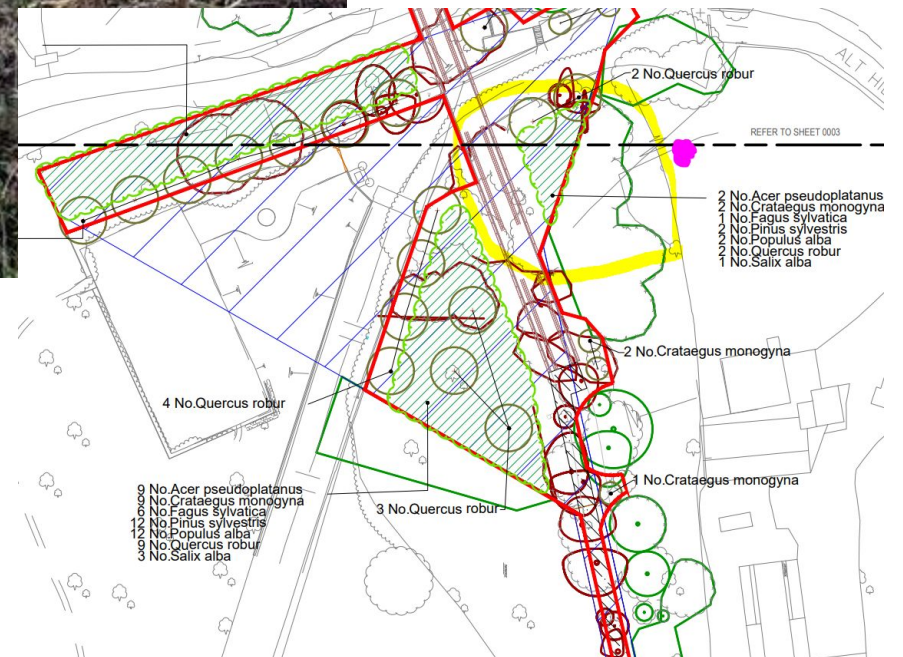


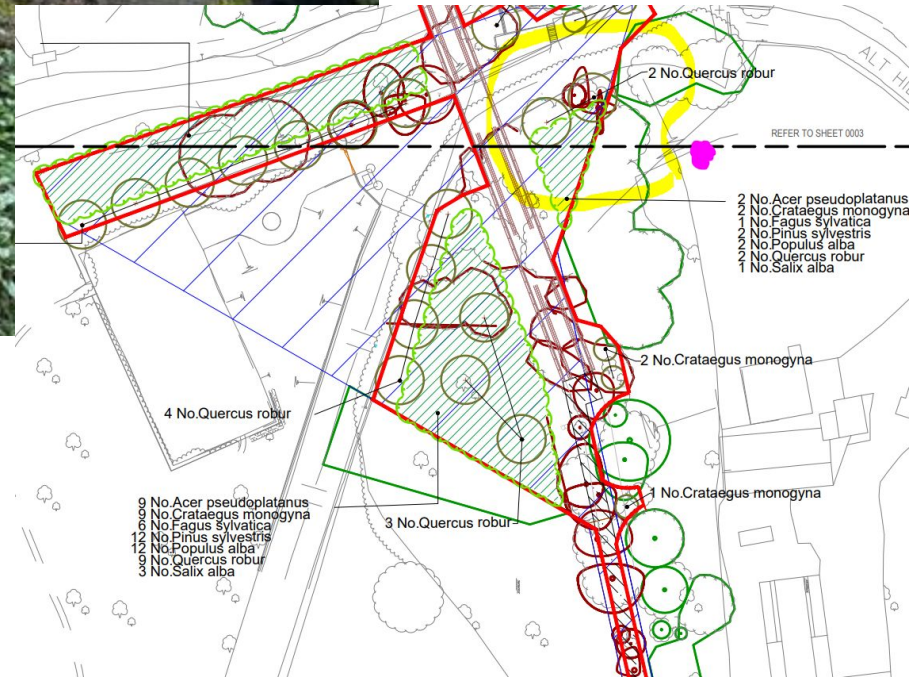


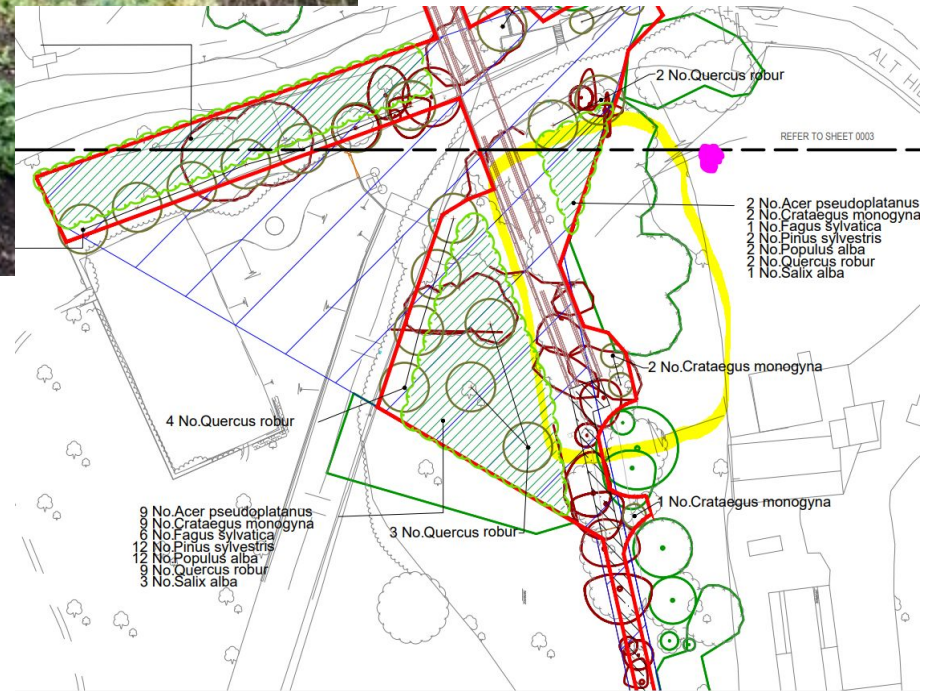


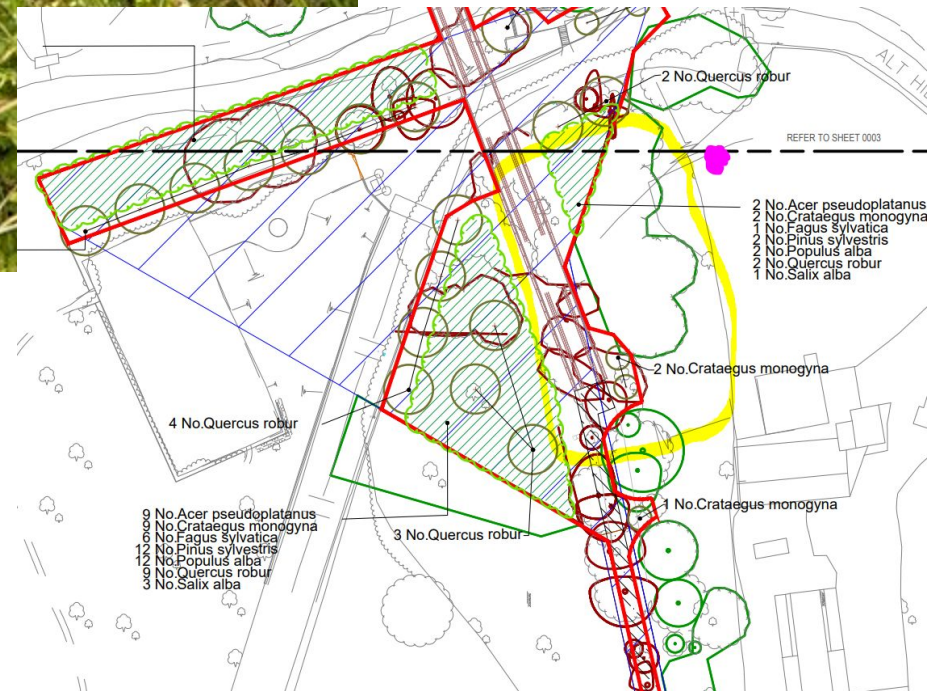


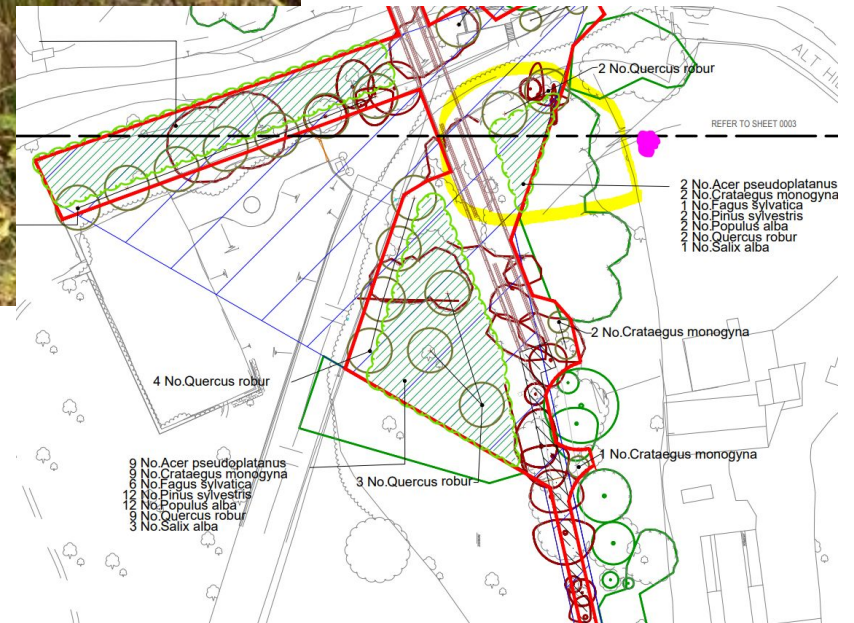


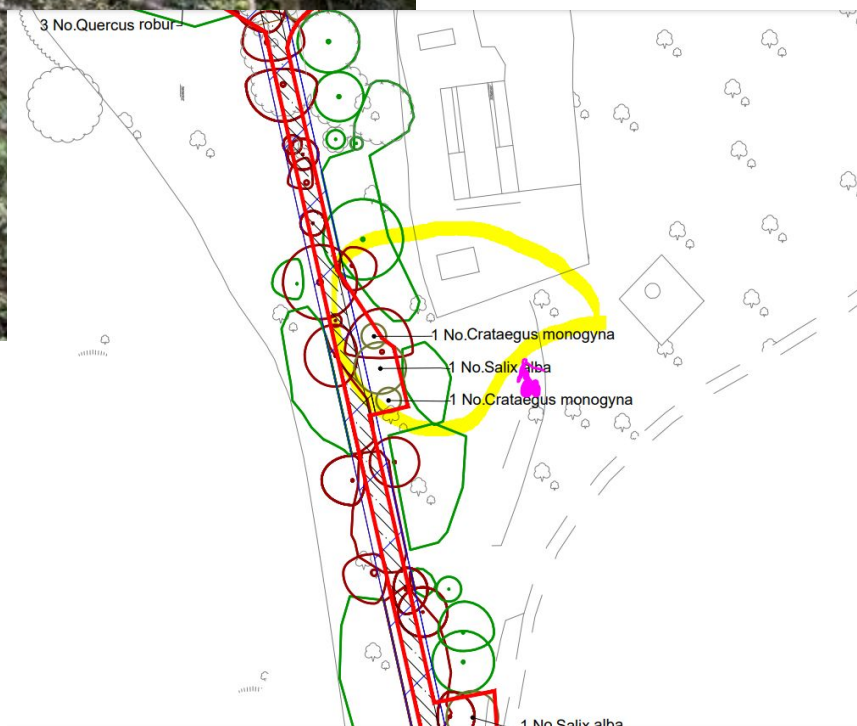


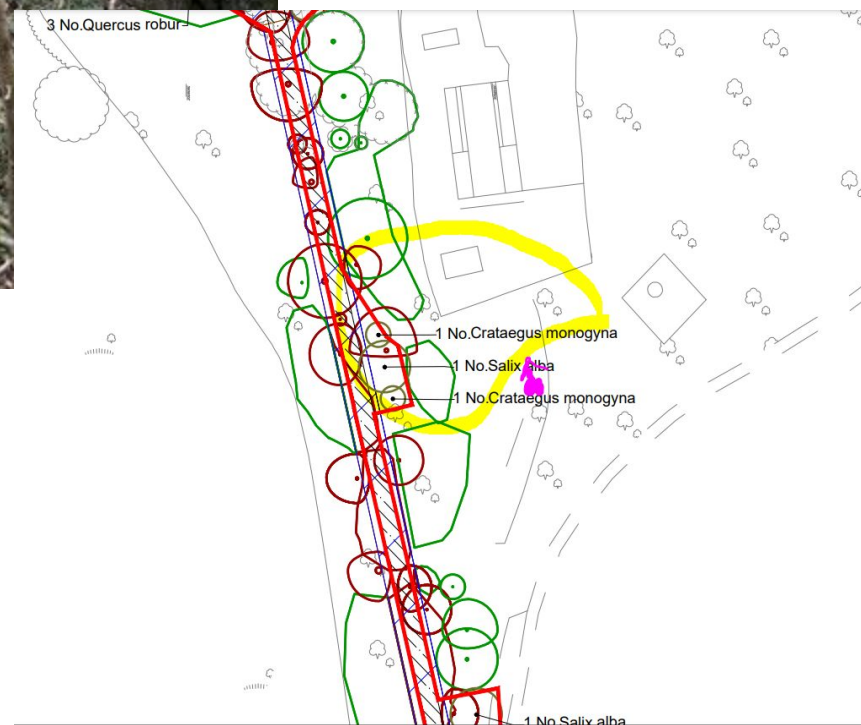


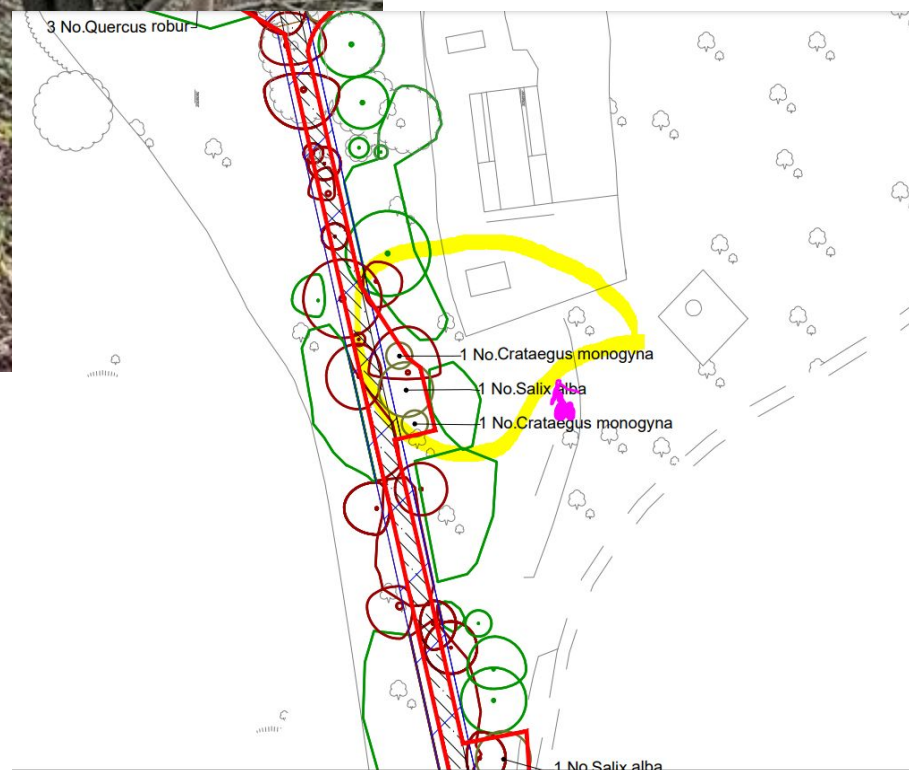




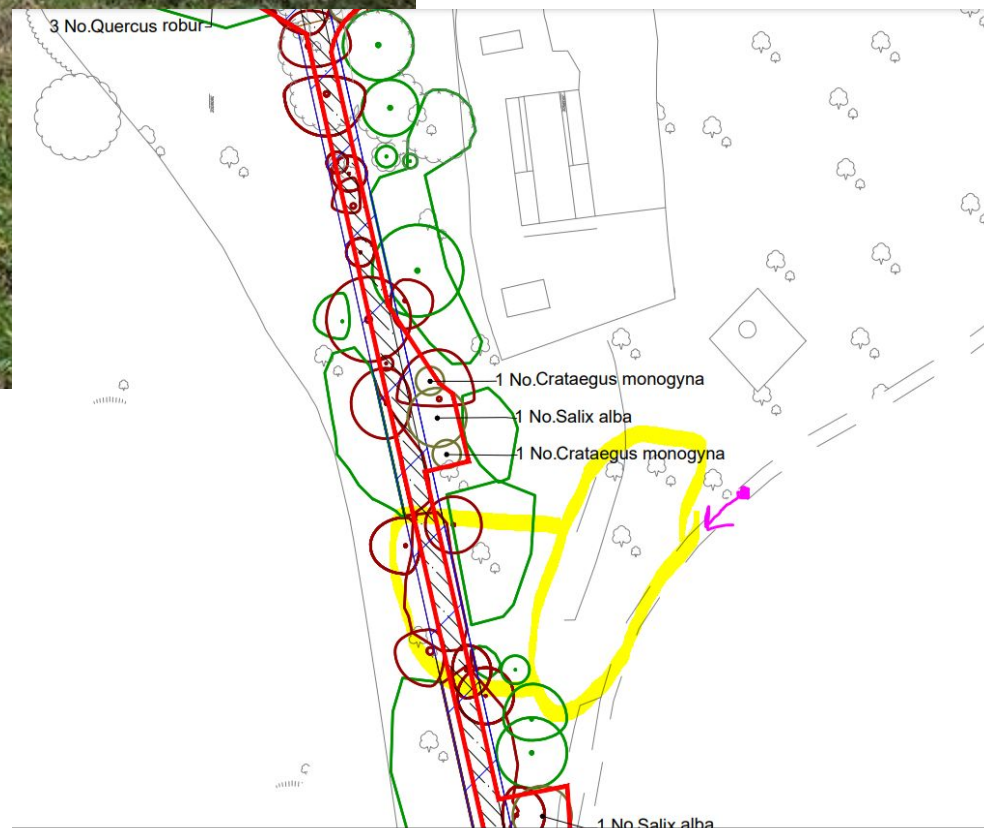


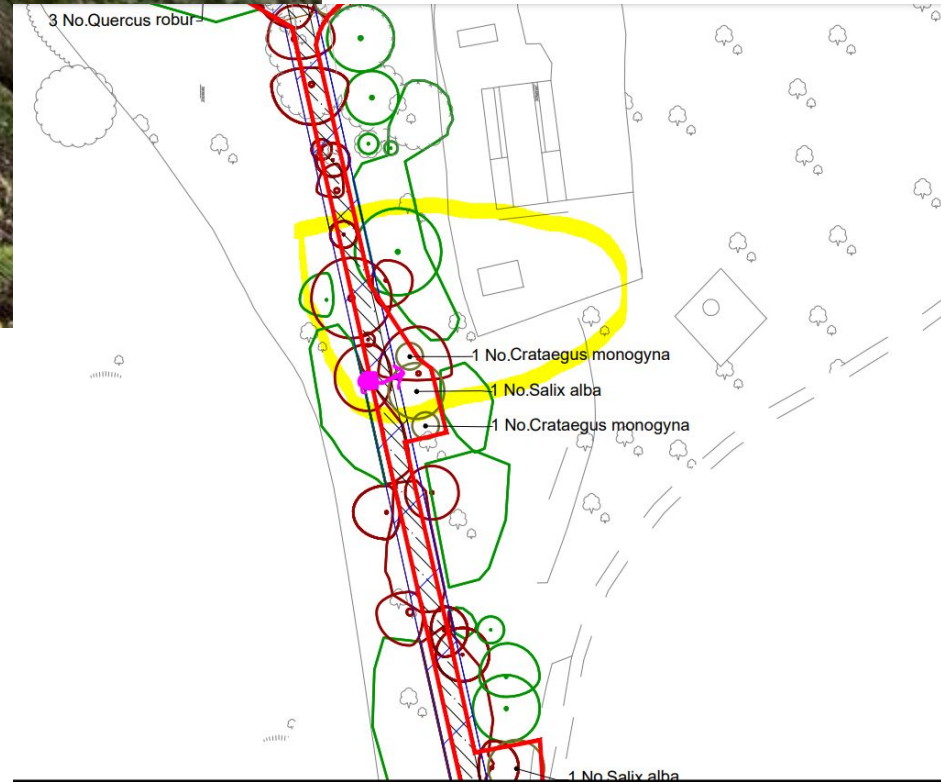


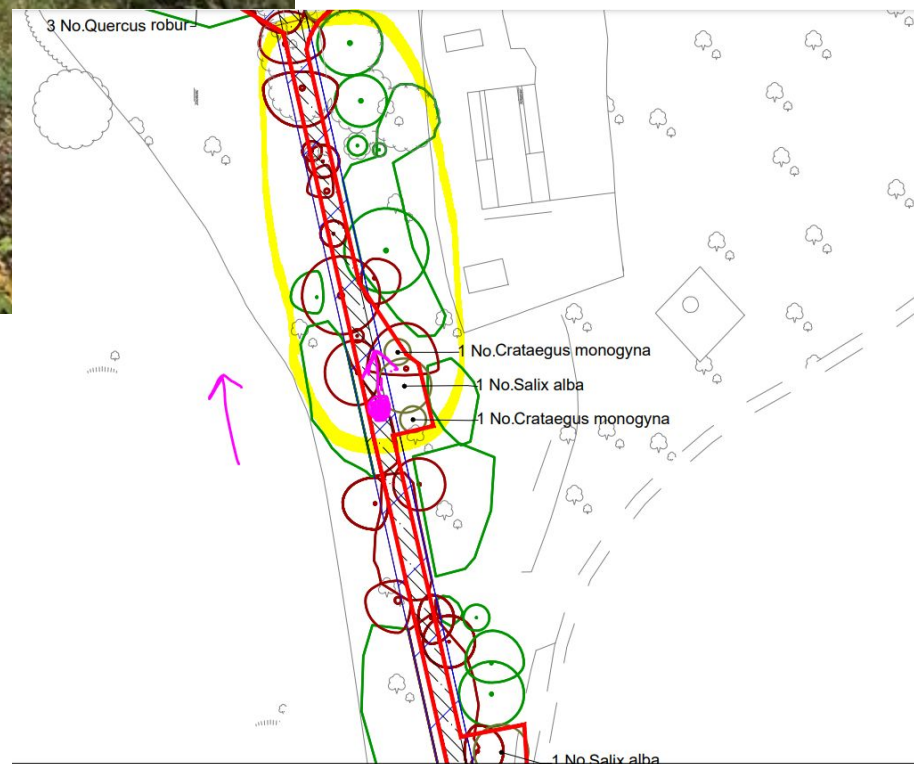


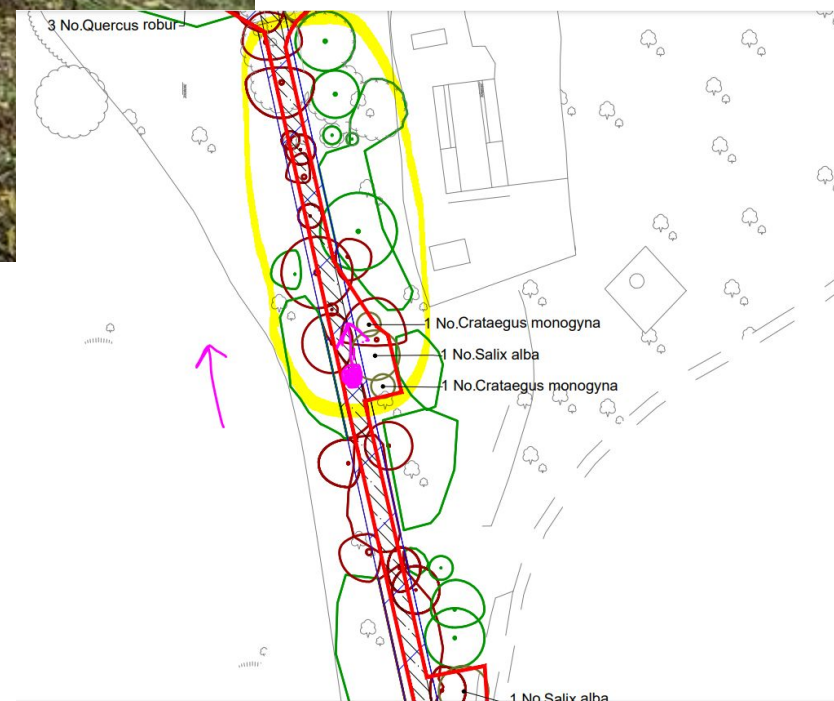


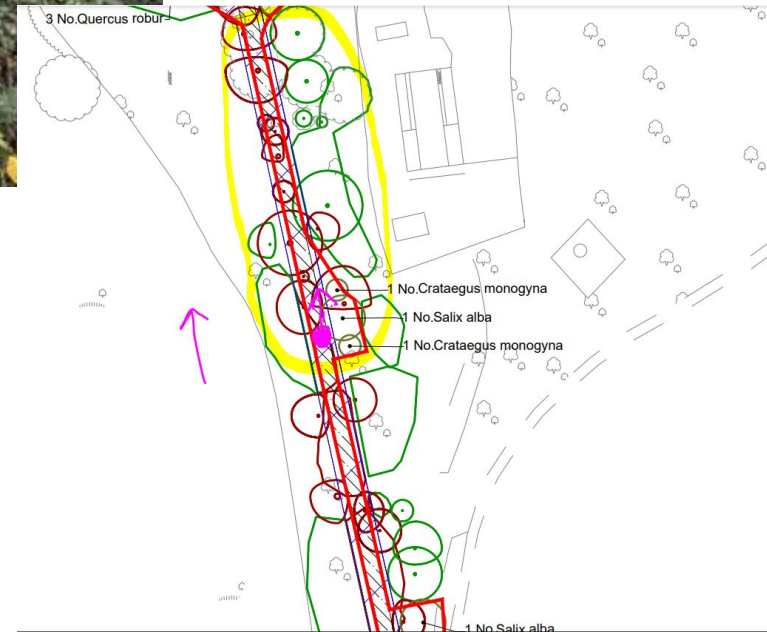


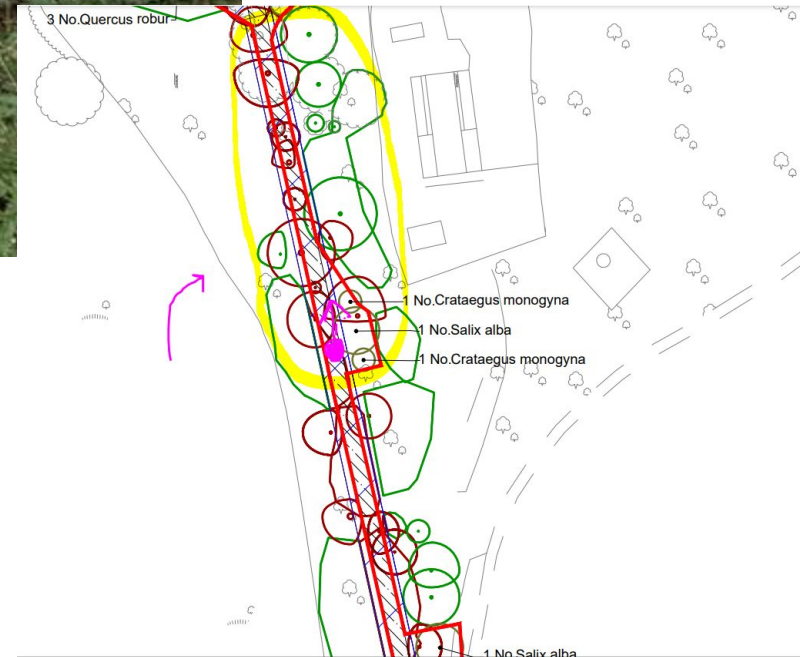




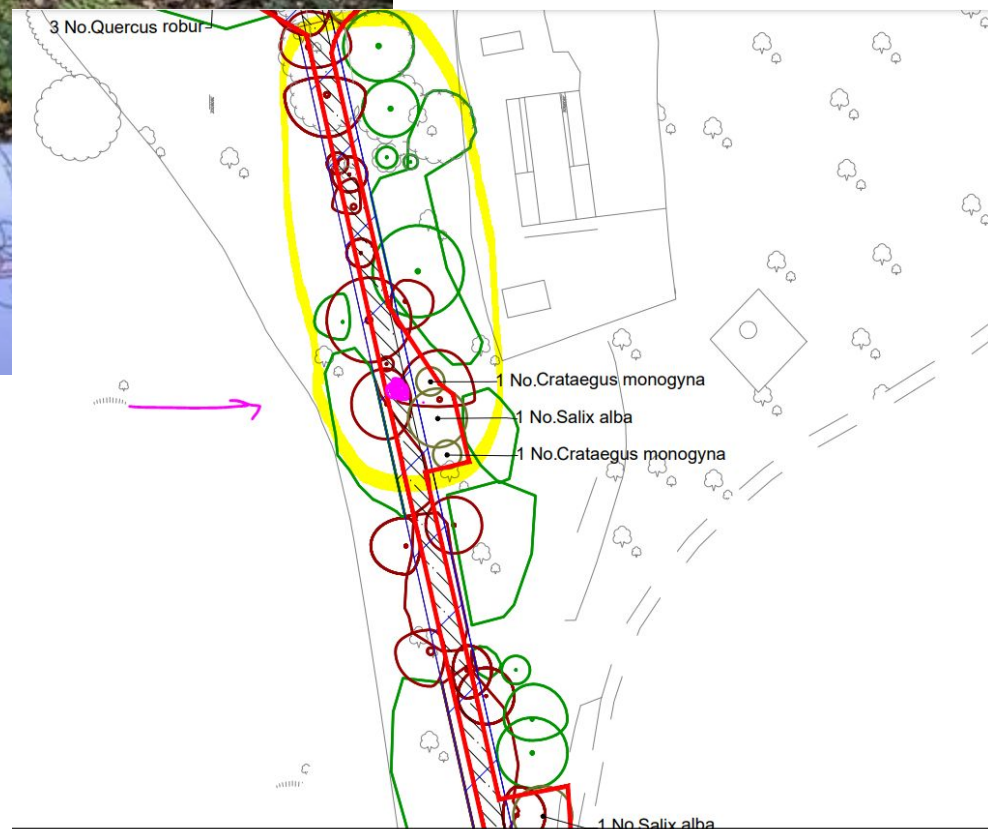


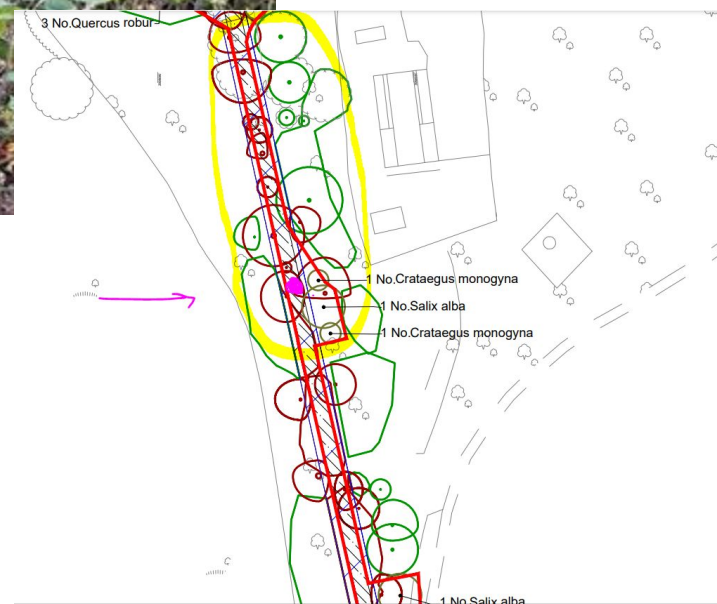


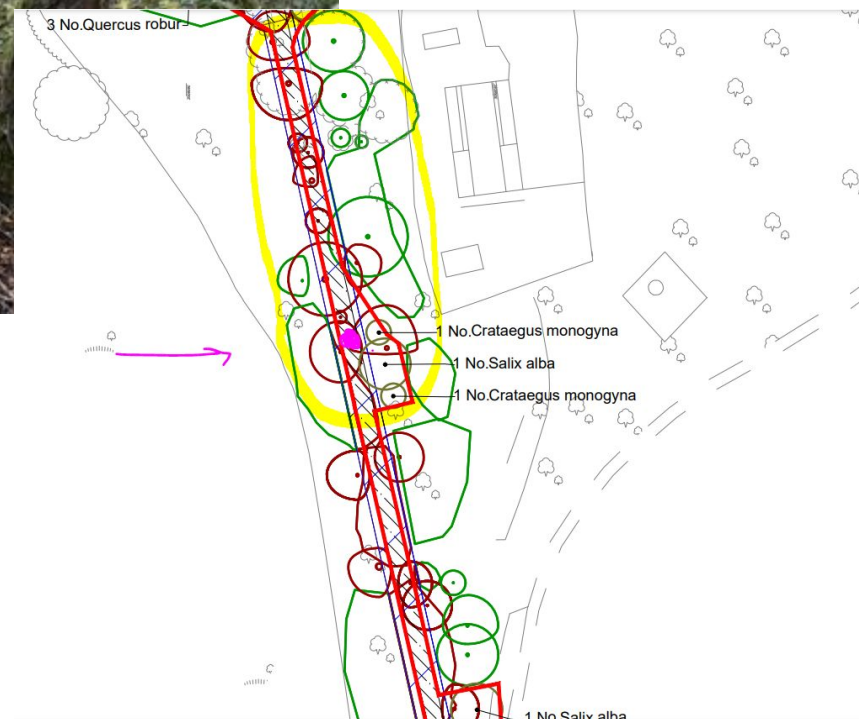


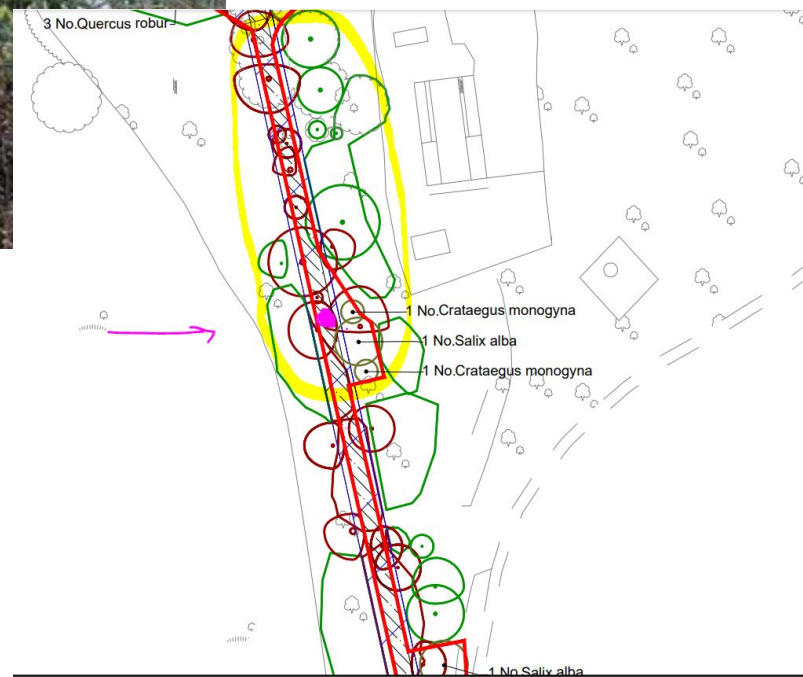


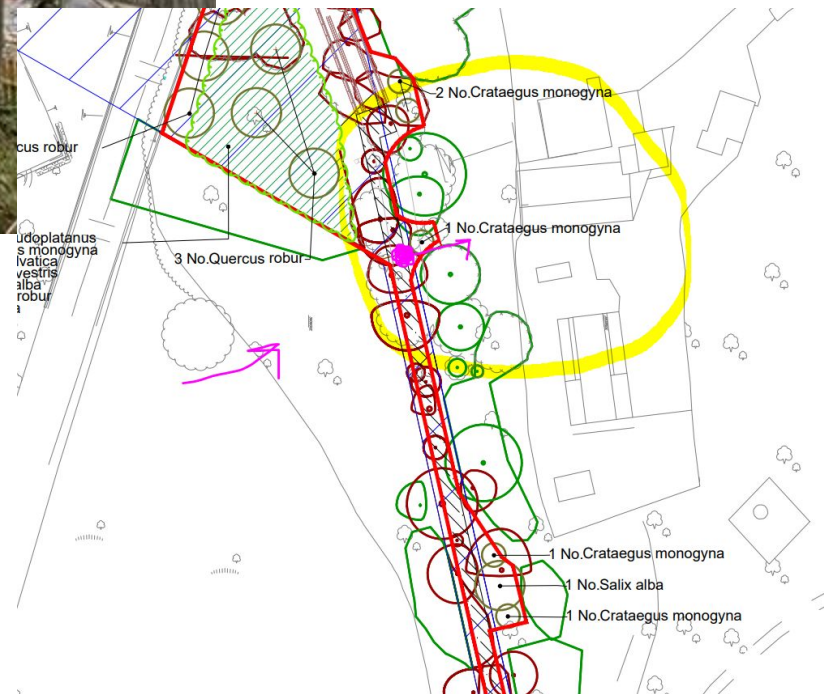
Sent from my iPhone

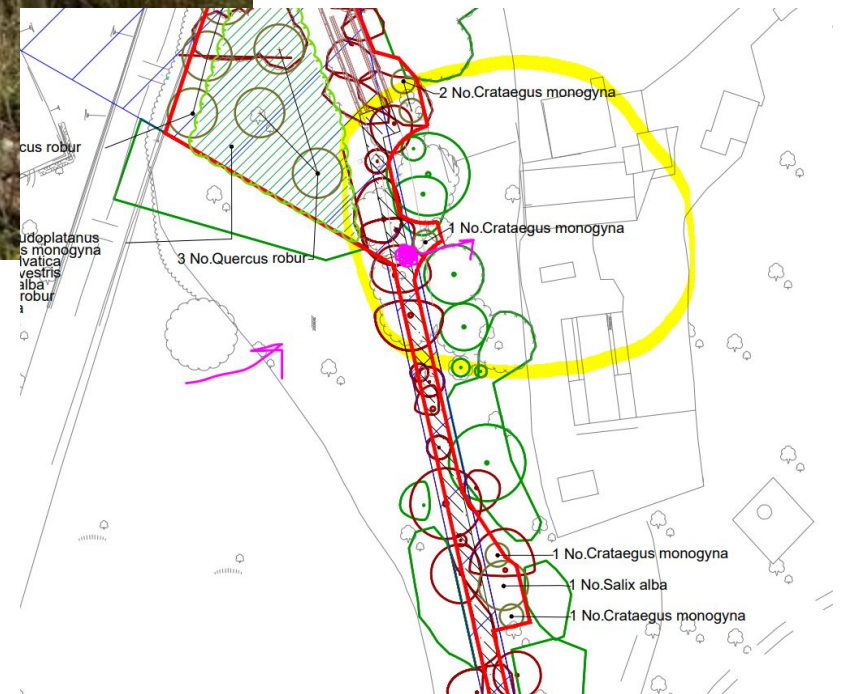


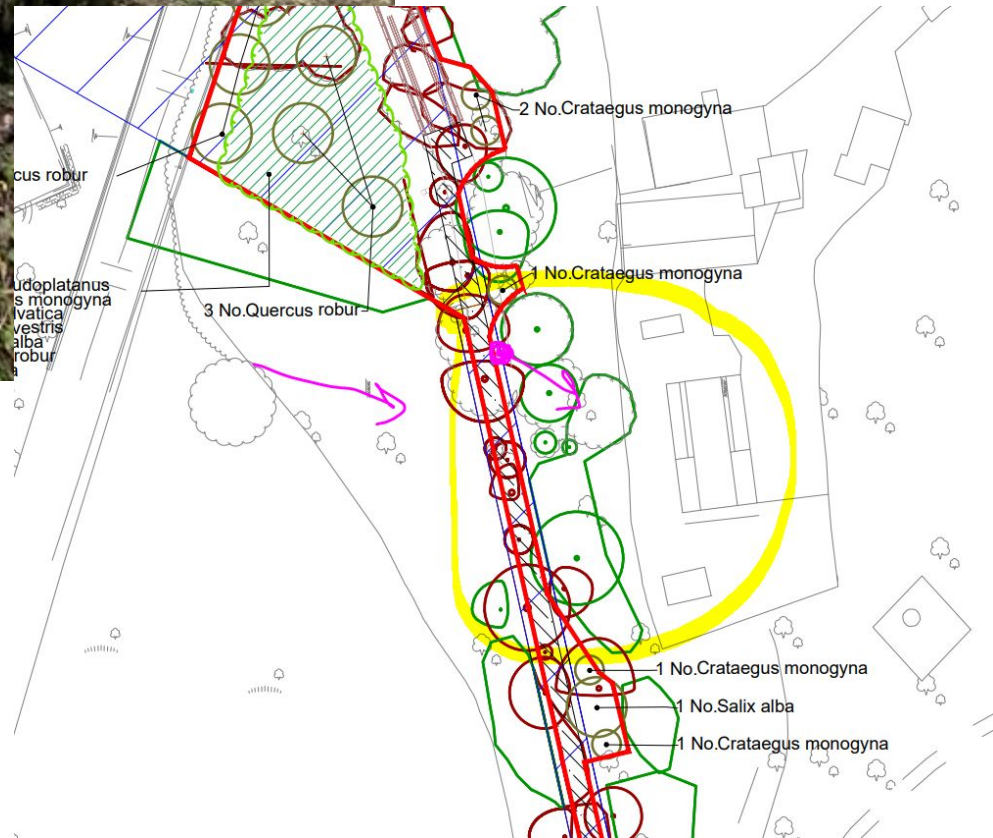


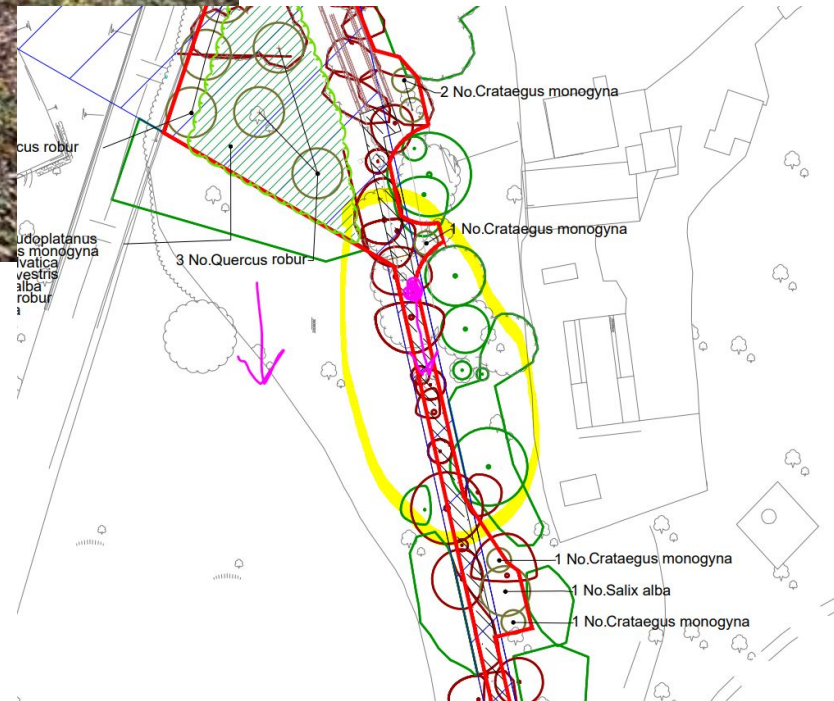


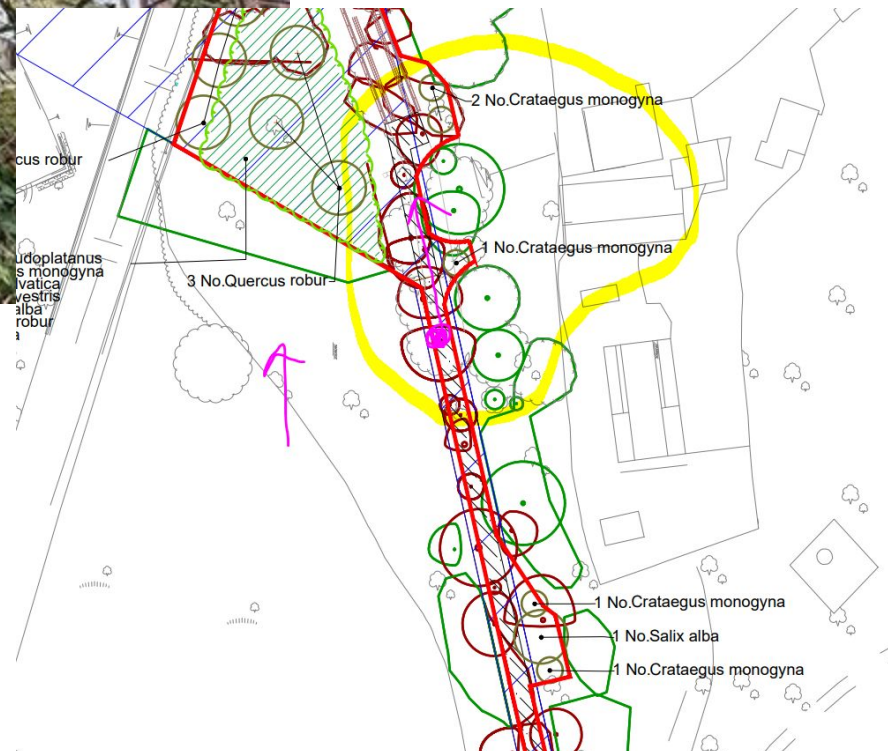


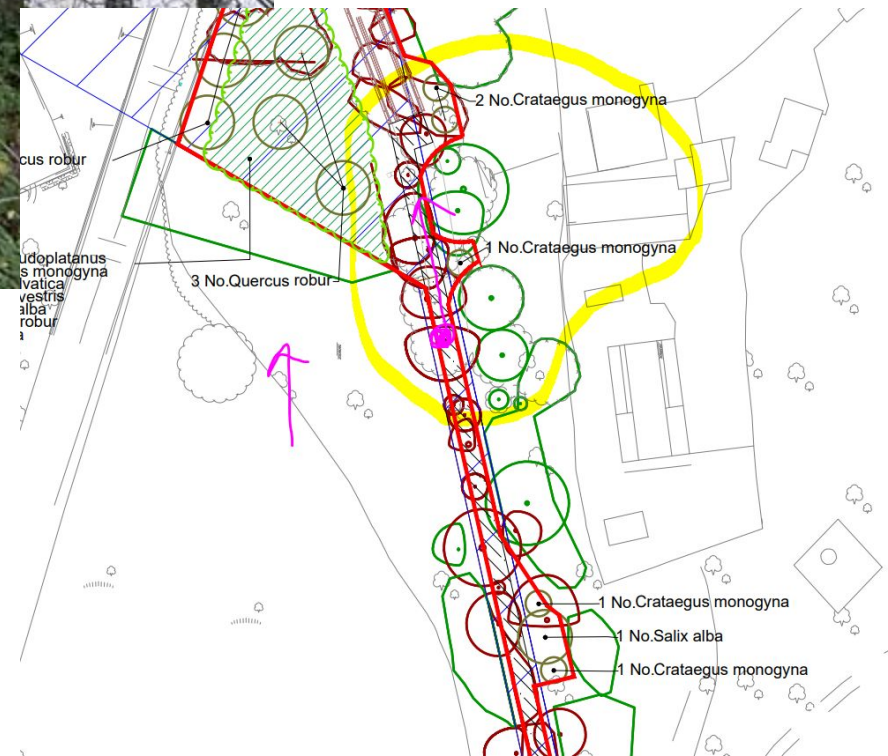


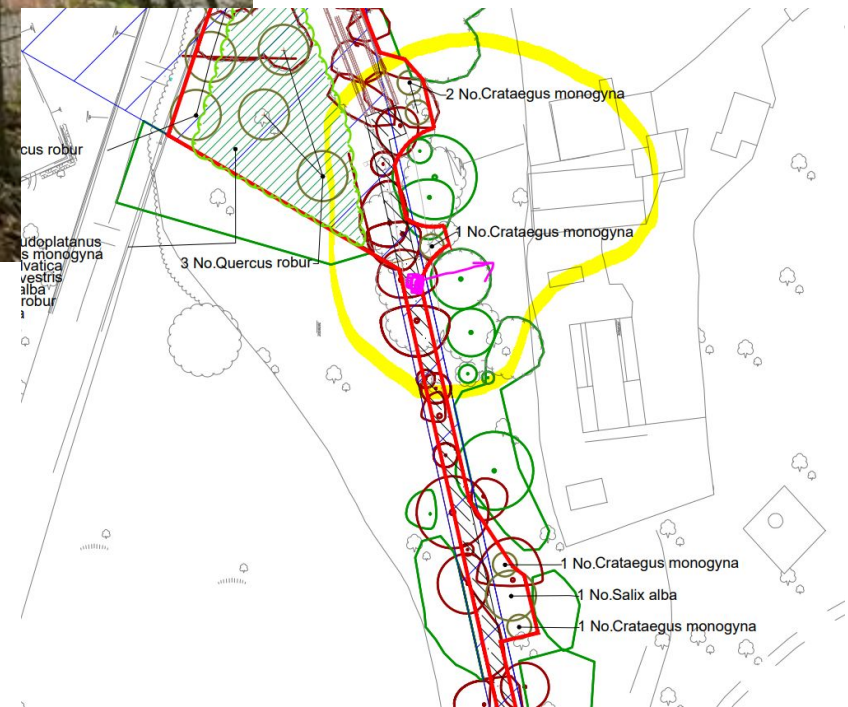


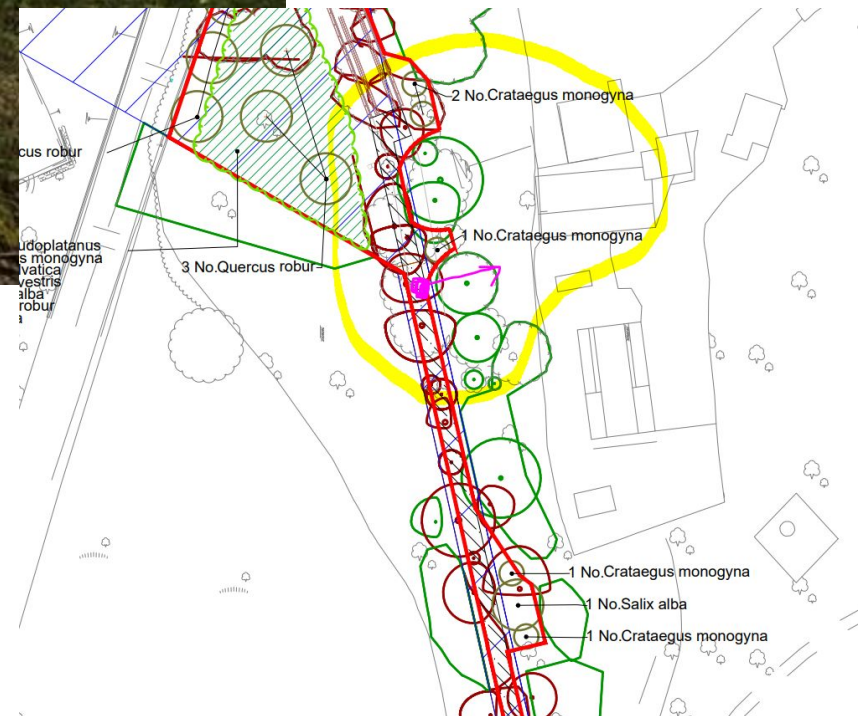


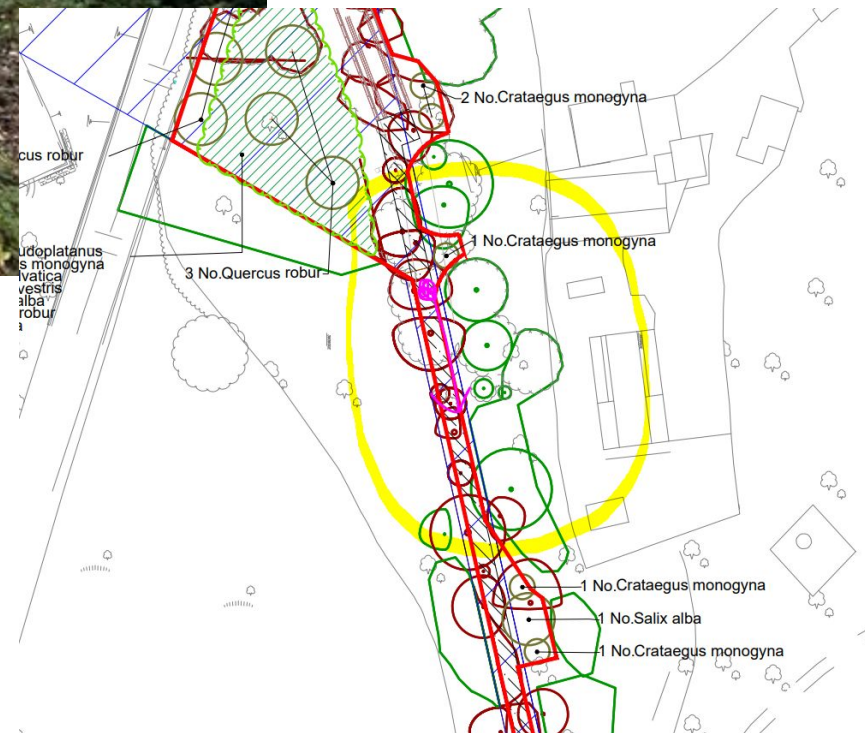


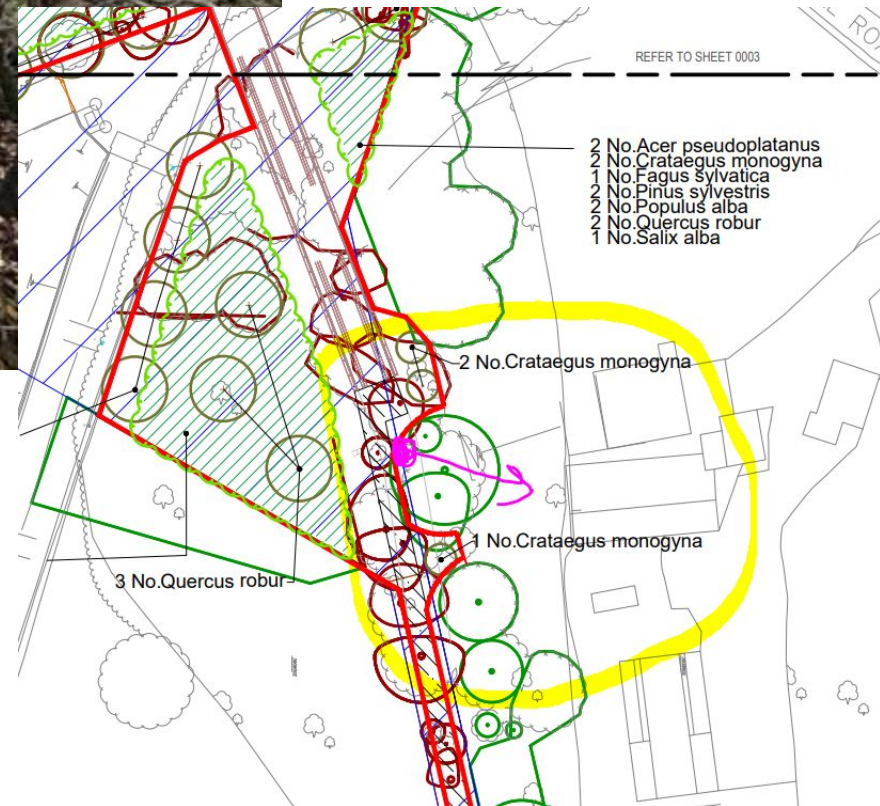


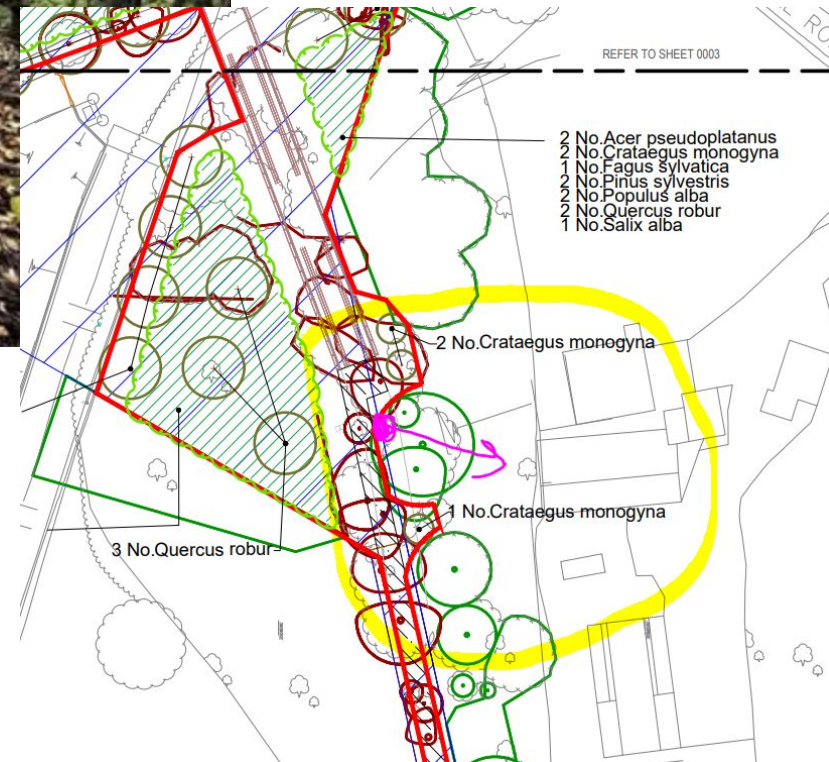


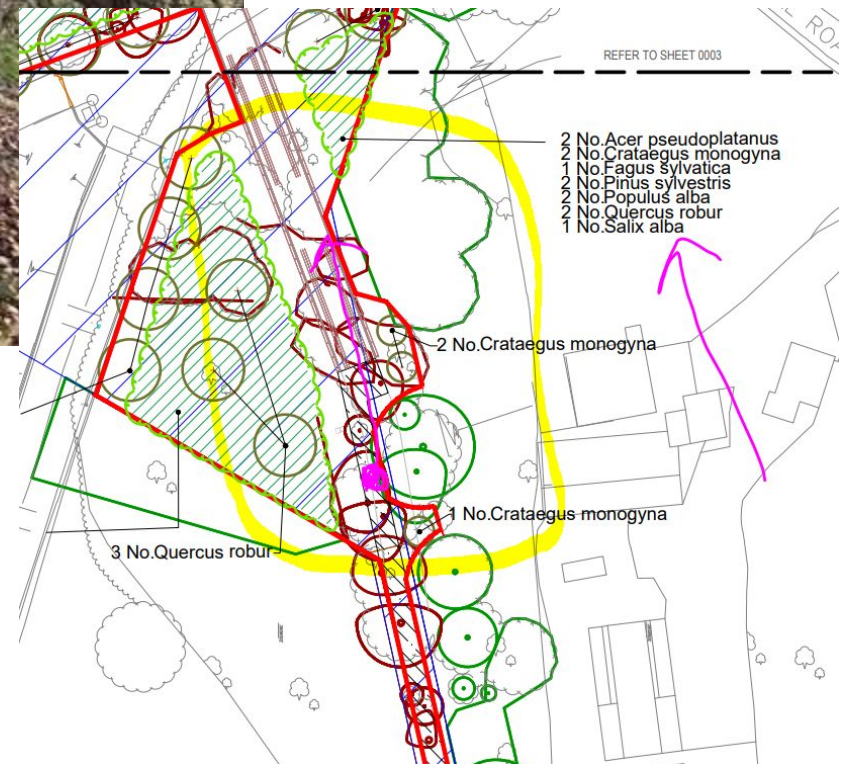


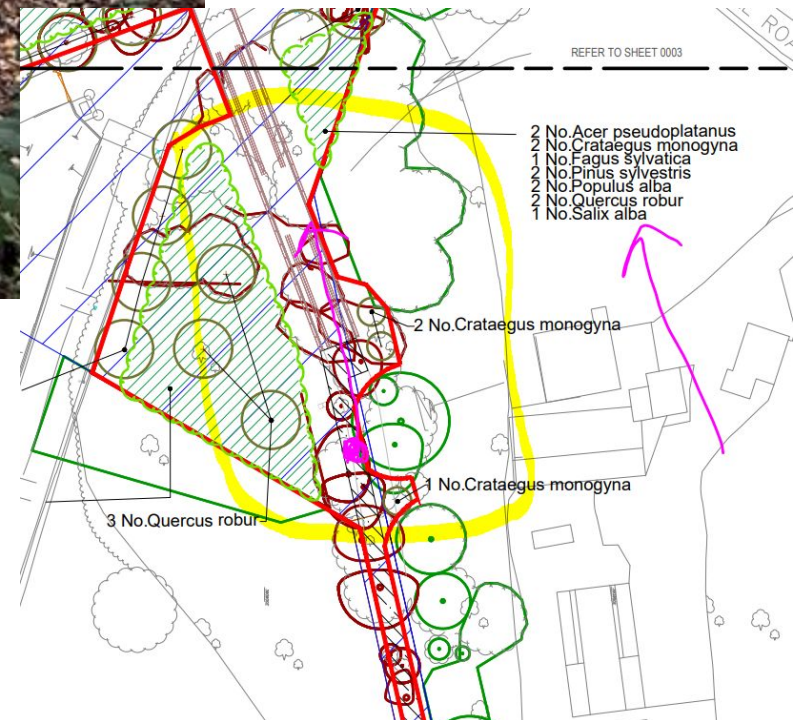






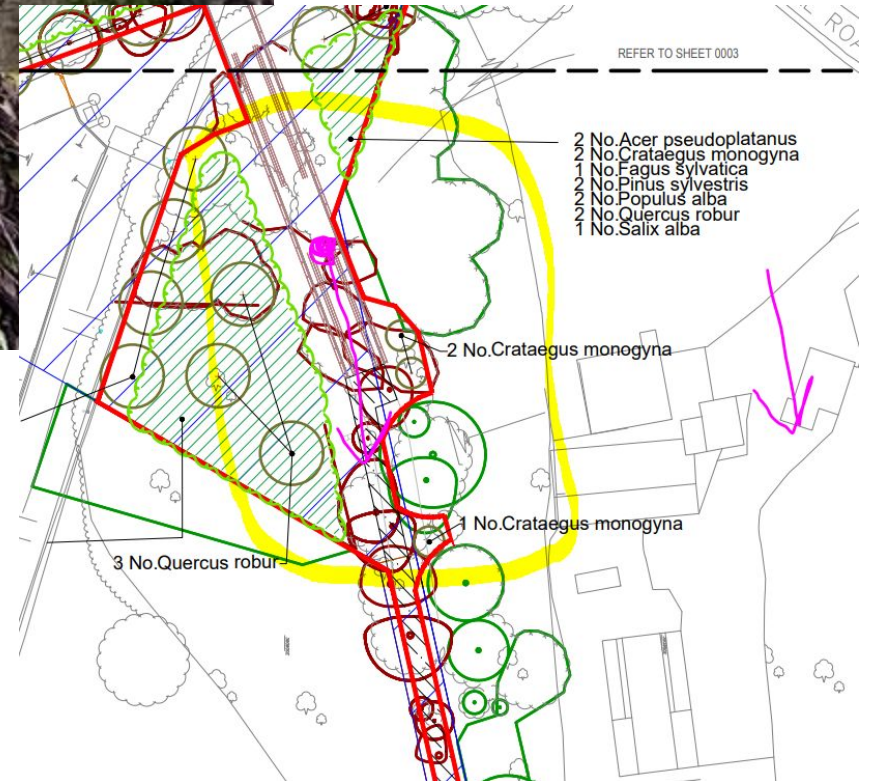




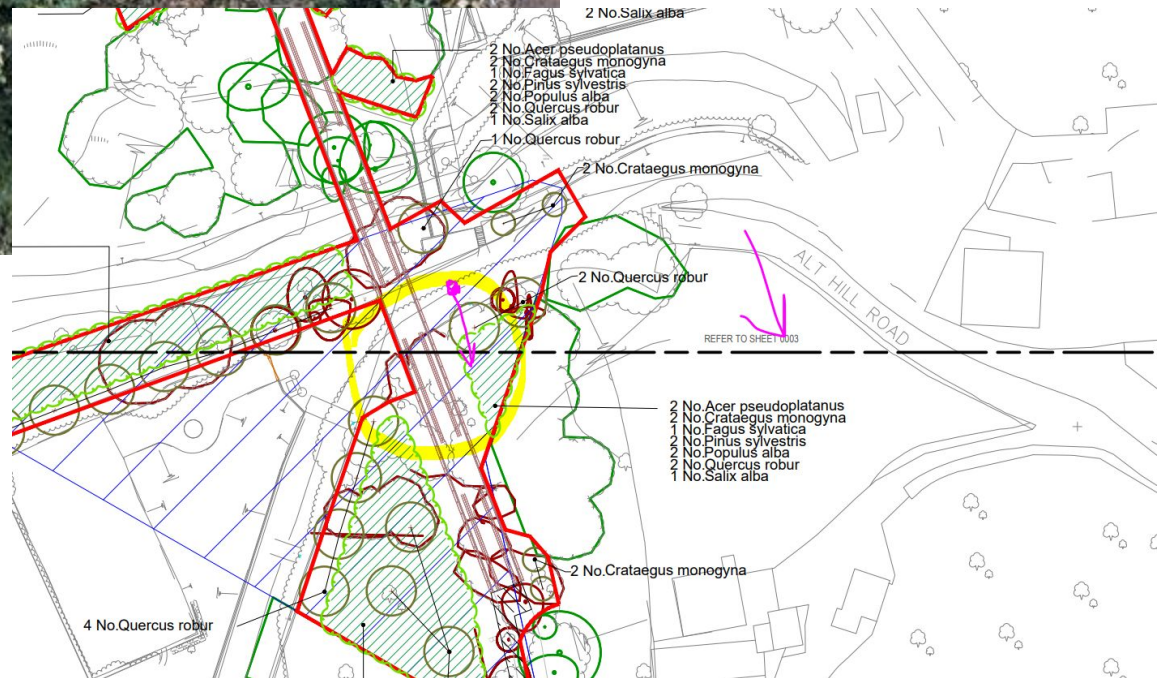


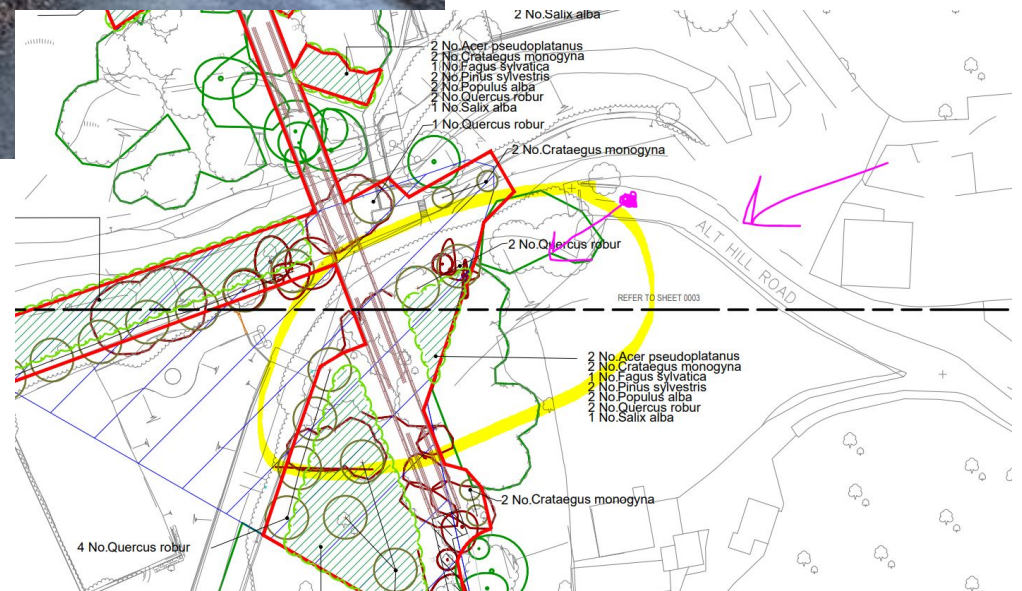


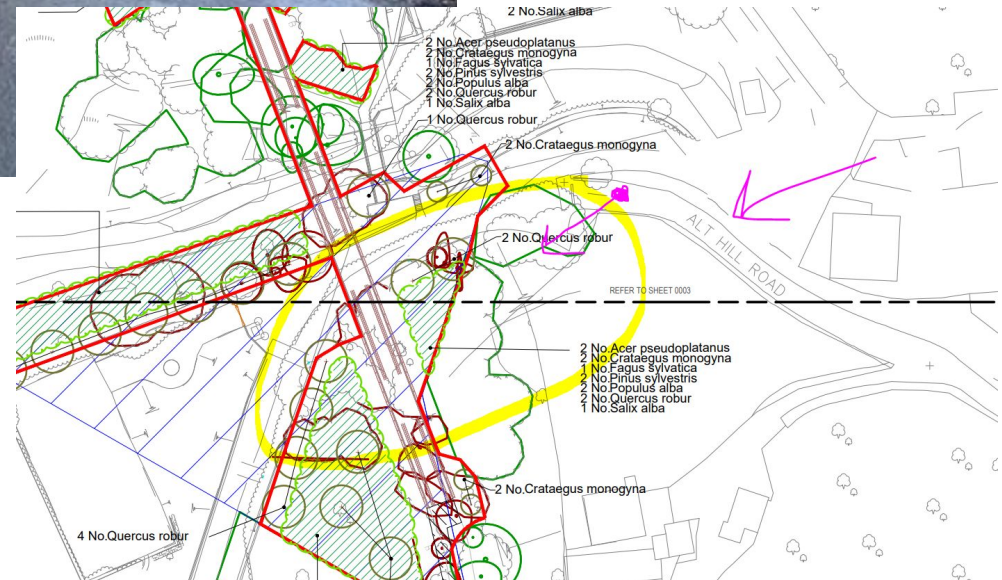














Site visit – Station House – 27.10.2022

Page 146



Sent from my iPhone

This page is intentionally left blank



Figure 3- View along bridge deck from the south end



Figure 4- Plan view of bridge over the Medlock Valley



Figure 5- View from the north east



Figure 6- View from the north west



Figure 7- View from the south west along Waggon Road



Figure 8- View of bridge from above within Medlock Valley



Figure 9- View of deck from north east



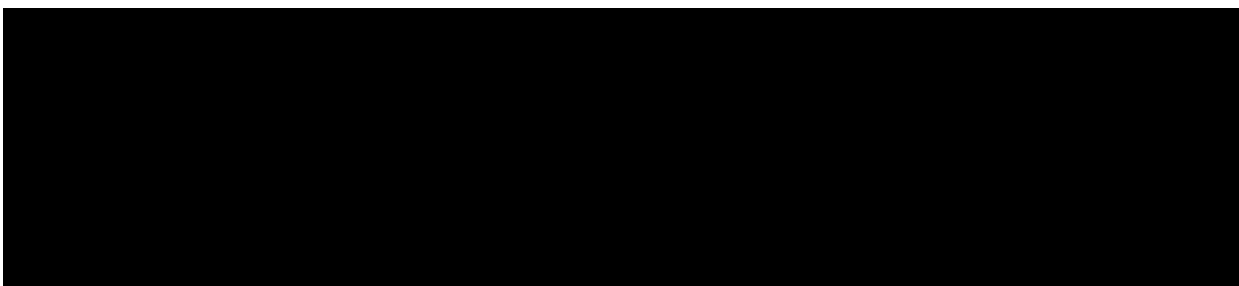
Figure 10-View of east elevation along River Medlock



Figure 11- View of west elevation from along River Medlock.



Figure 12- View along the upgraded footpath.



This page is intentionally left blank



Appeal Decision

Site visit made on 6 December 2022

by A Veevers BA(Hons) PGDip (BCon) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 9 January 2023

Appeal Ref: APP/G4240/W/22/3304546

Land at Wilshaw Lane, Wilshaw Lane, Ashton under Lyne OL7 9AU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 16, Class A of the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO).
 - The appeal is made by Cornerstone against the decision of Tameside Metropolitan Borough Council.
 - The application Ref 21/01408/NCD, dated 7 December 2021, was refused by notice dated 4 February 2022.
 - The development proposed is described as 'the installation of a 20m Orion monopole supporting 6no antennas, 1no 300mm dish together with the installation of 1 no York and 1 no Shire cabinet, and ancillary development thereto'.
-

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 a 20m Orion monopole supporting 6no antennas, together with the installation of 1 no York and 1 no Shire cabinet, and ancillary development thereto at land at Wilshaw Lane, Ashton under Lyne OL7 9AU, in accordance with the terms of the application, ref 21/01408/NCD, dated 7 December 2021, and the plans submitted with it, including: Drawing No. 100 Rev A (site location maps), Drawing No. 201 Rev B (proposed site plan), and Drawing No. 301 Rev B (proposed site elevation).

Preliminary Matters

2. Since the time of the Council's decision, amendments have been made to Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (the GPDO) relating to Communications. However, the amendments made under The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2022 (SI 2022/278) do not vary the requirements in relation to the prior approval for the development proposed.
3. The provisions of the GPDO 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.
4. The Council has referred to development plan policies in its decision notice. However, 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. As such I have had regard to the policies of the development plan and the National Planning Policy Framework (the Framework) only in so far as they are material considerations relevant to matters of siting and appearance.

5. The description of development above is taken from the application form. During the course of the application, amended plans were submitted to remove the 300mm dish (Drawing 301 Rev B). The Council determined the proposal on the basis of the amended plan and so shall I.

Main Issue

6. The main issue is the effect of the siting and appearance of the proposed development upon the character and appearance of the area and, if any harm would occur, whether this is outweighed by the need for the installation to be sited as proposed taking into account any suitable alternatives.

Reasons

Character and Appearance

7. The appeal site is an area of pavement on Wilshaw Lane close to the junction with Oldham Road. The proposed development would be located at the back edge of the pavement, adjacent to metal railings, behind which are a row of conifer trees and a single storey detached medical centre. Immediately adjacent to the site is a detached dwelling and opposite, is a row of traditional terraced houses directly abutting the pavement.
8. The area generally comprises of traditional terraced housing, commercial businesses along Oldham Road and Langham Street and a car park, public house and school to the rear of the medical centre. It is therefore a densely built-up area of mixed character.
9. The proposed development would occupy a prominent location on the pavement, particularly having regard to the low height of the medical centre, the open grassed land next to it and the car park lying between the medical centre and public house on Oldham Road, which provides a visual break in the built-up area. The monopole would be extensively visible in views from the north, in the skyline above surrounding one and two storey buildings. Furthermore, due to the position of the monopole at a higher land level it would be clearly apparent on approach to the signalised junction from Wilshaw Lane to the east.
10. Whilst there is a streetlamp positioned adjacent to the site and other highway directional and information signs, these features are considerably lower in height and slimmer in profile than the proposal. It would thus not blend with these highway features that are recognised as typical street furniture and are well assimilated into the street scene. Moreover, Wilshaw Lane is relatively narrow at the junction where it meets Oldham Road and the closeness of terraced properties on one side of Wilshaw Lane and the presence of conifer trees on the other, provide a sense of enclosure to the immediate area surrounding the appeal site between Taunton Lane and the signalised junction with Oldham Road. The proposal would introduce an obtrusive and prominent feature within this space and in significant proximity to residential properties.

11. I have had regard to the presence of conifer trees between the pavement and the medical centre, which would form a backdrop to the proposal. However, whilst I accept that these would provide a certain degree of visual mitigation, the proposed monopole would be significantly taller than the trees and, in combination with the wider headframe of visible antennas, would appear as a highly prominent feature in the street scene. Whilst the cabinets would introduce further structures in the street scene, unlike the mast, given their low-level positioning, they would not be prominent nor uncommon features on footways and their positioning to the rear of the pavement would assimilate into the urban fabric.
12. Notwithstanding the mixed-use, high-density nature of the area, the overall effect of the siting and appearance of the proposal in the context of this location, would be to introduce an incongruous and visually intrusive feature, harmful to the character and appearance of the local area. In so far as they area material, this would fail to accord with the expectations of Policy C1 of the Tameside Unitary Development Plan 2004 (TUDP) which seeks to ensure development, amongst other things, respects the townscape and Policy U2 of the TUDP which supports telecommunications development where they would not harm the appearance of the street scene.

Need and Suitable Alternatives

13. 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 is 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.
14. 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, the designated search area covers what is largely a densely populated residential area.
15. The sequential approach undertaken by the appellant identified that the existing site on Langham Street is shared with Vodafone and cannot be upgraded to serve both operators without being replaced with a bulkier and bigger structure to accommodate all the equipment required to meet the site-specific demand of both operators in order to provide a 5G service. I noted at my site visit that the current shared equipment is located on the pavement on Langham Street. I acknowledge that any increase in size of ground-based equipment over and above the current arrangement would be likely to result in obstruction of the pavement. Even if mast sharing was an acceptable solution, there is no evidence to suggest that it would negate further telecommunications equipment from coming forward within the local area.
16. I also recognise that the dense residential nature of the area provides limited alternative options and rooftop installations may not be possible due to the structural nature and height of commercial buildings in the area. This has consequentially led to several discounted options. The Council has not questioned the constrained size of the search area or the list of alternative sites that were considered as part of the site selection process, and the reasons why they were not pursued. Having reviewed the submitted evidence and seen the

alternative locations, I have no reason to disagree. I also note that the Council has recently refused prior approval for an alternative mast in the local area at the junction of Langham Street and Oldham Road which was intended to meet the 5G requirement in the area.

17. Given this background, I can only conclude that it is unlikely that suitable alternative sites are reasonably available. Therefore, unless this site comes forward, the need for a new radio base station to provide new 5G coverage and capacity, and replacement 2G, 3G and 4G services to this area of Ashton under Lyne would remain unmet.

Balance and Conclusion

18. It has been shown that there are no suitable alternative sites. There is also an identified and undisputed need for improved mobile telecommunications provisions meaning that the installation has to be sited somewhere in the target area. Despite the harm that would arise from the siting of the proposed development to the character and appearance of the area, and that the principle of the development has already been accepted by the grant of planning permission for such development by the GPDO, I find that prior approval should in this case be granted.

Conditions

19. 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.

Conclusion

20. For the reasons given, and having regard to all other matters raised, the appeal is allowed, and prior approval is granted.

A Veivers

INSPECTOR



Appeal Decision

Site visit made on 10 January 2023

by S R G Baird BA (Hons) MRTPI

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

Decision date: 16 January 2023

Appeal Ref: APP/G4240/Z/22/3309582

1 Station View, Droylsden M43 6TT

- 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 Wildstone Estates Limited against the decision of Tameside Metropolitan Borough Council.
 - The application Ref 22/00708/ADV, dated 29 June 2022, was refused by notice dated 9 September 2022.
 - The advertisement proposed is the erection of a new digital poster display.
-

Preliminary Matters

1. As confirmed by the National Planning Policy Framework (Framework) powers under the above Regulations may be exercised only in the interests of amenity and public safety, taking account of any material factors. The decision notice refers to Policy C1 of the Tameside Unitary Development Plan (UDP) and the Framework. Thus, in determining this appeal, UDP policy has not by itself been decisive. Here, the Ipa does not suggest that the sign would have an adverse effect on highway safety. The impact on amenity is largely a matter of informed but nonetheless subjective judgement.
2. Regard has been had to the fact that a 48-sheet externally illuminated advertisement hoarding previously occupied a similar position on the gable elevation of No. 1 Station View, albeit it was removed some time ago.

Decision

3. The appeal is dismissed.

Main Issue

4. The effect on the appearance of the area.

Reasons

5. The 6m wide by 3m deep LED digital display would be located at first-floor level on the west facing gable elevation of No. 1. Ashton Old Road is characterised by long rows of terraced housing interspersed with commercial centres of varying size. Advertising is generally restricted to that attached to small commercial premises, non-illuminated freestanding poster or wall mounted hoardings. No. 1 is located within one of the smaller groups of commercial premises dotted along Ashton Old Road. This small centre includes a petrol filling station (PFS) and car wash that has a variety of types of illuminated and non-illuminated signs and flags. On the pavement in front of the PFS is a telecoms mast and several cabinets of varying size. On the opposite side of the road is a dual facing non-illuminated advert hoarding. Unlike many of the

small commercial centres along Ashton Old Road, this centre has a noticeably cluttered appearance.

6. Whilst the proposed sign would occupy the same position and be the same size as the previous sign, it would be materially different both in terms of its nature and effect. Ashton Old Road is an arterial route and this type of sign is not unusual on such routes. Indeed, on my travels to this and other sites in the city, I saw several similar digital signs at the roadside. However, most were on the edge of predominantly industrial/commercial areas.
7. Whilst the purpose of advertisements is to attract attention, the digital nature of the sign and the intermittent changing of the display would, in this location, be obtrusive. This effect coupled with the cluttered nature of the immediate surroundings would result in the proposed sign forming an obtrusive and incongruous feature unacceptably dominating the approach from the west harming the visual amenity of the area.
8. I have considered UDP Policy C1, which seeks to protect the character and appearance of an area and is material in this case. Given, the sign would harm visual amenity, it conflicts with this policy. For the reasons given above and having regard to all other matters raised, including other appeal decisions supplied to me, the advertisement would be detrimental to the interests of visual amenity and conflict with the development plan taken as a whole.

George Baird

Inspector



Appeal Decision

Site visit made on 10 January 2023

by S R G Baird BA (Hons) MRTPI

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

Decision date: 16 January 2023

Appeal Ref: APP/G4240/Z/22/3309468

M67 Slip Road, Manchester Road North, Denton, Manchester M34 3NS

- 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 Wildstone Estates Limited against the decision of Tameside Metropolitan Borough Council.
 - The application Ref 22/00839/ADV, dated 10 August 2022, was refused by notice dated 10 October 2022.
 - The advertisement proposed is the upgrade of an existing 48 sheet advertisement to support a digital poster.
-

Decision

1. The appeal is allowed, and express consent is granted for the display of an upgrade of an existing 48 sheet advertisement to support a digital poster as applied for. The consent is for 5 years from the date of this decision and is subject to the 5 standard conditions set out in the Regulations and the following additional conditions:
 1. The intensity of illumination of the sign shall not exceed 300cd/sqm from dusk to dawn.
 2. The sign shall not display any moving or apparently moving images, nor shall they display any telephone numbers, websites, email addresses or other social media details.
 3. The advertisement display shall not change more frequently than once every 10 seconds and any change between advertisements shall be instantaneous.
 4. The sign shall not display images that resemble road signs.
2. As confirmed by the National Planning Policy Framework (Framework) powers under the above Regulations may be exercised only in the interests of amenity and public safety, taking account of any material factors. The decision notice refers to Policy C1 of the Tameside Unitary Development Plan (UDP) and the Framework. Thus, in determining this appeal, UDP policy has not by itself been decisive. Here, the lpa and National Highways do not suggest that the sign would have an adverse effect on highway safety. The impact on amenity is largely a matter of informed but nonetheless subjective judgement.

Main Issue

3. The effect on the appearance of the area.

Reasons

4. Regard has been had to a decision to dismiss an appeal for a similar proposal¹ on this site. The key difference between that decision and the current appeal is that in March 2021, there was no advertisement hoarding on the site whereas a non-illuminated 48-sheet hoarding now exists.
5. This area is characterised by the brutalist and visually dominant slip road to the M67 and commercial and residential premises. The substantial commercial building to rear of the site has large, what appear to be, externally illuminated, advertisements on the elevations facing Manchester Road North and a non-illuminated 48-sheet hoarding facing the highway and the M67 slip road.
6. The digital sign would be the same size and height as the existing sign albeit it would be illuminated with intermittent changing displays. This type of sign is not unusual in urban areas, particularly on main routes. Indeed, on my travels to this and other sites in the city, I saw several similar digital signs at the roadside. I have noted my colleague's comments about the noticeability of this type of advert hoarding. However, the purpose of an advertisement sign is to be noticed, otherwise there is no point to its existence. Here, given the nature of its surroundings and the presence of other illuminated and non-illuminated advert hoardings nearby, the proposed digital sign would not appear an obtrusive or incongruous feature that would harm the appearance of the area.
7. I have considered UDP Policy C1, which seeks to protect the character and appearance of an area and thus is material in this case. Given, there would be no harm to visual amenity, the proposal does not conflict with this policy. For the reasons given above and having regard to all other matters raised, the advertisement would not be detrimental to the interests of public safety or amenity and would not conflict with the development plan taken as a whole.

Conditions

8. Given the separation between the site of the sign and residential premises, the lpa's suggested condition relating to construction and delivery times is neither reasonable nor necessary. Given the proximity to and visibility from the M67 and the slip road, the suggested conditions by National Highways relating to the intensity of illumination, the nature of the display and frequency of change are reasonable and necessary in the interests of highway safety. Where necessary and in the interests of precision and enforceability I have reworded the suggested conditions.

George Baird

Inspector

¹ APP/G4240/Z/22/3291488

Appeal Decision

Site visit made on 3 January 2023

by M Ollerenshaw BSc (Hons) MTPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 26th January 2023

Appeal Ref: APP/G4240/W/22/3305236
Lewis Road, Droylsden, Tameside M43 6JB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 16, Class A of the Town & 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 22/00540/NCD, dated 23 May 2022, was refused by notice dated 20 July 2022.
 - The development proposed is described as 'Proposed telecommunications installation: Proposed 15.0m Phase 8 Monopole c/w wrapround Cabinet at base and associated ancillary works'.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO), under Schedule 2, Part 16, Class A require the local planning authority to assess the proposed development solely on the basis of its siting and appearance. My determination of this appeal has been made on the same basis.
3. The Council has referred to development plan policies in its decision notice. However, 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 be had to the development plan. I have nonetheless had regard to the development plan policies only in so far as they are a material consideration relevant to matters of siting and appearance.

Main Issues

4. The main issues are the effect of the siting and appearance of the proposal on the character and appearance of the area and, if any harm would occur, whether this would be outweighed by the need to site the installation in the proposed location, having regard to the availability of alternative sites.

Reasons

Character and appearance

5. The appeal site is a section of the footway on the eastern side of Lewis Road adjacent to the Haddon Hall Hotel, a single storey public house close to the junction with North Road and Haddon Hall Road. There is a parade of shops

opposite the site on the southern side of North Road. The surrounding area is otherwise predominantly residential and is characterised by two storey semi-detached properties. The Haddon Hall Hotel is set well back from the roadside which with the surrounding car park results in an open character to this stretch of Lewis Road. There are numerous street lighting columns and telegraph poles along Lewis Road and surrounding roads.

6. The proposed monopole would rise to a height of 15m. Whilst a slimline pole has been specified, given its significant height, and without any concealment of the antennas, the proposal would be of utilitarian appearance which would be at odds with the prevailing residential character of the area. The monopole would be significantly taller than nearby street lighting columns and telegraph poles. It would also be noticeably higher than nearby buildings. The width of the monopole and the antennas would also be wider than nearby street lights.
7. I accept that the proposed monopole must be of sufficient height to provide the required coverage. I also acknowledge that the site is not within a conservation area or other protected area, or close to listed buildings. However, given its height, width, utilitarian appearance and siting, the monopole would be a conspicuous and bulky feature which would appear as a dominant and incongruous feature in an area characterised by low rise buildings, and overly prominent within its setting, particularly when viewed from Lewis Road.
8. The proposal would include a wraparound cabinet at the base of the monopole and three additional ground based equipment cabinets alongside it. Whilst the cabinets would introduce street clutter on a stretch of pavement currently free of street furniture, these would have a much lesser impact on the character and appearance of the area due to their limited number and size.
9. Although the appellant refers to screening afforded by trees, there are no nearby mature trees that would provide adequate screening of the proposal. The appellant indicates that the colour of the proposal can be specified as deemed appropriate, however this would not sufficiently mitigate the adverse impact of the proposed monopole, which would arise chiefly as a result of its siting, scale and utilitarian design and appearance.
10. For the above reasons, I conclude that the siting and appearance of the proposal would be significantly harmful to the character and appearance of the surrounding area. I have taken into account Policies C1 and U2 of the Tameside Unitary Development Plan (2004), which, amongst other things, seek to ensure that development conserves and enhances the built environment, and that the siting and appearance of apparatus has been designed to minimise its visual impact. Given my conclusion on this main issue, the proposal would conflict with these policies as well as with paragraphs 130 and 134 the National Planning Policy Framework (the Framework), including in requiring development to be sympathetic to local character and well designed.

Alternative sites

11. Applications for telecommunications development should be supported with the necessary evidence to justify the proposal in accordance with paragraph 117 of the Framework. The appellant has followed a sequential approach to site selection. It is stated there are no suitable buildings or site sharing opportunities within the intended cell area that would be capable of accommodating the proposed installation.

12. A number of alternative sites were considered and subsequently discounted, but the information before me is limited to a map of the cell search area and a brief explanation as to why each of the alternative sites is unsuitable. The main reasons for discounting the alternatives include reference in vague terms to the presence of overhead pylon wires; insufficient pavement width; proximity to residential properties; and visibility splay issues. There is little detail on how the search for alternative sites was carried out or how sites were selected for further consideration. Consequently, the assessment of alternative sites lacks sufficient detail, and the scheme before me is also close to residential properties. No substantive evidence has been provided to show that adverse impacts would take place or that locations within the identified alternative sites could not host an installation.
13. I accept that the search area is highly constrained. However, on the basis of the evidence before me, I have insufficient evidence before me to be satisfied that the appeal site represents the least harmful option available in the area to meet the additional coverage and capacity requirements and so secure the same public benefits.

Other Matters

14. Concerns have been raised by interested parties about the potential effects on health and devaluation of nearby properties. The appellant has provided a certificate which confirms that the proposal has been designed to conform with the guidelines published by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). In these circumstances, the Framework advises that health safeguards different from the International Commission guidelines for public exposure should not be set. There is no substantive evidence before me to demonstrate that the ICNIRP guidelines would not be complied with, or that a departure from the Framework is justified. No substantive evidence has been provided in respect of the possible devaluation of nearby properties.

Planning Balance and Conclusion

15. Framework paragraph 114 states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning decisions should support the expansion of electronic communications networks, including next generation mobile technology, such as 5G. I have had regard to the benefits of the proposal, including its contribution to the delivery of sustainability and an upgrade to digital telecommunications allowing for additional coverage and capacity, including the introduction of 5G technology to the area. This weighs in the proposal's favour.
16. However, on the basis of the evidence before me it has not been demonstrated that the appeal site is the best available option for minimising the effect of the development. Therefore, notwithstanding the need for the proposed installation, and the benefits which would arise from it, the harm to the character and appearance of the area would not be outweighed by the need to site the installation in the location proposed. The appeal is therefore dismissed.

M Ollerenshaw

INSPECTOR

This page is intentionally left blank