

Application Number 19/01090/REM

Proposal	Seeking approval of the reserved matters with respect to access, appearance, layout, scale and landscaping for the construction of 20 new dwellings (pursuant to outline planning permission ref. 16/00944/OUT).
Site	Land between Ford Grove, Atherton Avenue and Hyde Road, Mottram
Applicant	BDW Trading Limited (Operating as Barratt Manchester)
Recommendation	Grant planning permission, subject to conditions.
Reason for Report	A Speaker's Panel decision is required because the application constitutes major development.

1. APPLICATION DESCRIPTION/BACKGROUND

- 1.1 The applicant seeks approval for the reserved matters (the means of access, appearance, layout, scale and landscaping) for the construction of 20 dwellings, following the granting of outline planning permission ref. 16/00944/OUT.
- 1.2 The following information has been submitted in support of the application:
 - Design and Access Statement;
 - Crime Impact Statement;
 - Arboricultural Impact Assessment;
 - Ecological Assessment;
 - Landscaping Proposals;
 - Ground Investigation Report;
 - Statement of Community Involvement;
 - Planning Statement;
 - Flood Risk Assessment; and
 - Transport Statement.
- 1.3 This application is presented to the Speaker's Panel for a second time, having previously been considered in July 2020. Previously, the application sought approval of all reserved matters for 16 no. dwellings, with access taken from Hyde Road (A57).
- 1.4 At the meeting in July 2020, the Speakers Panel initially resolved to grant planning permission for the scheme. Following this a new matter was raised by National Highways. The Council and the applicant have therefore worked to resolve issues related to a proposed access to the site from Hyde Road (A57) – a trunk road within the jurisdiction of National Highways. With this in mind, the principal amendments have subsequently been agreed as follows:
 - Access to the development is now taken from Atherton Avenue (directly to the south of the site).
 - Given the re-routing of the access, an increase in the number of dwellings to 20 is now proposed.
 - 40 no. car parking spaces are now proposed to serve the development, which is an increase in 8 no. spaces compared with the previously proposed 32.

2. SITE & SURROUNDINGS

- 2.1 The application relates to land located on the southern side of Hyde Road in Mottram. The site is previously developed land although has been cleared of buildings. The site sits at the northern end of Atherton Avenue and the gable ends of two of the properties on that street face the application site. There are also neighbouring properties to the east, south east and west of the site. Residential properties on the opposite side of Hyde Road face the northern boundary of the site from across the highway, some of these being set back within their plots. Land levels on the site are relatively flat. An existing footpath within the site runs parallel with the eastern boundary of the site, connecting Atherton Avenue to Hyde Road.

3. RELEVANT PLANNING HISTORY

- 3.1 16/00944/OUT - Outline planning application (All matters reserved) for the residential development of 0.4 hectares of land – Approved.

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Not allocated, within the settlement of Hattersley

4.2 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment
- 1.4: Providing More Choice and Quality Homes
- 1.5: Following the Principles of Sustainable Development
- 1.6: Securing Urban Regeneration
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

4.3 Part 2 Policies

- H2: Unallocated sites
- H4: Type, size and affordability of dwellings
- H5: Open Space Provision
- H7: Mixed Use and Density (Density being relevant to this proposal)
- H10: Detailed Design of Housing Developments
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T10: Parking
- T11: Travel Plans.
- C1: Townscape and Urban Form
- N7: Protected Species
- MW11: Contaminated Land.
- U3: Water Services for Developments
- U4 Flood Prevention
- U5 Energy Efficiency

4.4 Other Policies

- Residential Design Supplementary Planning Document;
- Trees and Landscaping on Development Sites SPD adopted in March 2007; and
- Hattersley and Mottram SPG (dated April 2004).

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

- Section 2: Achieving sustainable development
- Section 5: Delivering a sufficient supply homes
- Section 8: Promoting healthy communities
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 15: Conserving and enhancing the natural environment

5. PUBLICITY CARRIED OUT

- 5.1 Given the amendments to the scheme as outlined, two separate rounds of public consultation have taken place. Neighbour notification letters were issued 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. This is in addition to site notices and press notices.

6. RESPONSES FROM CONSULTEES

- 6.1 Tree Officer – No objections to the proposals. The detailed landscape plan submitted with the application indicates that a suitable soft landscaping scheme will be implemented as part of the proposed development.
- 6.2 Lead Local Flood Authority (LLFA) – consider that further information should be submitted in relation to surface water drainage, prior to the determination of the application.
- 6.3 Greater Manchester Ecology Unit (GMEU) – no objections to the proposals, subject to a condition requiring the implementation of the details provided in the Bird and Bat Box Scheme submitted with the application. The detail of the landscape proposals specifies almost exclusively non-native species, which is acceptable in this type of location. The use of ornamental varieties of apple cherry and whitebeam supply flowers and fruit, which is of benefit to local biodiversity.
- 6.4 Environmental Health Officer (EHO) – no comments to make on the application.
- 6.5 United Utilities – no objections to the proposals. A condition requiring the submission and approval of a sustainable drainage strategy was attached to the outline planning permission.
- 6.6 Coal Authority – no objections to the proposals. Confirm that the site is considered to be at a high risk in relation to coal mining legacy, with the eastern part of the site in an area of probable shallow coal mining. However, there are no mining features (mine entries / opencast highwall(s)) present that would impact the layout of this development. No conditions are considered to be necessary based on the findings of the Stage 1 & 2 Geo-Environmental Ground Investigation Report (October 2019) prepared by Smith Grant Environmental Consulting LLP submitted with this application.
- 6.7 Greater Manchester Police – no objections to the proposals subject to the imposition of a condition requiring the implementation of the crime reduction measures detailed in the crime impact assessment submitted with the planning application.
- 6.8 Contaminated Land Officer – no objections to the proposals as an appropriate condition to deal with potential sources of ground contamination was attached to the outline planning permission.
- 6.9 Local Highway Authority (LHA) – no objections to the proposals. Recommend that conditions requiring the parking provision indicated on the submitted plans to be laid out prior to the

occupation of any of the dwellings, the submission of street lighting details, the submission of a construction environment management plan, the retention of adequate visibility splays and the provision of cycle storage are attached to any planning permission granted. Conditions are also requested requiring the submission of a condition survey of the highway and details of the access arrangements serving the development.

- 6.10 National Highways (previously Highways England) – previous objections held (in relation to former proposed access via Hyde Road (A57)) are now removed subject to recommended conditions, the continued safe operation of the Strategic Road Network can be maintained.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 Further to the initial, first round of consultation (January 2020) six letters of representation were received, raising the following concerns (summarised):

- The proposals would add to the existing problems of congestion on Hyde Road and would therefore have a detrimental impact on highway safety;
- Additional traffic queuing within the highway will have a further detrimental impact on air quality in the locality;
- The existing footpath through the land is a vital connection to the shops and facilities on Hyde Road for the residents of the existing properties to the south of the site. This should be retained as part of any development;
- The existing footpath running through the land is an official Public Right of Way and should not be obstructed or altered in any way as a result of the development of the land;
- Thirty-two parking spaces are to be allocated which allows 32 cars direct access onto the A57 which is heavily congested at peak times. The access is positioned close to the crossroads of Mottram Village where vehicles will find it almost impossible to turn eastwards with a constant queue of traffic. Vehicles turning eastwards from John Kennedy Road are situated 20/30 metres west from the proposed access; and
- The original outline application included retaining the mature trees grown to the front of the development and a number of these have been removed.

- 7.2 Further to the amendments received to the scheme as outlined in this report, a re-consultation process has occurred. Letters of representation from five separate addresses have been received, raising the following concerns (summarised):

- Safety risks to children/pedestrians/motorists along Atherton Avenue (and other approaching roads), given the proposed re-routing of access. Noted that Atherton Avenue is also used for walking access through the Mottram estate up to Mottram C of E School and Longendale High School. Concerns also about broader impact upon exit from John Kennedy Road to Hyde Road from additional traffic. Preference expressed towards access being taken from Hyde Road, as opposed to Atherton Avenue.
- Noise and pollution from traffic being routed along Atherton Avenue and other approaching roads.
- Potential overlooking between proposed dwellings and neighbouring properties.
- Disturbance from construction works.

8. ANALYSIS

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

- The principle of development;
- The impact of the design and scale of the development on the character of the site and the surrounding area;

- The impact upon the residential amenity of neighbouring properties;
- The impact on highway safety;
- The impact on flood risk;
- The appropriateness of the proposed landscaping scheme; and,
- Other matters.

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The principle of residential development on the site was established at the outline stage, at which point a number of dwellings was not specified either in the description of development or by a condition of the planning permission. Policy H1(14) of the Hattersley and Mottram SPG and H7 of the UDP indicate that a density between 30 and 50 dwellings per hectare should be achieved to make efficient use of land. This reserved matters scheme would achieve approximately 50 dwellings per hectare, complying with the policy range and is therefore considered to be acceptable, subject to all other material considerations being satisfied.

10. CHARACTER

- 10.1 The scheme has been amended to incorporate the retention of a footpath running adjacent to the eastern boundary of the land. This amendment has addressed the concerns expressed by officers as well as local residents that the original proposals would have resulted in the loss of a direct pedestrian connection from Atherton Avenue, through the site to the services and facilities on Hyde Road.
- 10.2 The scheme as amended retains the other pedestrian footways as taken from Hyde Road (A57), improving connectivity between the development and the existing footway network, enhancing the permeability and legibility of the scheme.
- 10.3 It is considered the proposed house types respond effectively to the long and relatively narrow nature of the site, presenting active frontages to both Hyde Road and across the southern boundary of the site. The latter would ensure appropriate surveillance of the route between Atherton Avenue and the pedestrian link to Hyde Road in the eastern portion of the site.
- 10.4 All of the dwellings across the site would be 2 storeys in height, reflecting the predominant scale of the existing development to the north and south east of the site. The palette of materials to be used would include dark bricks to the elevations with slates to the roof of the units. These materials are considered to provide a suitable appearance to the development, given the mix of stone, brick and rendered properties within the immediate vicinity of the site.
- 10.5 In relation to boundary treatments, 1.2 metre high railings and hedgerows would demarcate the northern, western and southern edges of the development along Hyde Road and Atherton Avenue. In addition, 1.8 metre close boarded fencing would be installed along the common boundary with the properties adjacent to the south west of the site, with railings along the section of the boundary that would be visible at the northern end of Ford Grove.
- 10.6 A 1.8 metre close boarded fence would be used to treat the eastern boundary site. The impact of this would be reduced by the soft landscaping to be planted along this edge, running parallel with the route of the footpath that would connect to Hyde Road. It is also the case that this fencing would replace the existing timber fencing on concrete plinths that currently demarcate this boundary.
- 10.7 Following the above assessment, it is considered that the proposals would not result in an adverse impact on the character of the area, subject to conditions requiring compliance with

the materials, boundary treatments and hard and soft landscaping details submitted with the application.

11. RESIDENTIAL AMENITY

- 11.1 The Residential Design Guide SPD (RDG) requires 21 metres to be retained between elevations containing habitable rooms that directly face each other, except where properties face each other across a highway, in which case the distance is reduced to 14 metres. The 14 metres separation distance is also applied where elevations with habitable rooms face blank elevations of neighbouring properties.
- 11.2 The northern gable elevation of no. 13 Atherton Avenue directly faces the southern boundary of the application site. The only openings on the gable of that property are associated with the side entrance to the building, at ground floor level. There are no openings at first floor level. The separation distance to be retained to the corresponding southern elevation of the proposed development, in addition to the screening to be provided by the 1.8 metre high close boarded fence to be installed on the common boundary are factors which lead officers to conclude that the proposal would not result in unreasonable overlooking into or overshadowing of that neighbouring property.
- 11.3 The northeast facing gable of no. 10 Atherton Avenue is blank and given the distance to be retained between the front elevation of that property and the corresponding elevations of the proposed development, it is considered that the proposal would not result in unreasonable overlooking into or overshadowing of that neighbouring property. Likewise, the oblique relationship between no. 8 Atherton Avenue and the substantial separation distance to be retained to the proposed development are factors which lead officers to conclude that the scheme would not result in a detrimental impact on the residential amenity of that property.
- 11.4 The neighbouring properties at nos. 7 and 8 Ford Way are located to the south west of the site. The only windows in the western gable of the proposed development in the western portion of the site would be secondary windows serving bathrooms. These windows could reasonably be required to be obscured without harming the residential amenity of the future occupiers of the development.
- 11.5 This requirement can be secured by condition and such a condition is attached to the recommendation. On that basis, the separation distance to be retained between the scheme and those neighbouring properties, in addition to the oblique relationship, would be sufficient to ensure that the proposal would not result in unreasonable overlooking into or overshadowing of those neighbouring properties.
- 11.6 A substantial separation distance would be retained between the eastern gable elevation of the proposed development in the eastern portion of the site and the eastern boundary of the site, due to the location of the proposed communal car parking area. Given this distance and the oblique relationship to be retained to the elevations of neighbouring properties containing habitable room windows, it is considered that the scheme would not result in unreasonable overlooking into or overshadowing of those neighbouring dwellings. As an additional safeguard, the secondary bedroom windows to be installed at first floor level can be required to be obscurely glazed, as per the equivalent windows at the western end of the development.
- 11.7 Following the above assessment, the proposed development would not result in an adverse impact on the residential amenity of any of the existing neighbouring properties through unreasonable overlooking into or overshadowing. Noise and disturbance from the proposed parking communal area in the eastern portion of the site would not adversely affect neighbouring residents, an assessment corroborated by the lack of objection to the proposals from the Borough EHO.

12. HIGHWAY SAFETY

- 12.1 As originally presented, the proposed development would have been accessed via a connection from Hyde Road (A57), on the northern boundary of the site. Hyde Road is a trunk road and forms part of the Strategic Road Network (SRN). As such, it is managed by National Highways – who raised objection to the originally proposed access. Having regard to the Design Manual for Roads and Bridges (DMRB), National Highways grounds for concern included:
- The volume of traffic on the A57 was too great for the originally proposed junction design with insufficient space within the existing carriageway or site in question to construct the access to the correct standard.
 - Existing accesses along the A57 were noted and the DMRB states that the number of priority junctions providing access to the all-purpose trunk road should be minimised.
 - It was considered that a viable alternative access to the development from the local road network could be achieved.
- 12.2 Having regard to the above, the applicant has worked with the Council to agree a new access to the site, to be taken from Atherton Avenue. This road forms part of the local highway network.
- 12.3 Further to the above and the inclusion of a continuous pedestrian footway on the eastern side of the access, the LHA and National Highways have not raised any objections in relation to the safety of the proposed access arrangements.
- 12.4 A revised transport statement has been submitted in support of the planning application, which anticipates that a total of 11 trips to and from the development would occur during both the AM and PM peak periods. Whilst the concerns of local residents in relation to highway safety are acknowledged, this represents a relatively low volume of additional traffic on the highway within the context of predominantly residential character. This assessment is reflected by the lack of objection from the Local Highway Authority in relation to the impact of the development on the capacity of the highway network.
- 12.5 Condition 17 of the outline planning permission requires details of any external lighting to be approved prior to installation and therefore this requirement does not need to be re-imposed at the reserved matters stage. Likewise, condition 12 of the outline planning permission requires details of the measures to be put in place to manage the environmental and traffic impacts of the construction phase of the development and as such a condition to this effect (as recommended by both the Local Highways Authority and National Highways) does not need to be added to any reserved matters approval. Submission of details pertaining to this condition shall be reviewed by both the Local Highways Authority and National Highways when the conditions are discharged.
- 12.6 A condition can be attached to any planning permission granted requiring the provision of secured cycle storage as requested by the Local Planning Authority. Such a condition is considered to be reasonable in order to encourage journeys by more sustainable modes of traffic. This site is beyond walking distance to rail services and so cycling, along with bus services that run along Mottram Road providing another alternative to trips by private car. The close proximity of these services and the provision of cycle storage would help to reduce the impact of congestion arising from the development.
- 12.7 Furthermore, a pre-occupation condition requiring the sufficient provision of improved lining works and tactile paving works (along Atherton Avenue) is considered reasonable to attach to any approval given. This is to further help maintain the highways safety of the locality.
- 12.8 National Highways has recommended a condition regarding detailed design specification of proposed pedestrian accesses from the A57 to the development. Sufficient detail is provided

on submitted drawings and the imposition of this condition is not considered to be reasonable given any damage to the SRN can be addressed under the powers available to National Highways. Notwithstanding this, it is reasonable to attach a condition to any approval ensuring that no drainage from the proposed development shall run off on to Hyde Road drainage system.

- 12.9 The scheme makes provision for two car parking spaces per dwelling, meeting the requirements of the Residential Design Guide in this regard.
- 12.10 On the basis of the above, that the proposals would not result in a detrimental impact on highway safety or a severe impact on highway capacity. In accordance with paragraph 109 of the NPPF, planning permission should therefore not be refused on highway safety grounds.

13. FLOOD RISK/DRAINAGE

- 13.1 The site is in flood zone 1 and is at a lower risk of flooding. United Utilities has raised no objections to the proposals. Condition 10 of the outline planning permission requires the submission and approval of a sustainable system for draining surface water from the site prior to the commencement of development.
- 13.2 Further technical information will be required to satisfy that condition. Condition 11 requires that surface and foul water are drained from the site via different systems. These conditions do not need to be re-applied at this reserved matters stage.

14. LANDSCAPING

- 14.1 The applicant has submitted details of the proposed hard and soft landscaping schemes associated with the development. The species mix on this parcel include Field Maple, Hornbeam and Rowan and the plans detail the location of shrub and hedge planting and areas to be grassed. Details are also provided in relation to the number of each type of species to be planted, their height on planting and protection of the hedge and tree planting to be installed.
- 14.2 The Tree Officer has no objections to the proposals. The scheme would include the planting of trees and hedgerows to soften the impact of the access into the site and would enhance the environment along the length of the pedestrian link that would run from Atherton Avenue and through the eastern portion of the site. Subject to a condition requiring the implementation of the landscaping scheme prior to occupation of the development and stipulating on-going management requirements, the soft landscaping scheme is considered to be acceptable.
- 14.3 In relation to hard landscaping, the plans indicate that the pedestrian accesses to the properties would be constructed from block paving. The proposed treatment is considered to be acceptable, with tarmac limited to the parking areas and the highway, ensuring that the soft landscaping would be sufficient to reduce the prominence of the engineering works associated with the access arrangements.
- 14.4 Following the above assessment, the soft and hard landscaping proposals are considered to be acceptable.

15. OTHER MATTERS

- 15.1 A condition requiring an investigation into sources of contamination on the site was attached to the outline planning permission (condition 7).
- 15.2 In relation to ecology, the applicant has provided an ecological appraisal in support of the application. The Greater Manchester Ecology Unit has raised no objections to the proposals, subject to the imposition of a number of conditions. The risk of harm to bats during and as a result of the development of the site is considered to be limited, as are the potential risks to amphibians and reptiles.
- 15.3 The survey includes a number of mitigation measures to be employed during the construction phase of the development to ensure that harm to protected species is avoided. Compliance with these measures can be secured by condition.
- 15.4 The bat and bird box scheme submitted with the application includes a plan which indicates the location and specification of bat and bird boxes to be installed across the scheme. A condition securing compliance with these details would be sufficient to ensure that the proposals would comply with the requirements of paragraph 175 of the NPPF.
- 15.5 Condition 8 of the outline planning permission requires the trees to be retained on the site/adjacent to the site boundaries to be protected to the relevant British Standard. A condition limiting the timing of tree/vegetation removal to avoid harm to nesting birds can be attached to the decision notice.
- 15.6 In relation to designing out crime, a crime impact statement (CIS) has been submitted. Whilst there would be communal car parking areas within the development, the eastern portion of the site would be exposed to public views from Hyde Road to the north and Atherton Avenue to the south. The other area of communal parking would be accessed directly from the access road into the development.
- 15.7 Greater Manchester Police (GMP) has reviewed the proposals and have not raised any objections, subject to a condition requiring the implementation of the crime reduction measures detailed within the submitted CIS. Such a condition is attached to the recommendation.
- 15.8 In relation to refuse recycling, a communal area of storage is indicated on the proposed plans, adjacent to the access into the development. Details of the means of enclosure of this facility (vertical timber boarding) have also been submitted. Compliance with these details can be secured by condition.
- 15.9 The Coal Authority has confirmed that the site is at a high risk in relation to coal mining legacy, with the eastern part of the site in an area of probable shallow coal mining. However, their consultation response confirms that there are no mining features (mine entries / opencast highwall(s)) present that would impact the layout of this development. No conditions are considered to be necessary based on the findings of the Stage 1 & 2 Geo-Environmental Ground Investigation Report (October 2019) prepared by Smith Grant Environmental Consulting LLP submitted with this application.

16. CONCLUSION

- 16.1 The principle of residential development on the site was established at the outline stage. Given the character of surrounding development, the density of development is considered to be acceptable.

- 16.2 Following amendments to the proposals, the proposed layout would preserve the character of the surrounding area and would positively contribute to the wider regeneration of this part of Hattersley. The revised scheme would maintain highway safety, protect the Strategic Road Network, preserve the residential amenity of neighbouring residents and the proposed soft and hard landscaping schemes are considered to be appropriate.
- 16.3 There are no objections to the proposals from the statutory consultees in relation to highway safety, landscaping, contaminated land or any of the other material considerations. For the reasons explained in the main body of the report, it is considered that additional information relating to surface water drainage is not required prior to the determination of this reserved matters application.
- 16.4 Following the above assessment, the amended scheme is considered to accord with the relevant national and local planning policies quoted above.

RECOMMENDATION

Grant planning permission, subject to the following conditions:

1. The development hereby approved shall be carried out in full accordance with the following plans/information:
 - Site location plan (Drawing no. 486-PL-LP-01) received December 2019
 - Site layout plan (Drawing no. 486-P-PL-01 rev 6) received July 2021
 - Planning layout plan (Drawing no. 486-P-PLC-01 rev 5) received July 2021
 - Amber Variant (End) (Drawing no. 01) received July 2021
 - Amber Variant (Mid) (Drawing no. 01) received July 2021
 - Refuse Housing plan (Drawing no. H05/BS01) received July 2021
 - Boundary Treatment Layout plan (Drawing no. 486-P-BTL-01 rev 4) received July 2021
 - External levels plan (Drawing no. 486/ED/02 rev G) received July 2021
 - Hard Landscaping Layout plan (Drawing no. 486-P-HLL-01 rev 4) received July 2021
 - Storey Heights Layout plan (Drawing no. 486-P-SHL-01 rev 3) received July 2021
 - Detailed landscape proposals (Drawing no. c-1730-01 rev c) received July 2021
 - Materials layout plan (Drawing no. 486-P-ML-01 rev 4) received February 2022
 - Ecological Assessment produced by The Environment Partnership (ref. 7830.002 Version 1.1) received July 2021

Reason: For the avoidance of doubt and to ensure compliance with policies C1 and H10 of the Tameside Unitary Development Plan and section 13 of the NPPF.

2. The materials to be used in the construction of the external elevations of the buildings, boundary treatments and hard surfaced areas shall be carried out in accordance with the details shown on the following approved plans:

Materials Layout plan (Drawing no. 486-P-ML-01 rev 4)
Hard Landscaping Layout plan (Drawing no. 486-P-HLL-01 rev 4)
Boundary Treatment Layout plan (Drawing no. 486-P-BTL-01 rev 4)

The development shall be retained as such thereafter.

Reason: In the interest of visual amenity and to ensure compliance with policies C1 and H10 of the Tameside Unitary Development Plan and section 13 of the NPPF.

3. The boundary treatments to be installed on each of the plots within the development hereby approved shall be installed in accordance with the details as shown on Boundary Treatments

Layout plan (Drawing no. 486-P-BTL-01 Rev. 4) prior to the occupation of that dwelling. The brickwork used in the construction of the boundary walls and piers shall match in colour and external appearance the materials detailed on approved drawing number 486-P-ML-01 Rev. 4 (Materials Layout plan). The railings shall be painted black (RAL9005) and shall be retained as such thereafter.

Reason: In the interest of visual amenity and to ensure compliance with policies C1 and H10 of the Tameside Unitary Development Plan and section 13 of the NPPF.

4. The approved scheme of soft landscaping scheme detailed on the approved soft landscaping plan shall be implemented in accordance with the approved details before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of five years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species.

Reason: In the interest of visual amenity and to ensure compliance with policies C1 and H10 of the Tameside Unitary Development Plan and section 13 of the NPPF.

5. The biodiversity enhancement measures to serve the development hereby approved shall be installed in accordance with the details shown on drawing no. G7912.004A contained within the Bat and Bird Box Scheme produced by The Environment Partnership submitted with the planning application (received July 2021) (including the specification of the installations and their location within the development), prior to the first occupation of any of the dwellings. The development shall be retained as such thereafter.

Reason: To mitigate against harm to the habitats of protected species in accordance with section 15 of the NPPF.

6. The development shall be carried out in accordance with the mitigation measures in the Ecological Appraisal submitted with the application (received July 2021).

Reason: To mitigate against harm to the habitats of protected species in accordance with section 15 of the NPPF.

7. Prior to the occupation of the dwellings located on plots 1, 2, 9, 10, 11, 12, 19 and 20 of the development hereby approved (as labelled on planning layout plan drawing no. 486-P-PL-01 Rev. 6) the windows in the following elevations of those units shall be fitted with obscured glazing (meeting Pilkington Standard Level 3 in obscurity as a minimum) and shall be non-opening below a height of 1.7 metres above the internal floor level of the room that they serve:

Western gable elevations of plots 1, 2, 11 and 12; and
Eastern gable elevations of plots 9, 10, 19 and 20.

The development shall be retained as such thereafter.

Reason: To maintain the amenity of future occupiers and neighbouring properties in accordance with policy H10 of the Tameside Unitary Development Plan.

8. The development hereby approved shall be carried in accordance with the measures listed in the Security Strategy (Section 7) of the Crime Impact Statement v 1.0 (dated June 2021) submitted with the planning application and shall be retained as such thereafter.

Reason: To ensure a safe/secure standard of development in accordance with section 8 of the NPPF.

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

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with UDP Policies T1: Highway Improvement and Traffic Management, T7 Cycling and T10 Parking.

10. The means of enclosure of communal bin store to be installed as part of the development hereby approved shall be installed in accordance with the details shown on approved plan ref. H05/BS01, prior to the first occupation of any of the dwellings hereby approved. The development shall be retained as such thereafter.

Reason: In the interest of visual amenity, effective refuse/recycling management and to ensure compliance with policies C1 and H10 of the Tameside Unitary Development Plan and section 13 of the NPPF.

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

Reason: To ensure adequate car parking arrangements in accordance with UDP Policy T10.

12. Prior to the first occupation of the dwellings hereby approved, details of communal Electric Vehicle Charging Point(s) shall be approved in writing by the local planning authority which complies with the requirements listed below.

The specification of the charging points installed shall:

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

Reason: In the interest of promoting sustainable forms of transport, in accordance with UDP Policy T1 and the NPPF.

13. Prior to occupation of any of the dwellings hereby approved, a scheme indicating improvements to lining works and tactile paving works (along Atherton Avenue only) shall be submitted to and approved in writing by the local planning authority.

No part of the approved development shall be occupied until the approved highways works have been constructed in accordance with the approved details.

Reason: In the interest of highways safety, in accordance with UDP Policy T1 and the NPPF.

14. No drainage from the proposed development shall run off into the trunk road (i.e. Hyde Road – A57) drainage system, nor shall any such new development adversely affect any trunk road drainage.

Reason: To protect the integrity of the National Highways asset by ensuring that any development adjacent to the Strategic Road Network does not negatively impact upon it.