

Application Number 17/01033/FUL

Proposal	Construction of 11 No. dwellings and associated works
Site	Land on the rear of and 81-95 Ridge Hill Lane, Stalybridge
Applicant	Cheshire Homes Limited
Recommendation	Grant planning permission, subject to the prior completion of a Section 106 agreement, and subject to conditions
Reason for report	A Speakers Panel decision is required because the application constitutes major development and includes the requirement of a Section 106 legal agreement.

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for erection of 11 dwellings on the site. The submitted layout proposes the erection of 4 pairs of semi-detached dwellings fronting onto the internal access road to be constructed along the south eastern edge of the site, with 3 detached units facing the end of that access road and backing on to the north eastern boundaries of the site.
- 1.2 The applicant has provided the following documents in support of the planning application:
 - Flood Risk and Drainage Assessment;
 - Ecology Reports;
 - Planning, Design and Access and sustainability Statement;
 - Planning Statement;
 - Topographical survey;
 - Highways swept path analysis; and
 - Preliminary ground investigation.

2. SITE & SURROUNDINGS

- 2.1 The application site is land to the rear of the dwellings at 81-103 Ridge Hill Lane in Stalybridge. The rear boundaries of the properties at 81-95 Ridge Hill Lane abut the south eastern boundary of the site, which then juts in to follow the alignment of Ash Lea, which leads to the properties to the north east of the site. There is an existing unmade access which connects the land to the highway between the dwellings at 79 and 81 Ridge Hill Lane. Land levels rise up from Ridge Hill Lane into the site, ensuring that the central part of the site sits at a higher level than the properties to the south of the site.

3. PLANNING HISTORY

- 3.1 11/00644/OUT – Extension to the time to implement planning permission of outline planning permission 08/00649/OUT – approved.
- 3.2 08/00649/OUT – Outline residential development comprising of 10 houses - approve
- 3.3 06/01278/REM – Reserved matters application following the granting of outline planning permission ref. 06/00109/OUT – approved.
- 3.4 06/00109/OUT – Outline planning permission for the erection of 5 dwelling houses with associated details of siting, design, external appearance and access – approved.

- 3.5 03/01612/FUL – full planning permission for the erection of 2 detached dwellings – refused on highway safety grounds (that site was limited to the eastern part of the application site proposed in the applications referred to above and this current application and would have been accessed via Foxglove Lane/Ash Lea).

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

Unallocated, within the settlement of Stalybridge.

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
- 1.10 Protecting and Enhancing the Natural Environment
- 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 (Density being relevant to this proposal)
- H10: Detailed Design of Housing Developments
- OL4: Protected Green Space
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T10: Parking
- C1: Townscape and Urban Form
- N3: Nature Conservation Factors
- N4: Trees and Woodland.
- 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

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

4.8 Planning Practice Guidance (PPG)

- 4.9 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. This is in addition to a site notice and press notice.

6. RESPONSES FROM CONSULTEES

- 6.1 Borough Tree Officer: Raises no objections to the proposals. There is a mature Poplar tree in the rear garden of 95 Ridge Hill Lane which should be protected during the construction phase of the development.
- 6.2 United Utilities: No objection to the proposed development subject to conditions relating to the details of foul and surface water drainage (including management of maintenance of sustainable drainage systems to be installed) being attached to any approval.
- 6.3 Greater Manchester Ecological Unit (GMEU): No objections to the proposals subject to the imposition of conditions limiting the timing of tree/vegetation removal and a scheme to deal with invasive species on the site.
- 6.4 Borough Contaminated Land Officer: Recommends that a standard contaminated land condition is attached to any planning approval granted for development at the site, requiring the submission and approval of an assessment into potential sources of contamination and a remediation strategy.
- 6.5 Borough Environment Health Officer: Raises no objections to the proposed development subject to the imposition of conditions limiting the hours of works and deliveries during the construction process and requiring the bin storage arrangements indicated on the submitted plans to be implemented prior to occupation.
- 6.6 Local Highway Authority: Raises no objections to the proposals subject to the imposition of conditions requiring the laying out (and retention free from obstruction thereafter) of the car parking spaces prior to the first occupation of the development, the retention of pedestrian visibility splays on either side of the proposed access arrangements, the submission of a survey of the condition of the highway and the submission of a Construction Environment Management Plan prior to the commencement of development.
- 6.7 Greater Manchester Police (Design Out Crime Officer): No objections to the proposals subject to a condition requiring compliance with the recommendations listed in section 3.3 of the Crime Impact Statement submitted with the application.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 6 letters of objection have been received from neighbouring residents, raising the following concerns (summarised):

- The proposals would result in the loss of the ability of the existing residents at 81-95 Ridge Hill Lane to access the rear of their properties as a result of the proposed access arrangements to serve the development. The Council has confirmed previously that the residents of the properties fronting Ridge Hill Lane have a right to access the rear of those properties, a right that should be maintained.
- Planning permission has previously been granted for 10 dwellings, a larger development should not be permitted.
- The proposed dwellings should be limited to 2 storeys in height maximum in order to prevent unreasonable overlooking and preserve the residential amenity of neighbouring properties.
- The proposals may result in a detrimental impact on the condition of the boundary treatment to the property at 6 Springs Lane to the west of the site.
- The noise and disturbance and traffic congestion during the construction period would have an adverse impact on the residential amenity of neighbouring properties. Heavy goods vehicles and equipment accessing the site may affect the structural stability of adjacent properties and block the access to existing neighbouring properties.
- The proposed landscaping scheme would result in a loss of light to neighbouring properties and further restrict the ability of the occupants of the properties fronting Ridge Hill Lane to access the rear of the those dwellings.
- The traffic generated by the proposed development would result in additional congestion at the junctions on Ridge Hill Lane, St George's Street, Springs Lane and Darnton Road.
- The proposed development will result in regular car movements in close proximity to the rear boundaries of neighbouring residential properties, which will be detrimental to the amenity of the occupants of those dwellings.
- Development of the land would potentially make the existing sewage drainage problems worse, there is a history of blockages in the area.
- The access road to the planned development will meet Ridge Hill Lane less than 50 metres from its junction with St George's Street. This is a very busy junction with the majority of the traffic going to the Ridge Hill and Arlies Estates via this junction. The area adjacent to the access point is surrounded with parked vehicles. The proposal will therefore result in a highway safety hazard.
- Concerns regarding the impact of the proposed external lighting scheme on the amenity of neighbouring properties.
- Concerns regarding the security of the site during the construction process, given the open nature of the access.

8. ANALYSIS

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

- 1) The principle of development;
- 2) The impact of the 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;
- 6) The impact on ecology; and,
- 7) Other matters

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The site is approximately 0.37 hectares in area and the proposal equates to approximately 30 dwellings per hectare. Whilst this is at the lower end of the range indicated by policy H7 as representing an efficient use of land, the surrounding area is characterised by relatively low density development, with long rear gardens to the majority of plots. Within this context and given the proximity of neighbouring properties to the north east, south and west, the proposed density of development is considered to be acceptable.
- 9.2 The scheme would result in the loss of an area of undeveloped open space. Policy OL4 of the UDP 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'.
- 9.3 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+).
- 9.4 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 the extensive facilities at Stamford Park off Darnton Road. 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.
- 9.5 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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- 9.6 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 could be considered to be of amenity value to the properties on Ash Lea and Foxglove Lane. However, its wider significance and amenity value is limited by the fact that it is not prominent from public views. Due to the combination of these factors, it is considered that the land does not hold the value required by criterion 2 to warrant protection, in line with the guidance contained within paragraph 77 of the NPPF.
- 9.7 The site is considered to be in a sustainable location, with regular buses to Ashton and Hyde running along St. George's Street and Springs Lane, within a short walking distance of the application site. Stalybridge train station is within 0.5 miles and the facilities in the town centre are within 1 mile of the site. Overall therefore, there is good access to services and facilities and public transport and the principle of residential development in this location is therefore considered to be acceptable, subject to all other material considerations being satisfied.

10. CHARACTER OF THE SURROUNDING AREA

- 10.1 The scheme proposes a layout which would respect the linear form of development that characterises the pattern of development in the surrounding area. It is considered that the proposals would not result in an adverse impact on the character of the site or the surrounding area. Residential development exists to the north east of the site on Ash Lea and to the west on Springs Lane. Within that context, it is considered that the development to the rear of the frontage properties on Ridge Hill Lane would not result in an encroachment into open space to an extent that would be detrimental to the character of the surrounding area.
- 10.2 It is acknowledged that the properties to the west of the site are single storey in height and the property to the north east is 1.5 storeys in height. However the majority of the properties on Ridge Hill Lane and immediately adjacent to the site entrance are 2 storey semi-detached dwellings. Whilst the proposed dwellings would be effectively 2.5 storeys in height, the units would be set back a relatively significant distance from the Ridge Hill Lane frontage and the layout ensues that views from the access into the site and also from the junction between Ash Lea/Foxglove Lane and Ridge Hill Lane would remain relatively open, with gaps between the dwellings being aligned with these vistas. Given these factors, it is considered that the additional height would not be a dominant feature on views of the development on the streetscene.
- 10.3 The scheme would include the provision of landscape planting to soften the impact of the widening of the access at the entrance to the development and the inclusion of additional planting on the southern edge of the development would help to soften the impact of the scheme and assimilate the development into the surrounding area. The siting of soft landscaping within the development would also help to reduce the prominence of parking to the front of plots 2-6 and 9-11, none of which would be particularly visible from public views of the site.
- 10.4 Following the above assessment, it is considered that the proposals would preserve the character of the site and the surrounding area.

11. RESIDENTIAL AMENITY

- 11.1 The gable elevation of plot 1 at the south western end of the development would not contain any openings and would be in excess of 15 metres from the rear elevation of the bungalows to the south west of the site. Whilst the ridge height of the proposed dwellings would be elevated above a standard 2 storey property to accommodate rooms in the roof, the separation distance to be retained would exceed the requirements of the residential Design Guide for this relationship. On that basis it is considered that the proposals would not result in unreasonable overlooking in to or overshadowing of those neighbouring properties.
- 11.2 The front elevations of plots 1-8 would be set 12 metres back from the southern boundary of the site and would be in excess of 30 metres from the rear elevation of the properties fronting on to Ridge Hill Lane. The applicant has submitted a proposed section plan which indicates that the land is to be regraded, reducing the extent of the rise in levels from the existing neighbouring properties to the central part of the application site. On the basis of the proposed level changes, the separation distances would exceed minimum separation distances required by the Residential Design Guide in terms of that relationship.
- 11.3 The first floor rear elevations of the properties at plots 9-11 would be approximately 21 metres from the corresponding elevation of the 1.5 storey dwelling to the north east of the site. At ground floor, this would reduce to approximately 18 metre due to the projecting single storey extension to the rear of the proposed units, which would be set approximately

13 metres off the common boundary. Given the presence of an existing timber fence on that boundary, which would prevent overlooking at ground floor level, the separation distances to be retained are considered sufficient to prevent unreasonable overlooking or overshadowing into that neighbouring property.

- 11.4 Given the blank nature of the gable elevations of the proposed units and the orientation of the units, the proposed layout would preserve the residential amenity of the future occupants of the development.
- 11.5 A noise assessment considering the impact of traffic generated by the development on the amenity of the neighbouring properties and whether mitigation (such as acoustic fencing on the common boundary) is required can be secured by condition.

12. HIGHWAY SAFETY

- 12.1 The application site would incorporate some of the land currently within the curtilage of the property at 79 Ridge Hill Lane, in order to be able to provide an access of adoptable width. The proposed layout demonstrates that vehicular visibility splays of 2.4 metres by 43 metres can be achieved in either direction from the junction, which is considered to be acceptable in this location.
- 12.2 Objectors have referred to the impact of the additional traffic on congestion at junctions between Ridge Hill Lane and Darnton Road. The scheme would generate an anticipated level of 66 trips across a 24 hour period. Whilst clearly the level of trips would be higher in the peak periods, the number of trips during those times would be approximately 8 in the AM peak and 7 in the PM peak, on the basis of standard TRICS modelling. Given that the site is located in a residential area and that the width of the access is considered to be sufficient to allow cars to pass each other at the entrance to the development, it is considered that the additional car movements would not result in an increase in congestion that could be considered to be severely detrimental to highway safety. On the basis of the guidance in paragraph 32 of the NPPF, planning permission should not be refused on this basis.
- 12.3 The scheme makes provision for 2 car parking spaces per dwelling. Whilst each of the dwellings would have 4 bedrooms, this meets the requirements of the Residential Design Guide and given that the site is in a sustainable location, close to public transport services, it is considered that the level of parking provision is acceptable.
- 12.4 The Local Highway Authority has not raised any objections to the proposals, subject to a number of conditions. Conditions requiring the laying out of the car parking spaces prior to the occupation of the development, the retention of pedestrian visibility splays and the approval of a Construction Environment Management Plan are considered reasonable and can be attached to the decision notice. The requirement for a highway condition survey to be submitted is considered not to be reasonable or necessary as this can be required by the Local Highway Authority via its powers under the Highways Act.

13. FLOOD RISK/DRAINAGE

- 13.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities has raised no objections to the proposals subject to the imposition of conditions requiring the foul and surface water drainage mechanisms to be separated and details of a sustainable surface water drainage strategy being approved and implemented. The applicant has confirmed on the application form that foul water would be drained from the development via a connection to the existing main sewer. It is considered that the

proposed development would not result in a harmful impact in relation to flood risk, subject to the details of the means of surface water drainage being secured by condition.

14. ECOLOGY

- 14.1 GMEU has raised no objections to the proposals. Having assessed the ecological potential of the site, the ecology officer considers that the proposals would not result in a detrimental impact on any features of biodiversity value, subject to conditions limiting the timing of tree/vegetation removal and a scheme for control and removal of invasive species. These conditions are considered reasonable and can be attached to the decision notice. The inclusion of additional tree planting would also represent a biodiversity enhancement.

15. OTHER MATTERS

- 15.1 In relation to the impact on trees, the Borough Tree Officer has no objection to the application as the proposals would not result in the loss of any significant trees on the site. The scheme proposes new landscape planting on the either side of the access road and along the southern boundary of the site. The trees to be planted include native species and the specimens would be planted at intervals that would result in a comprehensive scheme, enhancing the appearance of the development.
- 15.2 Concerns have been expressed by local residents that these trees would result in a loss of light to the neighbouring dwellings to the detriment to the amenity of those properties. Given the length of the gardens of the properties that front onto Ridge Hill Lane to the south of the site, it is considered that the impact in terms of overshadowing would be limited in relation to the habitable room windows and the majority of the amenity space associated with those dwellings. However, to ensure that these trees and all areas within the development that fall outside of the curtilage of the dwellings are appropriately maintained, details of the management arrangements to be put in place can be secured as part of the Section 106 Agreement.
- 15.3 A number of the neighbouring residents have raised objection to the loss of access to rear of the properties that front on to Ridge Hill Lane. The existing access to the rear of those properties from Ridge Hill Lane is an unmade track, which is limited in width and does not form part of the adopted highway. Whilst it is noted that some of the existing properties do not have parking areas within their curtilage, a number of them do. Parking is not restricted on this part of Ridge Hill Lane. In addition to these factors, it must be considered that private rights of way across land are not a material planning consideration, as such matters fall to be determined under civil law. The applicant has indicated on the application form that they own the land that is the subject of the application and this has not been challenged during the consultation process. Planning permission should not therefore be withheld therefore, even if there is a later challenge regarding the implications of the development in terms of private rights of access.
- 15.4 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 requiring the details of bin storage arrangements to be approved. Whilst the former is considered necessary, there are sufficient details of the bin storage arrangements on the proposed site plan to indicate that the latter can be covered by a compliance condition.
- 15.5 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to securing the further investigation work by condition. A condition requiring this additional work to be undertaken and that any necessary mitigation measures are agreed and implemented prior to the commencement of development is considered to be

reasonable given the extent of excavation works required to lay foundations due to the changes in land levels on the site.

- 15.6 Greater Manchester Police has confirmed that they have no objections to the proposals. All public areas would be well surveyed and it is not necessary to provide alleyways to access the rear of plots. Compliance with the Crime Impact Statement submitted with the planning application can be secured by condition.
- 15.7 In relation to financial contributions required to mitigate the impact of the development, the applicant will be required to make a contribution to the provision of open space within the local area, in accordance with policy H5 of the adopted UDP. The contribution from this development is £5,426.22, based on the Council's Developer Contributions formula, which shall be secured via a Section 106 Agreement. A scheme for improvements to play equipment in Stamford Park is the project that has been identified for this contribution.
- 15.8 The Local Highway Authority has indicated that the £8,617.69 contribution required to offset the impact of the development in highway terms would be allocated towards cycleway improvements between Stalybridge and Ashton, as identified within Tameside Cycling Strategy Options Report (2015).
- 15.9 These contributions are considered to meet the CIL regulations in that they are necessary to make the development acceptable in planning terms (given the limited amenity space to be provided on site and the additional traffic to be generated), directly related to the development (as the close proximity ensures that residents are likely to use these facilities) and proportionate in that the sum is based on the size of the development.
- 15.10 The scheme proposes less than 25 dwellings and therefore no affordable housing or education contributions are required, in accordance with the adopted policies of the Unitary Development Plan.

16. CONCLUSION

- 16.1 The principle of development on the site is considered to be acceptable given the predominantly residential character of the surrounding area and the relatively close proximity of the services and facilities in Stalybridge, including schools and public transport to larger settlements in the Borough.
- 16.2 It is considered that the scheme would respect the character of the site and surrounding area and would not be of a scale or design that would result in an unreasonable impact on the residential amenity of neighbouring properties. The level of parking provision is considered to be acceptable.
- 16.3 There are no objections to the proposals from the statutory consultees in relation to highway safety, flood risk/drainage, the impact on trees or ecology. Financial contributions to the provision of green space and upgrading of the adopted highway within the surrounding area can be secured via a Section 106 agreement.
- 16.4 The application is therefore considered to accord with the relevant national and local planning policies listed earlier in this report.

RECOMMENDATION

Grant planning permission, subject to the completion of a Section 106 Agreement to secure the following contribution:

Green Space - £5,426.22 to be used for improvements to play equipment in Stamford Park

Highway upgrade - £8,617.69 towards cycleway improvements between Stalybridge and Ashton, as identified within Tameside Cycling Strategy Options Report (2015).

Management of the public realm within the development

and 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/details:
 - 1:1250 site location plan (Drwg No. 05/17/076 02)
 - 1:200 Proposed site plan (Drwg No. 05/17/076 01)
 - Detached dwellings plans and elevations (Drwg No. 05/17/076 03)
 - Semi-detached dwellings plans and elevations (Drwg No. 05/17/076 04)
 - Proposed highway widening plan (SCP/17491/F01)
 - Swept path analysis plan (SCP/17491/ATR01)
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. Notwithstanding the details shown on the approved plans, no development shall commence until scaled plans detailing the existing and proposed ground levels on the site and the finished floor and ridge levels of the dwellings (with reference to a fixed datum point) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.
5. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (Drwg No. 05/17/076 01) prior to the occupation of any of the dwellings and shall be retained free from obstruction for their intended use at all times thereafter.
6. Prior to the first occupation of any of the dwellings hereby approved, details (including scaled plans and details of the construction material and colour finish) of the boundary treatments to be installed across the development shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments for each plot shall be installed in accordance with the approved details prior to the first occupation of that dwelling
7. The soft landscaping scheme shall be installed in accordance with the details as shown on the approved proposed site plan (Drwg No. 05/17/076 01). 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. Notwithstanding the details shown on the approved plans, no development shall commence until scaled plans detailing the construction of the access, including the provision of visibility splays of 2.4 metres x 43 metres (on land within the ownership of the applicant or the adopted highway) on both sides of the access to serve the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.
9. No development shall commence until details of tree protection measures to meet the requirements of BS5837:2012 have been installed around the trees to be retained within and adjacent to the boundaries of the site and details of the method of construction to be employed within the Root Protection Area of the trees to be retained have been submitted to and approved in writing by the Local Planning Authority. The protection measures shall be installed in accordance with the approved details prior to the commencement of development and shall be retained in situ for the duration of the construction works. The construction works shall be carried out in accordance with the approved details.
10. 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 and Public Holidays.
11. 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.

12. The refuse storage arrangements to serve each of the dwellings hereby approved shall be implemented in the location and to the design specified on the approved proposed site plan (Drwg No. 05/17/076 01) prior to the occupation of that dwelling and shall be retained as such thereafter.
13. Prior to the commencement of any development, 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. Foul and surface water shall be drained on separate systems and in the event of surface water draining to the public surface water sewer, details of the flow rate and means of control shall be submitted. The scheme shall include details of on-going management and maintenance of the surface water drainage system to be installed. The development shall be completed in accordance with the approved details and retained and maintained as such thereafter.

14. The development hereby approved shall be carried out in accordance with the measures detailed in section 3.3 of the Crime Impact Assessment submitted with the planning application and shall be retained as such thereafter.
15. 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.
16. 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.
17. 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.
18. 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 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above ground level. The visibility splays shall be retained as such thereafter.
19. No development shall commence until a noise impact assessment considering the potential impact of noise generated by the development on the residential amenity of the neighbouring properties has been submitted to and approved in writing by the Local Planning Authority. The assessment shall indicate the anticipated noise levels in relation to background noise and shall indicate necessary mitigation measures to ensure that existing background noise levels are not exceeded. The development shall be carried out in accordance with the approved details and shall be retained as such 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 surrounding area.
4. To ensure that the development does not have an adverse impact on the character of the surrounding area or the residential amenity of neighbouring properties.
5. To ensure that the development is served by adequate parking provision.
6. To protect the amenities of occupants of nearby properties/dwelling houses in accordance with UDP policies 1.12 and E6.
7. To ensure that sufficient hard and soft landscaping are implemented and maintained to ensure that the overall development respects the character of the surrounding area.
8. In the interests of highway safety.
9. To ensure adequate protection of the trees to be retained on the site as part of the development.
10. To ensure that the residential amenity of the future occupiers of the development is preserved, in accordance with policy H10 of the Tameside UDP and the NPPF.
11. 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.
12. 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.
13. To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with the National Planning Policy Framework.
14. To ensure that the development is designed to minimise opportunities for crime.
15. In order to prevent any habitat disturbance to nesting birds in accordance with the National Planning Policy Framework.

16. 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.
17. To ensure that invasive species are removed from the site appropriately.
18. To ensure that the development maintains highway safety.
19. To ensure that the development preserved the residential amenity of neighbouring properties.

Informatives:

- 1) Section 106 Agreement to secure contribution towards off site green space provision and highway improvements.
- 2) Detailing the applicant's obligations in relation to avoiding harm to Protected species during the construction process.