

**Application Number** 18/00307/REM

<b>Proposal</b>	Reserved matters application for appearance, landscaping, layout and scale pursuant to outline consent 15/00081/OUT (55 dwellings proposed)
<b>Site</b>	Former Oldham batteries site, Edward Street, Denton
<b>Applicant</b>	Wainhomes (North West) Ltd, Warrington
<b>Recommendation</b>	Approve, subject to conditions
<b>Reason for report</b>	A Speakers Panel decision is required because the application is a major.

## **REPORT**

### **1. APPLICATION DESCRIPTION**

- 1.1 The applicant seeks approval for the appearance, landscaping, layout and scale of development following the granting of outline planning permission under reference 15/00081/OUT for a development of up to 56 houses.
- 1.2 This application relates to land to the east of Edward Street. A parcel of land on the western side of Edward Street also has outline planning permission for up to 150 dwellings and is the subject of a separate reserved matters application, reference 18/00306/REM, which is also on this agenda.
- 1.3 This is a resubmission following the refusal of planning application reference 17/00512/REM which sought approval for 54 dwellings. That application was refused due to concerns regarding the density and quality of the design of the proposals and is now the subject of an appeal.
- 1.4 The applicant has provided the following documents in support of the planning application:
  - Drainage Statement
  - Noise Assessment
  - Planning and Design and Access Statement

### **2. SITE & SURROUNDINGS**

- 2.1 The application site is to the east of Edward Street and is located within Denton Town Centre. The site was part of the former Oldham Batteries factory site, which closed in 2002. The buildings have since been demolished and the application site consists largely of rubble and hardstandings awaiting redevelopment. The site is faced by the rear of the two storey housing fronting onto Osborne Road to the east, the M67 in a cutting to the north, Edward Street to the west and the rear of properties on Hyde Road to the south. The site will also have a part frontage onto Hyde Road.

### **3. PLANNING HISTORY**

- 3.1 17/00512/REM – reserved matters application for 54 dwellings - refused
- 3.2 15/00081/OUT - Outline proposal for residential development of up to 56 houses, including means of access, car parking and associated works – approved 07.05.2015.

- 3.3 15/00150/ENV - Request for screening opinion in accordance with Town and Country Planning (Environmental Impact Assessment) Regulations 2011 relating to a proposed residential development – not EIA development.

Nb this Screening Opinion was assessed against the 2011 Environmental Impact Assessment Regulations (as amended). These regulations have since been superseded by the 2017 Regulations. The new Regulations have altered the thresholds in Schedule 2 and a Screening Opinion is no longer required for a development that is below 150 dwellings on a site below 5 hectares in area. This Reserved Matters application proposes less than 150 dwellings and the site area is below 5 hectares.

#### **4. RELEVANT PLANNING POLICIES**

##### **4.1 Tameside Unitary Development Plan (UDP) Allocation**

Allocated under policy E2 (11) as a Development Opportunity Area

##### **4.2 Part 1 Policies**

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

##### **4.3 Part 2 Policies**

- E2: Development Opportunity Area (this site being no. 11 of the sites identified in that policy).
- 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
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T10: Parking
- T11: Travel Plans.
- C1: Townscape and Urban Form
- N5: Trees Within Development Sites
- N7: Protected Species
- MW11: Contaminated Land
- MW12: Control of Pollution
- MW14 Air Quality
- U3: Water Services for Developments
- U4 Flood Prevention
- U5 Energy Efficiency

##### **4.4 Other Policies**

- Greater Manchester Spatial Framework - Publication Draft October 2016
- Residential Design Supplementary Planning Document
- Trees and Landscaping on Development Sites SPD adopted in March 2007

##### **4.5 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

#### **4.6 Planning Practice Guidance (PPG)**

4.7 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.

### **6. RESPONSES FROM CONSULTEES**

6.1 Highways England – no objections to the proposals.

6.2 Borough Environmental Health Officer – no objections subject to conditions requiring adherence to the contents of the submitted Air Quality Management Plan and a restriction on the hours of activity and deliveries during the construction phase of the development.

6.3 Borough Ecologist – no objections to the proposals. A number of conditions were recommended at the outline stage including securing biodiversity enhancements through the redevelopment of the site, control of invasive species and the timing of tree/shrub removal from the site. As a result of the content of the Bat and Great Crested Newt surveys submitted with the outline planning application, no further survey work or mitigation measures is required in relation to the preservation of these species.

6.4 Transport for Greater Manchester – no objections to the proposals. The principle of development for up to 56 dwellings was established at the outline planning application stage and the impact on the highway network in terms of trip generation was considered to be acceptable. The site is considered to be within close proximity to sustainable means of transport which would provide an alternative to making journeys via the private car. There are existing bus stops on the A57, within close proximity of the site, which are served by the regular service from Mottram to Manchester Piccadilly. Hyde Central Train Station is also within a bus journey and short walk from the site. The layout of the development should create a safe and attractive environment for pedestrians and cyclists and opportunities for connection through to surrounding streets should be provided. No further conditions suggested as a condition requiring the submission and approval of a Travel Plan for the development was attached to the outline planning permission.

6.5 Local Highway Authority – no objection was raised to the principle of development at the outline stage.

6.6. Greater Manchester Archaeological Advisory Service – raised no objection to the principle of development at the outline stage, subject to the imposition of a condition requiring an archaeological investigation to be undertaken and any necessary mitigation measures implemented prior to the commencement of development. Such a condition was added to the outline planning permission.

- 6.7 United Utilities – did not object to the principle of development at the outline stage, subject to the means of drainage being laid out in accordance with the details submitted with that application.
- 6.8 Greater Manchester Police – raised no objection to the outline application indicating that a Crime impact Statement should be submitted and that the scheme should be designed to meet Secured by Design standards.

## **7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED**

- 7.1 Andrew Gwynne MP raised concerns in relation to the previous application regarding the impact of potential ground contamination on the site on the future occupants of the development. A condition requiring the submission of an investigation into potential sources of contamination on the site, the agreement of a remediation strategy and the implementation of this strategy prior to the commencement of development was attached to the outline planning application. This matter does not therefore need to be revisited at this reserved matters stage.
- 7.2 No other third party representations have been received in relation to this revised reserved matters application. 3 letters of representation were received from neighbouring residents in relation to the previously refused scheme. All acknowledged the potential benefits of the redevelopment of the site but also raised the following concerns (summarised):
- Parking is already a problem on Lupton Street, Nelson Street and Lime Grove. This will be made worse by the proposed development. Residents' only permits should be considered to address this issue.
  - How will the boundaries of the existing properties on Osborne Road (which back on to the eastern boundary of the application site) be protected?

## **8. ANALYSIS**

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

- 1) The principle of development
- 2) The impact of the proposed layout, design and scale of the development on the character of the site and the surrounding area)
- 3) The impact upon the residential amenity of neighbouring properties
- 4) The impact on highway safety
- 5) The impact on flood risk and environmental health
- 6) The acceptability of the proposed landscaping scheme

## **9. PRINCIPLE OF DEVELOPMENT**

- 9.1 The principle of residential development and means of access to the site have already been approved by the grant of outline planning permission. The key issues for consideration now are detailed matters relating layout, scale, design and appearance of the proposed new homes and this is discussed in more detail below.

## **10. CHARACTER OF THE SITE AND SURROUNDING AREA**

- 10.1 Section 7 of the NPPF requires development to achieve good standards of design and states at paragraph 56 that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for

people.’ National policy also emphasises the importance of new development effectively responding to the character of the surrounding area. Paragraph 58 of the NPPF sets out a number of criteria stating that decisions should aim to ensure that developments (those criteria relevant to residential development):

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping

10.4 This site is considered to be in a prominent location and is therefore an important regeneration site within Denton, a characteristic emphasised by its designation as a Development Opportunity Area. Policy E2 of the UDP states that in these areas ‘the Council will permit redevelopment or refurbishment schemes which include uses likely to create higher levels or quality of.....residential provision and bring about significant improvements in overall appearance.’

10.5 In order to achieve the quality required by the NPPF and policy E2, it is considered that the scheme would need to be designed to connect to the wider regeneration of this part of Denton, recognising that the designated Opportunity Area extends beyond the boundaries of the application site. These connections should be evidenced in the scale, density, siting and detailed design of the buildings, how public and private spaces are treated and how routes through the site are defined. In relation to the previous scheme which was refused, officers had the following concerns:

- a. Dominance of external parking areas
- b. Lack of strong built form to define the character of the development
- c. Inappropriateness of the proposed house types.

10.6 The following paragraphs assess how the revised application has addressed each of these points in turn:

#### **Dominance of external parking areas**

10.7 The revised layout reduces the prominence of the car parking area in the northern section of the site through positioning of units 151 and 152 so that they front onto the internal access road into that part of the development. This is considered to be an improvement on the refused scheme, where the two equivalent plots were surrounded by hardstanding creating a less coherent layout which lacked the strength of frontage required to reflect the urban setting of the site.

10.8 This revised scheme has introduced a landscape buffer to the pedestrian link which runs through the central part of the site, following improvements to parking courts. In the refused scheme, the pedestrian link ran immediately adjacent to the access to the communal parking areas, resulting in an environment dominated by hardstanding. By redesigning the parking courts so that the majority of the bays are aligned east-west, the revised proposals show a tree lined pedestrian route through the eastern edge of the site, which runs in a continuous line. This is a far more legible arrangement than the refused scheme, allowing a permeable connection from the northern end of the site through to Taylor Street on the

southern boundary, a route that was disjointed as a result of the previous car parking layout.

- 10.9 The introduction of a greater amount of soft landscaping on southern edge of the development following improvements to parking layout is an improvement which further enhances the environment around the footpath link. This enhancement represents a further improvement in the quality of place provided by the revised scheme in relation to the refused development and reduces the dominance of hardstanding areas.

#### **Lack of strong built form to define the character of the development**

- 10.10 The revised proposal includes an additional unit, providing active frontage to Taylor Street. This would provide a stronger frontage to the southern end of the development and alongside the improvements to the pedestrian route through the site (as discussed previously), would improve the legibility and surveillance of the connection from the development, on to Taylor Street and through to Hyde Road. The enclosure of this space would also create a sense of a higher density scheme, reflecting the urban grain of surrounding development more effectively than the previously refused scheme.
- 10.11 The revised scheme also proposes a tighter building line on the western edge of the development. The location of the single storey garage on the frontage of the refused scheme undermined the ability to relate to the urban context at this prominent part of the site. The amended scheme proposes a terrace of 3 units and a unit fronting Edward Street on the corner with the access road into the northern part of the site, resulting in a development of a consistent scale, with no significant gaps. This is considered to be an improvement in design terms over the refused scheme which would contribute to the development achieving the quality required by policy E2.
- 10.12 The revised scheme proposes a stronger spine of green space (aligned east-west) in the centre of site, providing a higher quality public realm than the previously refused scheme. The layout now presented results in soft landscaping along the full length of this route and provides greater separation between this area and the car parking spaces at the eastern end of the route. This revision ensures that the purpose of this space is more clearly defined and would be more effective at reducing the prominence of hardstanding from this entrance into the development. The amended scheme would also provide a far more coherent relationship between this space and the north/south spine link through the site, further enhancing the legibility and quality of the public realm.

#### **Inappropriateness of the proposed house types**

- 10.13 In addition to the improvements in the layout on the Taylor Street frontage and on the north western edge, the scheme has been amended to include a part 3 storey terrace of 3 units in the north western corner of the site. This would provide a greater scale and presence at a prominent location and would provide a clear visual link to the development on the western side of Edward Street, where the same unit would be used to treat the north eastern corner of that plot. This revision is considered to represent a significant improvement on the previously refused scheme
- 10.14 Following the above assessment, it is considered that the design of the revised scheme has addressed the weaknesses of the refused scheme and would be of a standard that would comply with policy E2 and the requirements of the NPPF in regard to design.

### **11. RESIDENTIAL AMENITY**

- 11.1 The outline planning permission established the principle of development for up to 56 dwellings on the site. This reserved matters application proposes a slightly lower density of development and indicates that sufficient separation distances could be retained between

the edge of the development and the neighbouring residential properties on Osborne Road to the east to achieve the space standards set out in the Residential Design Guide (RDG). The fact that Edward Street bisects the wider site previously occupied by Oldham Batteries ensures that sufficient separation would also be provided between the western edge of the site that is the subject of this application and the eastern edge of the scheme that this the subject of application ref. 18/00306/REM.

- 11.2 The arrangement of plots within the development would allow separation distances to be retained that would achieve the guidance within the RDG (21 metres between elevations with habitable room windows and 14 metres between blank elevations and elevations with openings.) There is no reason to suggest that the boundary treatments of the properties on Osborne Road would be affected by the proposals. Retention of the existing treatment along the eastern boundary of the site can be secured by condition.
- 11.3 Following the above assessment it is considered that the proposals would not have an adverse impact on the residential amenity of the neighbouring properties and would adequately preserve the amenity of future occupants of the development.

## **12. HIGHWAY SAFETY**

- 12.1 At the outline stage, the Transport Assessment submitted with the application was considered sufficient to demonstrate that the number of trips generated by 56 dwellings would not have a severe impact on the capacity of the road network and would therefore not be prejudicial to highway safety. Given that this scheme proposed 1 dwelling less, it is considered that the same assessment would apply.
- 12.2 The proposed plans indicate that 2 car parking spaces would be provided for most dwellings, some limited to 1 space although the scheme includes some 1 bed units. The proposals would therefore meet the requirements of the RDG. As highlighted by the response from TfGM to the outline planning application, the site is considered to be within close proximity to sustainable means of transport which would provide an alternative to making journeys via the private car. There are existing bus stops on the A57, within close proximity of the site, which are served by the regular service from Mottram to Manchester Piccadilly. Hyde Central Train Station is also within a bus journey and short walk from the site.
- 12.3 Given this context, it is considered that the level of parking to be provided within the development would not result in a reliance on on-street parking, ensuring that there would not be an unreasonable impact on highway safety in this regard. In terms of connectivity to the surrounding area, pedestrian links would be provided via the footway connections to Edward Street, in the north western and south western sections of the development and to Taylor Street on the southern boundary (which is considered to have improved significantly in this revised scheme). These factors, alongside the information required to discharge the Travel Plan condition attached to the outline planning permission would ensure that the development would include provision for sustainable modes of transport.
- 12.4 Highways England has not objected to the application and did not object to the principle of development at the outline stage. Conditions requiring details of the surfacing of driveways, the provision of pedestrian visibility splays and requiring all car parking to be laid out prior to the occupation of the development can be added to the decision notice.

## **13. FLOOD RISK**

- 13.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities have raised no objections to the proposals subject to the means of drainage

being laid out in accordance with the details submitted with that application. Condition 4 of the planning permission requires a surface water drainage strategy to be submitted and approved prior to the first occupation of the development. The applicant confirmed on the application form at the outline stage that foul water would be drained from the development via a connection to the existing main sewer.

- 13.2 It is considered that the proposed development would not result in a harmful impact in relation to flood risk.

#### **14. ENVIRONMENTAL HEALTH**

14.1 The Borough's Environmental Health Officer has raised no objections to the proposals, subject to the imposition of conditions limiting the hours of operation and deliveries during the construction phase of the development and compliance with the mitigation measures detailed in the Air Quality Assessment submitted with the outline planning application. These conditions were imposed on the outline planning permission (conditions 7 and 11) and therefore would not need to be re-imposed on a reserved matters approval, had all other material considerations been satisfied.

14.2 The applicant has submitted a Noise Assessment with the reserved matters application. This report indicates that a number of plots would require mitigation to be installed in order to minimise the impact of the noise generated by the traffic on the M67 and Lance Corporal Andrew Breeze way to the north of the site, Edward Street to the west and Hyde Road to the south. Within the parcel to the east of Edward Street that is the subject of this application, the report suggests that 3 metre high acoustic fencing would be required along the northern boundary of the site, adjacent to the motorway. Furthermore, a number of the plots would need to be fitted with high specification glazing and mechanical ventilation systems that would allow air circulation without the need to open windows. Further details of the specifications of the glazing and the acoustic fencing can be attached to the decision notice.

14.3 The MP raised concerns in relation to previous application the regarding the history of ground contamination on the site and the impact that disturbance of the contamination may have on the living conditions of the future occupants of the development. A condition requiring the submission of an investigation into potential sources of contamination on the site, the agreement of a remediation strategy and the implementation of this strategy prior to the commencement of development was attached to the outline planning application. This matter does not therefore need to be revisited at this reserved matters stage.

#### **15. OTHER MATTERS**

15.1 As a result of the content of the Bat and Great Crested Newt surveys submitted with the outline planning application, no further survey work or mitigation measures is required in relation to the preservation of these species. A number of conditions are recommended by GMEU including securing biodiversity enhancements through the redevelopment of the site, control of invasive species and the timing of tree/shrub removal from the site. These can be added to the decision notice.

15.2 The proposed species mix to be planted in the soft landscaping scheme and the materials to be used in relation to hard landscaping are considered to be acceptable following revisions to the parking arrangements and the quality of the public realm as discussed in detail above.

15.3 In relation to crime impact, whilst the scheme does include some communal car parking areas, these are considered to be well surveyed and the submission and approval of the



details of external lighting of these areas is required by condition 18 of the outline planning permission. Areas of public space would be overlooked by the principal elevations of dwellings. Greater Manchester Police have not raised any objections to the proposals. A condition can be attached to the planning permission requiring the submission of details to be incorporated within the development to reduce the risk of crime and requiring Secured by Design accreditation to be achieved.

## **16. CONCLUSION**

- 16.1 The site plays a key role in the regeneration of Denton, as demonstrated by the designation of the site as a Development Opportunity Area. The revised proposal is considered to address the weaknesses of the previously refused scheme by introducing an additional unit on the Taylor Street frontage, increasing the scale of buildings in key locations and presenting a higher quality layout which better reflects the urban grain of the surrounding area. As a result, the proposals are considered to achieve the objectives of policy E2 of the UDP.
- 16.2 There are no objections from any of the statutory consultees and the proposals are considered to preserve the residential amenity of neighbouring properties as well as the future occupants of the development, maintain highway safety and be acceptable in relation to all other material considerations.
- 16.3 The revised proposals are therefore considered to comply with the relevant national and local planning policies quoted above.

## **RECOMMENDATION**

Grant planning permission, subject to the following conditions:

1. The development hereby approved shall be carried out in accordance with the following approved plans/details:

1:1250 Site location plan (Drawing no. 1536WHD/ESD/LP02 Rev. A)  
Proposed site layout plan (Drawing no. 1536WHD/ESD/PL02 Rev. W)  
Proposed landscape layout plan (Drawing no. 105 Rev. D)  
Proposed Planting Plan (sheet 2 of 3) (Drawing no. 202) (insofar as it relates to this application.)  
Proposed Planting Plan (sheet 3 of 3) (Drawing no. 203) (insofar as it relates to this application.)  
Proposed hardworks plan (sheet 2 of 4) (Drawing number 102 Rev. D)  
Proposed hardworks plan (sheet 4 of 4) (Drawing number 104 Rev. D)  
Proposed house types A and B plans and elevations (Drawing no. 1000-A&B)  
Proposed house type Langley B floor plans and elevations (1536/WHD/ESD/LA02 Rev. C)  
Proposed 'Baird' contemporary (Gable fronted) plans and elevations (Drawing no. 1536WHD/ESD/BA01 Rev. A)  
Proposed 'Bell' contemporary (Gable fronted) plans and elevations (Drawing no. 1536WHD/ESD/BE02 Rev. A)  
Proposed 'Bell' contemporary (End Gable) plans and elevations (Drawing no. 1536WHD/ESD/BE01 Rev. A)  
Proposed 'Baird' contemporary (End gable) plans and elevations (Drawing no. 1536WHD/ESD/BA02 Rev. A)  
Proposed 'Claydon' contemporary plans and elevations (Drawing no. 1536WHD/ESD/CL01 Rev. A)  
Proposed 'Brancaster' Contemporary (Side aspect) plans and elevations (Drawing no. 1536WHD/ESD/BR01 Rev. B)

Proposed 'Chinley' apartments plans and elevations (Drawing no. 1536WHD/ESD/CH02)  
Proposed 'Telford' contemporary plans and elevations (Drawing no. 1.136/P/B/G)  
Proposed 'Jenner' contemporary plans and elevations (Drawing no. 1536WHD/ESD/JE01 Rev. A)  
Proposed 'Jenner' contemporary (Gable fronted) plans and elevations (Drawing no. 1536WHD/ESD/JE02 Rev. A)  
Proposed 'Wordsworth' contemporary plans and elevations (Drawing no. 1536WHD/ESD/WO02 Rev. A)  
Proposed 'Wordsworth' (Side aspect- contemporary) plans and elevations (Drawing no. 1536WHD/ESD/WO01 Rev. A)  
Proposed 'Wren' contemporary plans and elevations (Drawing no. 1536WHD/ESD/WR01 Rev. A)

2. No development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:
  - scaled plans showing the exact location and elevations of the acoustic fencing to be installed within the development site and a manufacturers specification of the fencing; and
  - scaled plans showing the location of windows to be treated with high specification glazing and mechanical ventilation and manufacturers specifications of each of the noise mitigation measures to be installed.

The noise mitigation measures shall be implemented in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.

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 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. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved Proposed site layout plan (Drawing no. 1536WHD/ESD/PL02 Rev. W), prior to the occupation of any of the dwellings and shall be retained free from obstruction for their intended use at all times thereafter.
5. Boundary treatments to be installed in accordance with the details as shown on the following approved plans (insofar as they relate to the application site):

Proposed hardworks plan (sheet 2 of 4) (Drawing number 102 Rev. D)  
Proposed hardworks plan (sheet 4 of 4) (Drawing number 104 Rev. D)

prior to the first occupation of any of the dwellings hereby approved. Such boundary treatments shall be retained at all times thereafter.

6. Hard and soft landscaping to be installed in accordance with the details as shown on the following approved plans (insofar as they relate to the application site):
  - Proposed landscape layout plan (Drawing no. 105 Rev. D)
  - Proposed hardworks plan (sheet 2 of 4) (Drawing number 102 Rev. D)
  - Proposed hardworks plan (sheet 4 of 4) (Drawing number 104 Rev. D)
  - Proposed Planting Plan (sheet 2 of 3) (Drawing no. 202) (insofar as it relates to this application.)

Proposed Planting Plan (sheet 3 of 3) (Drawing no. 203) (insofar as it relates to this application.)

prior to the first occupation of any of the dwellings hereby approved.

7. The approved scheme of landscaping scheme 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. Prior to the occupation of any part of the development hereby approved, a scheme detailing the measures to be incorporated in an application to obtain Secured by Design accreditation to Greater Manchester Police shall be submitted to and approved in writing by the Local Planning Authority. Written confirmation that the accreditation has been achieved shall be submitted to and approved in writing by the Local Planning Authority and the approved measures shall be implemented prior to the first occupation of any part of the development. The development shall be retained as such thereafter.
9. No part of the development 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 storage and the means of enclosure. 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.
10. None of the dwellings hereby approved shall be occupied until details of the provision of secured storage for bicycles within each of the plots (minus those plots with garages) of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be provided for each dwelling in accordance with the approved details prior to the occupation of that dwelling and shall be retained as such thereafter.
11. No development above ground level shall commence until details of Biodiversity enhancement measures to be installed as part of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved enhancement measures shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.
12. The existing boundary treatment on the eastern boundary of the site (with Osborne Road) on the date of this shall be retained unless a replacement boundary treatment and details of timescales for installation have been first submitted to and approved in writing by the Local Planning Authority. Any replacement boundary treatment shall be implemented in accordance with the approved details and retained as such thereafter.
13. No tree felling or vegetation removal shall take place during the optimum period for bird nesting (March to July inclusive) unless otherwise agreed in writing with the Local Planning Authority.

14. No development shall commence unless and until a Method Statement is submitted to and approved in writing by the Local Planning Authority detailing how Japanese Knotweed and any other invasive species on the site will be removed from the site. The development shall thereafter proceed in strict accordance with the approved Method Statement.
15. The driveways to serve the dwellings hereby approved shall be constructed from a bound material and shall be constructed on a level that prevents the displacement of material and surface water onto the highway. The development shall be retained as such thereafter.
16. Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4 metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.

Reasons for conditions:

1. For the avoidance of doubt
2. To protect the amenities of future occupants from external noise in accordance with UDP policy H10.
3. To ensure that the appearance of the development reflects the character of the surrounding area.
4. To ensure that the development is served by adequate parking provision.
5. To protect the amenities of occupants of nearby properties/dwelling houses in accordance with UDP policies 1.12 and E6.
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 designed to minimise opportunities for crime.
9. 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.
10. To ensure cycle storage is provided to enhance the environmental sustainability of the development.
11. To ensure biodiversity enhancements are secured to mitigate the environmental impacts of the scheme.

12. To ensure that the proposals preserve the residential amenity of neighbouring properties.
13. In order to prevent any habitat disturbance to nesting birds in accordance with the National Planning Policy Framework.
14. To ensure that invasive species are removed from the site appropriately.
15. To ensure that the development maintains highway safety.
16. To ensure that the development maintains highway safety.