

| | |
|----------------------------|--|
| Application Number: | 22/00530/FUL |
| Proposal: | Full approval for the erection of 29no. dwellings and associated works. |
| Site: | Newton Business Park, Cartwright Street, Hyde |
| Applicant: | Wain Homes North West Ltd |
| Recommendation: | Grant planning permission, subject to conditions. |
| Reason for Report: | A Speakers Panel decision is required in accordance with the Council's constitution because this is a major application as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015. |
| Background Papers: | The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972. |

1. SITE AND SURROUNDINGS

- 1.1 Having originally comprised a large former ICI factory site dating from the 1920s, Newton Business Park occupies approximately 7 hectares of land close to the edge of the north-eastern corner of the built-up area of Hyde, some 2km to the north-east of the town centre, and includes a number of commercial buildings of various sizes.
- 1.2 The Business Park is bounded to the north, and, after the road turns to the south, to the east by Talbot Road and to the west by Cartwright Street, and wraps around behind houses in both roads. To the south the site abuts an area of open land before houses on the southern side of Victoria Street.
- 1.3 Levels change throughout the site and the land is graded to form a number plateaus and there is a general slope, with a fall of approximately 10m, from Talbot Road to the southern boundary
- 1.4 In December 2016 outline planning permission (ref. 16/00054/OUT) was granted for the demolition of all existing on site structures and the redevelopment of the site for residential dwellings on 2.2ha of land on the western side of the Business Park that fronts on to Cartwright Street. Subsequently, application (ref. 17/01089/REM) for approval of the matters held in reserve, namely appearance, landscaping, layout and scale, was granted, with conditions, in November 2018. All pre-existing structures and buildings have been cleared from the site.
- 1.5 The current application relates to approximately 1.2ha of land within the wider residential development site and comprises mainly the south-eastern portion.
- 1.6 The remainder of the Newton Business Park site measuring 4.2ha that sits outside of the site where residential development has been approved is to be retained for commercial use.

2. PROPOSAL

- 2.1 The proposal is, in effect, an amendment to the existing redevelopment scheme. The proposed amendment has come about, in part, because there is a culverted watercourse in the southern part of the wider site and any estate roads crossing the culvert will not be adopted. The amendment avoids any part of the estate road that is to be adopted crossing

the culvert. It also allows for the introduction of two additional houses in to the wider development.

- 2.2 The general form of the development would remain similar to that approved. After the access road enters the site there would be spurs to the north and the south. All of the estate road is included in the current application site. The houses served by the northern spur, and those to the west of the southern spur, would remain as approved. The proposed amendment relates to the layout and house types to the east of the southern spur.
- 2.3 At the southern end the spur loops around to end as a cul-de-sac with a vehicle turning-head. There would be short cul-de-sac projecting eastward mid-way along the southern spur. The houses along the road would face on to the road spur and in to the site. As approved previously, houses at the southeastern corner of the site would be served by private driveways
- 2.4 Of the 29 houses proposed
 - 18 would be detached
 - 8 would be semi-detached, and
 - 3 would be in a terrace/mews.
- 2.5 All but one of the house types are present elsewhere in the wider scheme. As in the wider scheme, all of the houses would be provided with private rear gardens and defined, defensible space at the front. Two car parking spaces would be provided for each of the houses, whether in a courtyard arrangement, on driveways or in detached or integral garages. The road layout retains various integral traffic calming measures such as pinch points, raised tables and varied surface treatments so as to encourage reduced vehicle speeds within the development.
- 2.6 A concurrent application (ref. 22/00418/FUL), also on this agenda, seeks a approval for a non-material amendment to the extant permission to allow for modifications to the house types.

3. PLANNING HISTORY

- 3.1 16/00054/OUT - Demolition of all existing on site structures and the redevelopment of the site for residential dwellings (Use Class C3), landscaping, boundary treatments and vehicular access from Cartwright Street – outline – Approved 16.12.2016.
- 3.2 17/01089/REM - Approval of reserved matters (appearance, landscaping, layout and scale) for a proposed scheme of 64 dwellings following the grant of outline planning permission. – Approved 16.11.2018.
- 3.3 18/00019/PLCOND - Approval of details reserved by condition 10 of planning permission ref. 16/00054/OUT. Approved/discharged 06.04.2021.
- 3.4 21/00010/PLCOND - Approval of details reserved by condition 14 (temp vehicle facilities) of planning permission ref. 16/00054/OUT. - Submitted scheme approved 11.02.2021. Discharge subject to implementation.
- 3.5 21/00009/PLCOND - Approval of details reserved by condition 11 (drainage) of planning permission ref. 16/00054/OUT. - Submitted scheme approved 08.04.2021. Discharge subject to implementation

- 3.6 21/00008/PLCOND - Approval of details reserved by conditions 8 and 9 (ground contamination and remediation) of planning permission ref. 16/00054/OUT – Pending decision.
- 3.7 21/00006/PLCOND - Approval of details reserved by condition 1 (external materials) of planning permission ref. 17/01089/REM – Pending a decision.
- 3.8 21/00588/CLUD - Certificate of lawful development to confirm that: outline planning permission (LPA reference: 16/00054/OUT) and the subsequent reserved matters approval (LPA Reference:17/01089/REM) have been lawfully commenced such that the development may lawfully be carried on and completed at any time in the future. – Approved 08.06.2021.
- 3.9 22/00040/PLCOND - Full discharge of condition 8 and condition 9 (ground conditions & remediation) of planning permission 16/00054/OUT. – Pending a decision.

4. PLANNING POLICY

National Planning Policy Framework (NPPF)

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

Development Plan

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

Part 1 Policies

- 1.3 Creating a Cleaner 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.

4.6 Part 2 Policies

- H2: Unallocated Sites.
- H4: Type, Size and Affordability of Dwellings.
- H10: Detailed Design of Housing Developments.

- T1: Highway Improvement and Traffic Management.
- T10: Parking.
- C1: Townscape and Urban Form
- N3: Nature Conservation Factors.
- MW11: Contaminated Land

Other relevant policies

4.7 Employment Land Supplementary Planning Document

4.8 Residential Design Supplementary Planning Document.

Places for Everyone

4.9 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.

4.10 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).

4.11 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

4.12 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.

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

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

6.1 None received.

7. RESPONSES FROM CONSULTEES

- 7.1 The Head of Environmental Services (Public Protection) has raised no objection and suggested that conditions: restricting the hours of construction work; and the provision of the acoustic bund between the residential development and the remaining commercial site, and vehicle charging facilities, be attached to any permission.
- 7.2 The Local Highway Authority has raised no objections and suggested that conditions: requiring a highways survey, a Construction Management Plan, an electrical vehicle charging strategy, a street lighting scheme, a green travel plan; and, regarding the construction and maintenance of the highway, the provision of car parking facilities, site drainage, and any retaining structures, be attached to any permission.

8. ANALYSIS

- 8.1 The principle of the development in this location is established by the extant planning permission. Access in to the site would be from Cartwright Street and replicates the arrangement approved previously. The issues to be considered in deciding this application are then the detailed matters of the layout, appearance, scale and landscaping of the development.

9. LAYOUT

- 9.1 The general layout is similar to that approved, although the arrangement now proposed allows for the inclusion of 2 additional houses, so that there would be a total of 66 houses in the wider scheme.
- 9.2 As in the wider scheme, all of the houses would be provided with private rear gardens and defined, defensible space at the front. Two car parking spaces would be provided for each of the houses, whether in a courtyard arrangement, on driveways or in detached or integral garages. The road layout retains various integral traffic calming measures such as pinch points, raised tables and varied surface treatments so as to encourage reduced vehicle speeds within the development.
- 9.3 The proposed layout would provide active frontages, with dual aspect houses at the road junctions, and where the spur road bends
- 9.4 As is confirmed by the Local Highways Authority, the road layout proposed is adequate to allow refuse and other service vehicles to attend the development.
- 9.5 The spacing between the houses within the proposed layout of the development, and between the new houses and those existing, is such that there would be adequate distances in-between in accordance with policies designed to prevent undue over-looking and over-shadowing.
- 9.6 The proposed layout of the development is therefore considered acceptable so that there would be no unacceptable impact on highway safety, nor would the impact on the road network be severe, whilst creating a satisfactory standard of amenity for existing and future occupants.

10. APPEARANCE AND SCALE

- 10.1 A mix of 13 different house types are proposed: 19 of the houses would be standard 2-storey; 7 would be taller and utilise the roofspace with dormers to provide living accommodation;

and, 3, the terrace/mews, would rise to 3 storeys. All but one of the house types are present elsewhere in the wider scheme. The scale of the proposed houses is akin to the local vernacular and appropriate within the context they would be set.

- 10.2 Being brick-built with tiled roofs the houses would have a traditional appearance. Architectural features such as window sills -header features would be incorporated throughout the development. A largely consistent palette of external finishes would be used throughout the wider development so as to achieve a cohesive scheme that acknowledges the character of the locality within which it is set whilst remaining identifiably a discrete development.

11. LANDSCAPING

- 11.1 The landscaping proposals largely replicate those approved previously and are consistent with those included in the the wider scheme. Both hard and soft landscaping are proposed site so as to provide sustainable boundaries between public and private areas, whilst at the same time achieving clear delineation between different elements of the site and to soften the appearance of the built form and mask parking within the development.
- 11.2 The tree planting proposals are of suitable species for a residential development and in adequate numbers to compensate for loss of the few existing trees within the site. The proposed planting is appropriate, and would complement the landscaped buffer that would be retained and maintained along the site's eastern boundary between the houses and the industrial uses that are retained within the remaining industrial park.
- 11.3 Alternative surface treatments to the various sections of the spur road would distinguish between the central main route and semi-pedestrian areas.
- 11.4 There would be a variety of boundary treatments between the house plots and where these meet the highway. Rear gardens would be delineated by 1.8m high close-boarded timber fences
- 11.5 The proposed landscaping scheme includes a variety of biodiversity enhancement measures such as bird and bat boxes, hedgehog and insect houses and log piles. The implementation of the landscape proposals would be begun in the first planting season (Nov-Mar) following the occupation the first house and completed in the first planting season (Nov - Mar) following occupation of the final house.

12. OTHER ISSUES

- 12.1 Following the grant of the original permission, in accordance with the Community Infrastructure Levy Regulations 2015, which are intended to provide infrastructure to support development, rather than to make individual planning applications acceptable in planning terms the applicant entered in to a binding agreement, so as to compensate for the impact of the development on the demand for school places, to provide a financial contribution of

- £886 per 2 bed dwelling
- £1,234 per 3 bed dwelling
- £1,343 per 4 bed dwelling

towards increasing the number of places available at Hyde Community College to accommodate increases in secondary school pupils in the area. The same considerations apply in this instance and so a draft fresh agreement has been prepared relating to this permission, if granted, to provide the same contributions

13. CONCLUSION

- 13.1 The application proposals represent a sustainable development in a highly accessible location. The implementation of the permission would provide economic benefits by enabling funding to be released for the consolidation of the remaining Business Park and its continued operation. The construction phase of the development will create jobs in the construction sector over the build time of the development, as well as further indirect job opportunities.
- 13.2 As a component of the wider proposals the development would regenerate an unsightly site and so significantly enhance the appearance of the local area whilst delivering a mix of housing types, adding to the supply, and diversifying the range of choice of housing, at a suitable and available site that is in close proximity to a range of services and public transport services.

RECOMMENDATION

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

- (i) The completion of a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) for a £6,400 contribution towards open space to support the development;
- (ii) The discretion to refuse the application appropriately in the circumstances where a S106 agreement has not been completed within six months of the resolution to grant planning permission; and,
- (iii) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions:

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

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

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents.
 - the Location Plan - WH-NBP-LP-01
 - the Detailed Site Layout plan - WH-NBP-DSL-02
 - the Boundary Treatment Plan - WH-NBP-BTP-01
 - the Landscape Proposals - 5627.04 G
 - the Waste Management Plan - WH-NBP-WMP-01
 - house type BRANCHESTER HT – BCR-P2
 - house type BRUNSWICK HT – BRU-P2
 - house type DALTON HT Plans – DAL-P1
 - house type DALTON HT Elevations – DAL-P2
 - house type HATHERLEIGH – HAT-B-P2
 - house type HAVERSHAM – HAV-P2
 - house type JENNER HT PLANS – JEN-P1
 - house type JENNER HT ELEVATIONS – JEN-P2
 - house type NELSON HT – NEL-P2
 - house type NEWTON – NT-P1
 - house type OXFORD – OX-P1
 - house type – SHAKESPEARE HT – SHA-P1

- house type TREVITHICK HT – TRE-P2
- house Type C Plans – Type C
- house Type C Elevations – Type C
- house type WINCHESTER HT - WIN-P3
- Enzygo Review of Noise Mitigation SHF. 1353.003.NO.R.001

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

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

Reason: In the interest of highway safety, in accordance with PolicyT1: Highway Improvement and Traffic Management of the Tameside Unitary Development Plan.

- 4) Prior to commencement of construction work on the site an Approval in Principle must be obtained for the proposed retaining wall shown on the approved plan and submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.

Reason: To ensure that the development does not contribute to, is put at unacceptable risk from, or is adversely affected by, land instability in accordance with Section 15 of the National Planning Policy Framework

- 5) Prior to commencement of construction work on the site, details of the proposed arrangements for future management and maintenance of the proposed access road/car park within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason: In the interest of highway safety, in accordance with PolicyT1: Highway Improvement and Traffic Management of the Tameside Unitary Development Plan.

- 6) No work shall take place in respect to the construction of the approved highway to the development, as indicated on the approved site plan, until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:- 1. Phasing plan of highway works. 2. Stage 1 Safety Audit – 'Completion of preliminary design' and subsequent Stages 2-4 based on the Design Manual for Roads and Bridges document GG 119 – Road Safety Audit. 3. Surface and drainage details of all carriageways and footways. 4. Details of the works to the reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase. 5. Details of the areas of the highway network/car park within the site to be constructed to adoptable standards and the specification of the construction of these areas. 6. Details of carriageway markings and signage. No part of the approved development shall be occupied until the approved highways works have been constructed in accordance with the approved details or phasing plan and the development shall be retained as such thereafter.

Reason: In the interest of highway safety, in accordance with PolicyT1: Highway Improvement and Traffic Management of the Tameside Unitary Development Plan.

- 7) Prior to commencement of construction work on the site, the following information shall be submitted in writing and written permission at each stage has been granted by the Local Planning Authority. i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration. ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation. iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority. iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with policy MW11 of the Tameside Unitary Development Plan and paragraph 184 of the National Planning Policy Framework.

- 8) Prior to commencement of construction work on the site, details of a scheme of intrusive site investigations, including gas monitoring, in order to establish the exact situation regarding coal mining legacy issues on the site shall be submitted to, and approved by, the local planning authority; any approved scheme shall then be undertaken and a report of findings arising from the investigation, including a scheme of any necessary remedial works, shall be submitted to, and approved by, the local planning authority. The development shall then be implemented in accordance with the approved remedial works.

Reason: To mitigate the potential risks to the development posed by coal mine workings in accordance with Section 15 of the National Planning Policy Framework.

- 9) Prior to the first occupation of the development hereby approved an electric vehicle charging design shall be approved in writing by the Local Planning Authority which complies to the requirements listed below and maintained as such thereafter:- 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 7 kW, 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; v) a minimum of Mode 3 or equivalent.

Reason: To ensure that the impact of the development in relation to air quality is adequately mitigated and in the interest of promoting sustainable forms of transport, in accordance with UDP Policy T1 and the NPPF

- 10) Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; in the finishes to all external hard-surfaces; and, in the construction of the acoustic fence have been submitted to, and approved in writing by, the local planning

authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, in accordance with polices H10 and C1 of the adopted Tameside Unitary Development Plan and Section 12 of the National Planning Policy Framework.

- 11) The development hereby approved shall not be occupied until the noise mitigation measures as recommended in the submitted Enzygo Review of Noise Mitigation SHF. 1353.003.NO.R.001 have been implemented in full.

Reason: In order to protect the amenities of future occupants in accordance with policy 1.12 of the Tameside Unitary Development Plan and Sections 2 and 12 of the National Planning Policy Framework.

- 12) The development hereby approved shall not be occupied until the 4m Acoustic Bund detailed in the submitted Boundary Treatment Plan, Drawing No. WH-NBP-BTP-01 has been implemented in full.

Reason: In order to protect the amenities of future occupants in accordance with policy 1.12 of the Tameside Unitary Development Plan and Sections 2 and 12 of the National Planning Policy Framework.

- 13) No part of the development hereby approved shall not be occupied until a scheme detailing the street lighting to be provided to the access road and shared parking areas shall be submitted to, and approved in writing by, the local planning authority. This scheme will include details of how the lighting will be funded for, how it will be maintained in the future, and a phasing plan which will specify when the approved details will be completed. Development shall be carried out in accordance with the approved details.

Reason: To secure the provision of satisfactory access to the site and in the interests of road safety and security in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework

- 14) The boundary treatments for each house, as indicated on the plan, ref. WH-NBP-BTP-0, shall be provided prior to the first occupation of that house.

Reason: In the interests of the visual amenities of the locality, in accordance with polices H10 and C1 of the adopted Tameside Unitary Development Plan and Section 12 of the National Planning Policy Framework.

- 15) The car parking spaces, illustrated on the approved plan ref. WH-NBP-DSL-02, 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 parking provision in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework

- 16) No part of the development hereby approved shall be occupied until details of a maintenance management plan for the street trees, landscaped buffer and biodiversity enhancement measures, as indicated on the approved plan, ref. 5627.04 G, has been submitted to, and approved in writing by, the local planning authority. Following the

occupation of the first house, the management plan shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, in accordance with polices H10 and C1 of the adopted Tameside Unitary Development Plan and Section 12 of the National Planning Policy Framework.

- 17) The planting scheme, including the biodiversity enhancement measures, shall be carried out in accordance with the details illustrated on the approved plan ref. 5627.04 G. The planting scheme, including the attendant biodiversity measures, shall be commenced in the first planting season (Nov-Mar) following the occupation of the first house and completed, including the attendant biodiversity measures, in the first planting season (Nov - Mar) following occupation of the final house. Any newly planted trees and plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species by the developer unless the local planning authority gives written consent to any variation.

Reason: To enhance the ecological value of the site in accordance with policies 1.10 and N3 of the Tameside UDP and Section 15 of the National Planning Policy Framework.

- 18) The development hereby approved shall be carried out in accordance with the details and provisions included in the Construction Method Statement (for Newton Business Park, Cartwright Street, Hyde, Tameside, SK14 4FA), dated January 2021, which were approved, ref. 21/00010/PLCOND, on 11.02.2021.

Reason: In the interests of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework.

- 19) Surface water shall be drained in accordance with the scheme illustrated on drawing no. 18036/01/1 rev. F, Road and Main Drainage Layout, and as discussed in Level 2 Scoping Study Flood Risk & Drainage Impact Assessment 2015-074-RevA, which were approved, ref. 21/00009/PLCOND, on 08.04.2021.

Reason: To ensure proper drainage of the area, in accordance with Policy U3 of the adopted Tameside Unitary Development Plan and the paragraph 169 of the National Planning Policy Framework.

- 20) A clear view shall be provided at the junction of site access road with Cartwright Street. Its area shall measure 2.5 metres along the centre of the access and 43 metres in each direction along the edge of the roadway in Cartwright Street. It must be kept clear of anything higher than 0.6 metre/s above the edge of the adjoining roadway or access.

Reason: In the interests of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework.

- 21) A clear view shall be provided on both sides of the any driveway or vehicular access where it meets the footway. It shall measure 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above the access, except for vertical iron railings to a design that includes rails of not greater than 15mm diameter spaced at not less than 100mm intervals.

Reason: In the interests of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework.

- 22) The development hereby approved shall be carried out in accordance with the details and provisions included in the Construction Method Statement (for Newton Business Park, Cartwright Street, Hyde, Tameside, SK14 4FA), dated January 2021, which were approved, ref. 21/00010/PLCOND, on 11.02.2021.

Reason: In the interests of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and Section 9 of the National Planning Policy Framework.

- 23) During 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 the occupants of nearby properties/dwelling houses in accordance with policy 1.12 of the adopted Tameside Unitary Development Plan and Sections 2 and 5 of the National Planning Policy Framework.