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| Application Number | 22/00483/FUL |
| Proposal | Demolition of existing industrial buildings and erection of 12no. 3-bedroom semi-detached houses with associated gardens and off street parking. |
| Site | 30 Town Lane, Denton, M34 6LE |
| Applicant | Mr Darren Atkins |
| Recommendation | Grant planning permission, subject to conditions. |
| Reason for report | A Speakers Panel decision is required because the application is major development. |
| Background Papers: | The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972. |

1. SITE & SURROUNDINGS

- 1.1 The application relates to land occupied by industrial premises located on the eastern side of the junction of Acre Street with Town Lane, this site is located to the south west of Denton town centre and occupies an area of approximately 0.18ha. The employment units are situated within a wholly residential area, they represent a stark departure from the prevailing character.
- 1.2 There are 3 buildings within the site which are set around an internal courtyard which also supports 3 shipping containers. The buildings are subdivided into 8 units. The applicant utilises 3 of the units informally for the storage of plant associated with their construction business.
- Unit 1 & 7 Windows
Unit 2 Vacant
Unit 4 Vacant
Unit 3, 5 & 6 Applicant
- 1.3 The access is taken off Town Lane directly opposite no.37. Two of the buildings are situated immediately to the back of the footway, so there is poor pedestrian visibility splay. There is little consistency in design with materials being varied between precast concrete and brick, roof forms are also both flat and pitched.
- 1.4 Levels within the site are completely flat, it is void of any soft landscaping. The northern and eastern boundaries abut residential gardens.
- 1.5 There are parking restrictions in place along Town Lane (Mon-Sat, 8am-7pm) and along Acre Street (Mon-Fri 8am-6pm) with double yellow lines which extend around the junction. Traffic calming features are in place and the highway is subject to a 20mph speed restriction.

2. PROPOSAL

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

2.2 The properties would be situated within 6 pairs with 3 fronting Town Lane and 3 fronting Acre Street. There are two house types which have proposed the design includes a 2m single storey rear outrigger/extension and the properties would include accommodation within the roof space served by a single front facing dormer window and rear facing rooflights. Each dwelling would have a single parking space and landscaped front and rear garden.

2.3 The application is supported with the following documents:

- Bat Survey;
- Design & Access Statement;
- Drainage Strategy;
- Geo Environmental Statement;
- Marketing Information;
- Structural Report.

3. PLANNING HISTORY

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

4. PLANNING POLICY

National Planning Policy Framework

4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.

4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

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

Development Plan

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

Tameside Unitary Development Plan (2004)

4.5 **Part 1 Policies**

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

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

4.6 **Part 2 Policies**

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

Places for Everyone

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

Other Considerations

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

5. PUBLICITY CARRIED OUT

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

6. SUMMARY OF THIRD PARTY RESPONSES

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

6.2 Amenity

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

6.3 Highways and Parking

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

6.4 Support/Neutral

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

7. RESPONSES FROM CONSULTEES

- 7.1 Contaminated Land – Recognised that there is potential for onsite contaminated associated with former industrial processes which have taken place at the site. No objections to the principle of the sites redevelopment subject to conditions relevant to further assessment and remediation where appropriate.

- 7.2 Environmental Health Officer – No objections, recommend conditions relevant to construction times and provision of an electric vehicle strategy.

- 7.3 Greater Manchester Ecology Unit (GMEU) – Reviewed the submitted ecology information. No objections raised.

- 7.4 Local Highway Authority (LHA) – No objections subject to conditions. Note that the parking arrangements are suitable and befitting of the sites sustainable location. The total vehicle movements attributed to the development are envisaged to be 8 trips during peak times. Conditions are recommended relevant to provision of the vehicle and cycle parking, travel plan and visibility splays.

- 7.5 Lead Local Flood Authority (LLFA) – Recommend that further investigations are undertaken in to the use of SUDS/Infiltration techniques. Recommend pre-commencement conditions requiring submission of further drainage information.

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

8. ANALYSIS

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

9. PRINCIPLE OF DEVELOPMENT

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

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

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

Housing Supply:

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

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

10. DESIGN & LAYOUT

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

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

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

11. RESIDENTIAL AMENITY

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

12. HIGHWAYS AND ACCESS

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

removal of employment traffic within a residential area (albeit for the construction period) is also supported.

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

13. DRAINAGE AND FLOOD RISK

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

14. GROUND CONDITIONS

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

15. LANDSCAPING, TREES & ECOLOGY

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

16. AFFORDABLE HOUSING

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

17. OTHER MATTERS

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

18. CONCLUSION

- 18.1 The development is a brownfield site that can be appropriately redeveloped for housing. It is located in a highly sustainable location, as demonstrated by its accessibility to services. The redevelopment for residential purposes would be readily compatible with the nature of adjoining uses and would add to the delivery of housing in the Borough in a period of under supply. It is also considered that there are significant benefits to the removal of the industrial activity from the residential environment.
- 18.2 The design makes a positive contribution to the street scene and would create a welcoming residential environment. The high quality design would make a positive contribution to the local housing stock, in accordance with core principles of the NPPF and compliance of the UDP.
- 18.3 Taking into account the relevant development plan policies and other material considerations, subject to the identified mitigation measures, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission. The proposals represents a highly

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

RECOMMENDATION:

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

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

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

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

Location Plan ref: 202203/OS1

Existing survey Site Plan Elevations ref 202203/Es1

Topographical Survey ref: 40065MCLS-01

Ground Floor Site Plan ref: 202203 / SKB1A rev A

First Floor Plan ref: 202203 / SkB2A rev A

Second Floor Plan ref: 202203 / SkB3A rev A

Elevations & Street Scenes ref: 202203 / SkB4A rev A

Side Elevations ref: 202203 / SkB5

House Floor Plans ref: 202203 / SkB6

Reports:

Design & Access Statement ref PP-11238442

Preliminary Bat Roost Assessment Ref Issue 1 Dated 01.07.2022

Phase 1 GeoEnvironmental Desk Study Ref A4845/22

Surface Water Management Report Ref 839 June 2022 Rev A

Marketing Information Statement

Structural Report (Philip E Dey Associates)

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

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

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

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

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

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

5. Prior to use, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the Local Planning Authority (LPA). If during development, contamination not previously identified is encountered, then no further development (unless otherwise agreed with the LPA), shall be undertaken until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved. The discharge of this planning condition will be given in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA and occupation of the development shall not commence until this time unless otherwise agreed in writing by the LPA.

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

7. The car and cycling parking spaces to serve the development hereby approved shall be laid out as shown on the approved site plan ref 202203/SKB1 rev A prior to the first occupation of that development and shall be retained free from obstruction for their intended use thereafter.

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

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

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

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

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

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

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

11. No work shall take place in respect to the construction of the Development, until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:

1. Phasing plan of highway works.
2. Details of the works of new dropped crossing and reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase.
3. Details of carriageway markings and signage.
4. Offsite improvements to footways .

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

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

12. No development shall commence until such time as a Demolition Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- Wheel wash facilities for construction vehicles;
- Arrangements for temporary construction access;
- Contractor and construction worker car parking;
- Turning facilities during the remediation and construction phases;
- Details of on-site storage facilities;
- Details of restriction to weight limits of Construction Vehicles along Moss Lane;
- Emergency contact details of the site manager to be displayed publically.

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

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

13. No part of the development hereby approved shall be occupied until details of the secured cycle storage provision to serve apartments have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location

of storage and details of the means of enclosure. The secured cycle storage arrangements shall be implemented in accordance with the approved details prior to the occupation of the first apartment and shall be retained as such thereafter.

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

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

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

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

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

16. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of NPPF or any future guidance that replaces it. The scheme shall include:
 - i) The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units/bed spaces;
 - ii) The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
 - iii) The arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ;
 - iv) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - v) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: To meet identified housing need in accordance with UDP policy H5 and paragraph 65 of the NPPF.

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

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

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

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

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

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