

Application Number 17/00784/FUL

Proposal	Conversion of the vacant public house and associated apartment to 5 dwellings and formation of a new car park
Site	White Hart Inn, 91 Market Street, Mottram
Applicant	Mr Bardsley
Recommendation	Grant planning permission subject to conditions
Reason for report	The proposal includes development in the Green Belt which, unless very special circumstances are accepted, would represent a departure from the Local Plan.

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for the conversion of the vacant public house and associated apartment to 5 dwellings and the formation of a new car park.
- 1.2 The applicant has provided the following documents in support of the planning application:
 - Planning Statement
 - Heritage Statement
 - Ecology Survey

2. SITE & SURROUNDINGS

- 2.1 The While Hart is a now vacant, 2-storey former public house at the end of a terrace of properties that are, all but one, houses, the other being a café, in the centre of the Mottram Conservation Area. The terrace faces across the road towards the Crown Pole Green and the former Court House. There is a yard area behind the building with a dwelling beyond that (approved under application ref. 14/00580/FUL). Otherwise, the land behind is open farmland. A small area of the open land, behind houses in Church Brow would be used as a car park. That land is located within the Green Belt.
- 2.2 A gap in the built frontage in the road, between the side of the former public house and no. 1 Church Brow, provides access to the farmland behind and a public footpath across that land (the Right of Way runs parallel with the northern edge of the proposed car park, outside of the application site).

3. PLANNING HISTORY

- 3.1 15/00946/FUL - Change of use to C3 residential to form 7 No. apartments including demolition of outbuilding and formation of a new car park – approved 28 January 2016.
- 3.2 12/00764/FUL - Demolition of outbuildings and part of main building and conversion of pub into 2no. 3 bed houses – approved.

4. RELEVANT PLANNING POLICIES

- 4.1 National Planning Policy Framework (NPPF)
- 4.2 Planning Practice Guidance (PPG)

- 4.3 **Tameside Unitary Development Plan (UDP) Allocation**
The area of land to be converted to a car park is located within the Green Belt. The former White Hart itself is located within the settlement of Mottram.
- 4.4 **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
1.11: Conserving Built Heritage and Retaining Local Identity.
1.12: Ensuring an Accessible, Safe and Healthy Environment
- 4.5 **Part 2 Policies**
H2: Unallocated sites
H4: Type, size and affordability of dwellings
H5: Open Space Provision
H7: Mixed Use and Density.
H10: Detailed Design of Housing Developments
OL1: Protection of the Green Belt
OL4: Protected Green Space
OL10: Landscape Quality and Character
T1: Highway Improvement and Traffic Management.
T10: Parking
C1: Townscape and Urban Form
C2: Conservation Areas
C4: Control of Development in or adjoining Conservation Areas
C6: Setting of Listed Buildings
N4: Trees and Woodland.
N5: Trees Within Development Sites.
N7: Protected Species
MW11: Contaminated Land.
U3: Water Services for Developments
U4 Flood Prevention
U5 Energy Efficiency
- 4.6 **Other Policies**
Greater Manchester Spatial Framework - Publication Draft October 2016;
Residential Design Supplementary Planning Document; and,
Trees and Landscaping on Development Sites SPD adopted in March 2007.
- 4.7 **National Planning Policy Framework (NPPF)**
Section 1 Delivering sustainable development
Section 6 Delivering a wide choice of high quality homes
Section 7 Requiring good design
Section 8 Promoting healthy communities
Section 11: Conserving and enhancing the natural environment
- 4.8 **Planning Practice Guidance (PPG)**
This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5. PUBLICITY CARRIED OUT

- 5.1 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.

6. RESPONSES FROM CONSULTEES

- 6.1 Local Highway Authority – no objections subject to the imposition of conditions.
- 6.2 Borough Environmental Health Officer – no objections to the proposals subject to the imposition of conditions restricting the hours of work during the construction phase of the development and the submission and approval of a soundproofing scheme to protect the amenity of the future occupants of the development and details of bin storage arrangements.
- 6.3 Greater Manchester Ecology Unit (GMEU) – no objections to the proposals following the submission of a protected species survey, subject to the imposition of a condition requiring further emergence survey work to be completed prior to the commencement of conversion works during the bat breeding season.
- 6.4 United Utilities – no objections to the proposals
- 6.5 Borough Contaminated Land Officer – no objections subject to the imposition of a standard condition requiring an intrusive investigation into potential sources of ground contamination and details of any necessary remediation to be agreed.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 No representations have been received.

8. ANALYSIS

- 8.1 The issue to be assessed in the determination of this planning application are:
- 1) The principle of development in the Green Belt;
 - 2) The principle of conversion of the building
 - 3) The impact of the development on the character of the site and the conservation area;
 - 4) The impact on the setting of listed buildings
 - 5) Impact upon the residential amenity of neighbouring properties;
 - 6) The impact on highway safety;
 - 7) The impact on ecology;
 - 8) Other matters

9. PRINCIPLE OF DEVELOPMENT

Green Belt

- 9.1 In relation to the change of use of the land to the south east of the building to form a car park, that land is located within the designated Green Belt. Paragraph 90 of the NPPF lists the types of development that can be considered to be appropriate in the Green Belt, provided that they preserve the openness of the Green Belt. This list does not include material change of use of land and therefore the change of use of land to a car park is by

definition inappropriate development in the Green Belt. The engineering operations involved would result in a materially greater impact on the openness of the Green Belt given the undeveloped nature of the site at present, which would also classify the development as inappropriate in accordance with the guidance in the NPPF.

- 9.2 In accordance with the guidance within paragraph 87 of the NPPF, inappropriate development is by definition harmful to the openness of the Green Belt and therefore planning permission should not be granted unless there are very special circumstances which clearly outweigh the harm to the Green Belt and any other harm arising from the proposals.
- 9.3 The change of use of this land was approved under planning permission 15/00946/FUL, for car parking associated with the 7 apartments resulting from the conversion of the public house building in that scheme. That permission remains extant (expiring in January 2019) and therefore represents a fall-back position for the applicant. The proposal in this application would cover the same area of ground covered by the extant scheme. In terms of impact on openness therefore, the proposal would have no greater impact on the Green Belt than the extant planning permission.
- 9.4 This factor is considered to weigh significantly in favour of the proposals. The other harm resulting from the car park element of the proposals would be associated with the loss of open space and the visual impact of the surfacing material and any boundary treatment to be installed around the car parking area. These two matters are assessed in the following paragraphs.

Loss of Open Space

- 9.5 Policy OL4 seeks to retain areas of protected green space, including not only designated spaces (this site is not designated in this regard) but also 'areas of land in similar use but which are too small to be shown as Protected Green Spaces on the proposals map'.
- 9.6 Criterion (d) of the policy states that an exception to the policy requirement to retain green space can be made where the retention of a site or facilities for sport or recreational use is not necessary and the site has no special significance to the interests of sport and recreation. Tameside has recently produced a Playing Pitch Strategy and Action Plan report which does not identify the application site as being necessary to deliver the Council's aspirations to develop leisure space in the long term (next 6 years+).
- 9.7 There are a number of protected areas of open space within 10 minutes walking distance of the proposed development sites, which is the recommended walking distance threshold for Tameside, including an equipped area of open space, approximately 0.1 miles south of the site. On that basis, it is considered that the caveat at criterion (d) applies and that the scheme does not contravene policy OL4 as a result.
- 9.8 Paragraph 77 of the NPPF states that Local Green Space designation will not be appropriate for most green areas or open space and that the designation should only be used where the following criteria apply:
- Where the green space is in reasonably close proximity to the community it serves;
 - Where the green space is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife; and
 - Where the green area is local in character and does not apply to an extensive tract of land.
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- 9.9 Whilst the land would comply with criterion 1 and 3, it is considered that the land does not hold the value required by criterion 2. The site is not designated as a site of ecological or historic significance (either nationally or locally.) The site is visible from the Public Right of Way which runs parallel with the northern boundary of the land and it does contribute to the

character of the Green Belt but residential development is located immediately south and west, limiting the sense of openness and tranquillity to the space. Given the close proximity of equipped public open space, the relatively small scale of the piece of land and the material consideration of the extant planning permission, it is considered that the harm arising from the loss of open space is not sufficient to outweigh the benefit of the additional housing in a sustainable location.

Visual impact of the car park development

- 9.10 Given that the area would not extend beyond the rear boundaries of the terrace of properties to the south east and would be viewed within the context of the development to the north west, it is considered that any boundary treatment and hardstanding to be installed would not result in harm to the openness of the Green Belt, subject to the use of suitable materials, which can be secured by condition.

Overall harm to the Green Belt

- 9.11 Taken as a whole, it is the case that the car park element of the scheme does constitute inappropriate development in the Green Belt. However, this scheme would have no greater impact on the openness of the Green Belt than the extant permission and other harm arising from the development is considered to be limited. On that basis, it is considered that very special circumstances exist which do clearly outweigh the harm caused by the inappropriateness of the development.
- 9.12 There would be no harm to the Green Belt arising from any other element of the application, as no part of the building to be converted or its curtilage is within Green Belt land.

Principle of conversion:

- 9.13 In relation to the conversion of the former public house, the building is not registered as an Asset of Community Value. The NPPF promotes the redevelopment of brownfield sites in sustainable locations and this scheme would result in the redevelopment of a vacant building within the settlement of Mottram. The fact that there is an extant permission for conversion of the building to residential use is also a material planning consideration. On that basis, the principle of conversion of the building to residential use is considered to be acceptable, subject to all other material considerations being satisfied.

10. CHARACTER OF THE SITE AND CONSERVATION AREA

- 10.1 The proposals would involve alterations to the principal elevation of the building, with the creation of 4 additional doorways to access the proposed dwellings. Following amendments to the scheme, the new openings would retain the symmetry of the elevations, with first floor and ground floor windows continuing to line through. This would ensure that the conversion would retain the relatively simple form of the front of the building, which is prominent in public views of this part of the conservation area. The rooflights to be installed in the front roofplane would be relatively small and would match the arrangement approved under the extant planning permission quoted above. A condition can be attached to the planning permission requiring these rooflights to be 'conservation' style, fitted flush with the roofplane, thereby limiting the impact of these features on the character of the building or the wider area.
- 10.2 In relation to the proposed dormer windows on the rear elevation, these would be prominent additions to the roofplane of the building. The proposed hipped roof dormers would be an improvement on the flat roofed dormers in the extant scheme, which also covered the full width of the roofplane. The rear elevation of the building is viewed within the context of the 2 storey dwelling at the rear of the site and therefore would not have an overbearing impact on the character of the conservation area from views along the public footpath to the east of the site.

- 10.3 Details of the surface treatment and means of enclosure of the car park can be secured by condition to ensure that the materials used respect the character and appearance of the conservation area.

11. SETTING OF LISTED BUILDINGS

- 11.1 There are a number of listed buildings in the vicinity of the site that are grade II listed. These include the Crown Pole and Village Stocks in the centre of the Market Place in front of the building. The setting of the listed buildings at Mottram Court House, Manor House and 1 Market Place are also affected by the proposed works to the front elevation of the application site.
- 11.2 Following the amendment to the arrangement of the openings on the front elevation of the building, it is considered that the proposed development would retain the integrity of the building. As a result, the nature of the conversion would not result in any material harm to the setting of any of the adjacent listed buildings.

12. RESIDENTIAL AMENITY

- 12.1 The separation distance between the rear elevation of the former public house and the neighbouring property located to the rear is approximately 18 metres at the shortest point (from the south western corner of that dwelling to the north eastern corner of the former public house). Whilst this distance is below the separation distance required by the Residential Design Guide (24 metres, given the fact that 3 storeys of residential development are proposed), the buildings have an oblique relationship (the rear elevation of the former public house faces north, the corresponding elevation of the neighbouring property faces south east) and therefore opportunities for direct overlooking would be limited to an acceptable degree. The existing separation distance between the two buildings would be retained and the proposal would not involve an increase in the height of the building and therefore the scheme would not result in unreasonable overshadowing of that neighbouring property.
- 12.2 Given the oblique relationships between the building and the other neighbouring properties that face the application site around Market Place, the proposals would not result in unreasonable overlooking or overshadowing of any of those dwellings. There would be no adverse impact on the adjoining properties to the west as the footprint of the building would remain as existing.
- 12.3 The car park element of the proposals would result in cars passing close to the properties to the east of the former public house building. However, there is an extant permission in place for conversion of the building to 7 residential units (a development that would be likely to generate more traffic than this proposal) with car parking arrangements that would be located in a similar location to this scheme. On that basis, it is considered that the proposal would not result in unreasonable levels of noise or disturbance to those neighbouring properties to an extent that would warrant refusal of the application. The window to be installed at first floor level in the eastern gable of the building would serve a bathroom and therefore it is reasonable to require this to be fitted with obscured glazing to prevent overlooking across the common boundary. This can be secured by condition.
- 12.4 The proposals would therefore not result in an adverse impact on the residential amenity of any of the neighbouring properties therefore.
- 12.5 In relation to the residential amenity of future occupiers of the development, it is acknowledged that the level of private amenity space to be provided to the two apartments in particular is relatively small. However, there is an area of public open space, including

play equipment on Broadbottom Road approximately 200 metres to the south of the site. Given the fact that there is an extant permission for conversion of the building to 7 dwellings, the close proximity of public open space and the NPPF requirement to boost the supply of housing, particularly on brownfield sites, it is considered that the harm arising from the provision of private open space would not outweigh the benefits of the proposals.

13. HIGHWAY SAFETY

- 13.1 The proposal would utilise an existing access to the eastern side of the former public house building to access the proposed car parking area, as is the case in the extant scheme for 7 dwellings on the site. The Local Highway Authority has not objected to the proposals, subject to conditions. A condition requiring the car parking spaces to be provided as shown on the approved plans prior to the first occupation of any of the dwellings is considered to be reasonable. A condition relating to the impact of construction traffic on and works on the condition of the adopted highway is considered not to be necessary as these are matters that are enforceable under the Highways Act as opposed to under planning legislation. A construction environment management plan can be conditioned however, to ensure that measures are put in place during the construction phase to minimise the disturbance to users of the adopted highway.
- 13.2 The scheme proposes 7 car parking spaces, to be provided in the area of land to the south east of the building. Policy RD8 of the Residential Design Guide (RDG) indicates a maximum provision of 2 parking spaces for 2 bedroom units in this location, with 1 space being acceptable for 1 bed units. These broadly reflect the requirements of policy T10 of the UDP. The proposed mix is 4 x 2 bed units and 1 x 1 bed and therefore 9 spaces would be required to meet this standard. However, these policies set out guidelines on the maximum levels of provision expected and the application site is considered to be in an accessible location, with bus services running to and from Ashton from a number of bus stops within 0.5 miles of the site, running relatively frequently throughout the main part of the day.
- 13.3 It is also the case that the provision of the extant scheme provided the same number of car parking spaces for a larger number of units. Within this context, it is considered that the level of parking proposed would not result in a severe adverse impact on highway safety and therefore planning permission should not be refused on this basis, in accordance with the guidance within paragraph 32 of the NPPF.

14. ECOLOGY

- 14.1 The applicant has submitted a protected species survey with the application. The preliminary internal and external inspection of the building was undertaken on 9 March 2018. The building was vacant and unheated and had been for some time. No bats or signs of bats were found during the survey and the building was considered to have a low potential to support roosting bats. However the survey acknowledges that the timing of the survey work (early in the season) ensures that late nesting species, including common migratory species) is a constraint that may have affected the results. The recommendations in the report are that if any roof works are to commence between May and September then a dusk emergence survey should be undertaken prior to the works, the results of this survey will determine if further survey work is necessary.
- 14.2 GMEU are content that, given that the overall risk to protected species is considered to be low, due to the condition of the building, a condition can be added requiring further emergence survey work to be undertaken should development commence during these months, with any necessary mitigation to be approved and implemented before further construction works continue.

- 14.3 The survey was undertaken at the beginning of the main bird breeding season and no nesting birds were found to be using the building during the survey. The building was considered to have a negligible potential to support nesting bird. In the unlikely event that nesting birds are found at any time during works, works should cease immediately and advice sought from a suitably qualified person. An informative to this effect can be attached to any permission.

15. OTHER MATTERS

- 15.1 In relation to drainage, the applicant has indicated that foul and surface water would be drained from the site via the mains sewerage network. United Utilities has not raised any objection to the proposals. Given that the proposal is to convert an existing building, it is considered that any further details regarding drainage can be dealt with through the Building Regulations and a such no conditions in this regard are recommended.
- 15.2 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to a condition requiring a detailed ground investigation into sources of potential contamination on the site to be undertaken prior to the commencement of development. This condition can require any necessary mitigation measures to be agreed and implemented prior to the commencement of development and is considered to be reasonable given that the creation of the car park involves development on undeveloped land
- 15.3 The Borough EHO has not objected to the proposals. Conditions are recommended to limit the hours of work during the construction phase of the development and to require the approval of a scheme to soundproof the building to protect the amenity of the future occupants of the development from the noise generated by traffic noise from Market Street. In relation to the latter, condition 6 of the extant permission required a similar scheme to be submitted but in relation to reducing noise emissions to and from no. 89 Market Street, which is adjoined to the northern elevation of the application site. The condition suggested in relation to this application would go further but is considered reasonable and as such, both conditions can be attached to any permission granted.
- 15.4 There would be sufficient space within each of the plots to provide adequate refuse storage (storage for apartments 1 and 2 could take the form of larger units to be stored in the yard to the rear of apartment 1), the exact details of this provision can be secured by condition.
- 15.5 In accordance with the Written Ministerial Statement (WMS) of 28 November 2014, no tariff based contributions are to be sought in relation to open space or education provision, as the proposal would not exceed 10 dwellings and the gross internal area of the units would not exceed 1000 square metres. The WMS is a material planning consideration, forming part of the Planning Practice Guidance and given the need to boost the supply of housing in sustainable locations (such as this site which is within walking distance of a regular bus service and areas of public open space), as required by Section 6 of the NPPF, it is considered that financial contributions are not necessary to make the scheme acceptable in planning terms.

16. CONCLUSION

- 16.1 The principle of conversion of the building to residential use is considered to be acceptable, representing the re-use of a brownfield site in a sustainable location, well served by public transport services. Whilst the proposed car parking area would constitute inappropriate development in the Green Belt, it is considered that there are very special circumstances which clearly outweigh the harm to the Green Belt, given that the proposal would have no greater impact on the openness of the Green Belt than the extant permission.

- 16.2 The revised scheme is considered to be acceptable in design terms, would not result in an adverse impact on the residential amenity of any or the neighbouring properties and would preserve the character of the conservation area and the setting of adjacent listed buildings. The proposals would not result in an adverse impact on highway safety, ecology, environmental health or any other material considerations, subject to the imposition of appropriate conditions.
- 16.3 The proposals are therefore considered to comply with the relevant local and national planning policies quoted above.

17. RECOMMENDATION

Grant planning permission, subject the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in accordance with the following approved plans:

Site location plan and 1:500 proposed site plan (number White 003-)
Proposed plans and elevations (drawing no. RG181/PL02 Rev. C

3. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces (including the surfacing of the car park) 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.
4. No development shall take place unless and until a scheme to soundproof the party wall between the proposed development and 89 Market Street, Mottram and the interior of the elevation western elevation of the building (fronting Market Street) has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of any of the dwellings hereby approved and shall be retained as such thereafter.
5. No development shall commence until such time as a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of:

Wheel wash facilities for construction vehicles;
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;

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

6. Prior to the first occupation of the dwellings, details of all hard and soft landscaping to be installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include planting plans and schedule of plants and trees including dimensions, maturity and proposed

numbers/densities. The hard landscaping details shall include the type, colour and texture of the materials. The development shall be carried out in accordance with the approved details.

7. The approved scheme of landscaping shall be implemented before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species.
8. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved site plan (number White 003-) prior to the first occupation of any of the dwellings 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.
9. No works to the roof of the building shall commence between May and September in any calendar year until an emergence survey assessing bat activity at the site has been submitted to and approved in writing by the Local Planning Authority. The survey shall include any mitigation measures considered to be necessary. The development shall be carried out in accordance with the approved mitigation measures.
10. No development above ground level shall commence until details (including scaled elevation plans and details of the construction materials) of the boundary treatments to be installed to delineate the curtilage of the properties and the boundaries of the car parking area hereby approved have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be installed in accordance with the approved details prior to the first occupation of any part of the development hereby approved and shall be retained as such thereafter
11. No development, other than site clearance and site compound set up, shall commence until such time as the following information has been 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 (including controlled waters) 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.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this

condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time.

12. 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.
13. None of the dwellings hereby approved shall be occupied until details of the means of storage and collection of refuse generated by the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of the required number of bins to be stored within each plot and any communal bin storage areas and scaled plans of the means of enclosure of all bin stores, including materials and finish. The bin storage arrangements for each dwelling shall be implemented in accordance with the approved details prior to the occupation of that dwelling and shall be retained as such thereafter.
14. The rooflights to be installed within the roofplane of the building as part of the development hereby approved shall be 'conservation' style, fitted flush with the external edge of the roof of the building and shall be retained as such thereafter.
15. All ensuite and bathroom windows identified on the floor plans and elevations to all of the dwellings hereby approved shall be permanently fitted with obscure glazing to meet the requirements of Pilkington Level 3 as a minimum and shall be retained as such at all times thereafter.

Reasons for conditions:

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt.
3. To ensure that the appearance of the development reflects the character of the conservation area.
4. To protect the amenities of the occupants of adjoining property.
5. To ensure that the impact of the construction phase of the development would be contained within the site and would not have a detrimental impact on highway safety or the residential amenity of neighbouring properties.
6. To ensure that sufficient hard and soft landscaping are implemented to ensure that the overall development respects the character of the surrounding area.
7. To ensure that the approved landscaping scheme is adequately maintained.
8. To ensure that the development is served by adequate parking provision.
9. To ensure that any potential harm to protected species during the construction phase of the development is adequately mitigated.

10. To ensure that the development would preserve the residential amenity of the occupants of neighbouring properties and the character of the surrounding area.
11. To ensure that the site is suitable for its intended end use and to remove any unacceptable risk to people/buildings/environment from contaminated land as per paragraph 121 of the National Planning Policy Framework.
12. To preserve the residential amenity of neighbouring properties during the construction phase of the development.
13. To provide adequate secure bin storage to serve the development and to safeguard the general amenity of the area in accordance with UDP policy 1.12/1.13/H10.
14. To ensure that the appearance of the development reflects the character of the conservation area.
15. To ensure that the residential amenity of neighbouring properties and the future occupiers of the development is preserved, in accordance with policy H10 of the Tameside UDP and the NPPF.

Informatives

Detailing the applicant's obligations in relation to avoiding harm to Protected species during the construction process.

Coal Authority standing advice