

Application Number 16/00177/OUT

Proposal	Outline planning permission for the demolition of the existing structures on the land and the redevelopment of the site with a scheme incorporating 27 dwelling houses, 10 live/work units and a retail unit (use class A1) (amended).
Site Applicant	Land occupied by Eldencross Ltd, Park Bridge Road, Park Bridge Eldencross Ltd
Recommendation	Approve, subject to conditions and the prior completion of a Section 106 Agreement
Reason for report	A Speakers Panel decision is required because the application is a major and a Section 106 Agreement is required..

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks outline planning permission for the demolition of the existing structures on the land and the redevelopment of the site with a scheme incorporating 27 dwelling houses, 10 live/work units and a retail unit (use class A1). The scheme has been amended from the original submission, which proposed 47 dwellings, following concerns expressed by officers in relation to the sustainability of such a development in this relatively isolated location. This matter is discussed in more detail in the main body of the report.
- 1.2 The applicant has provided the following documents in support of the planning application:
- Design and Access Statement
 - Transport Statement
 - Bat and Bird Survey
 - Crime Impact Statement
 - Flood Risk Assessment
 - Planning Statement
 - Initial ground inspection
 - Sustainability Statement
 - Commercial Viability Assessment

2. SITE & SURROUNDINGS

- 2.1 Park Bridge was once an industrial hamlet in the Medlock Valley close to the Borough's boundary with Oldham. The former ironworks for which Park Bridge is known closed in 1963 and fell into decay and was demolished or reduced to ruins in the 1970s. The remains of the works have been landscaped and a heritage centre has been established in the former stables which were attached to the ironworks.
- 2.2 The mill occupied by Eldencross Ltd, known as Bottom Forge, is the last remaining intact industrial building at Park Bridge. The mill occupies all of the valley floor, so much so that in parts on its northern and southern sides the building cuts in to the valley sides so that it is sunk below the level of the roads on either side. The mill was built from 1850 onwards with many later additions and its site is the subject of this application.
- 2.3 Access to Park Bridge is taken from either along Waggon Road, off Oldham Road, from the west or else along Mill Brow, which is a narrow and often steep road that winds its way northwards, becoming Alt Hill Lane, to join Hills Road, becoming Lees Road, in Oldham. The two roads are connected at the valley floor by a section in front of the site known as

Park Bridge Road, from where access is taken, and are also connected by Dean Terrace that runs north-eastward from near to the site entrance and up the valley side to the north of the Forge.

- 2.4 Whilst there are individual dwellings dotted around Park Bridge the two main residential developments in the hamlet are of terraced houses in Dingle Terrace, running northwards at right angles to Dean Terrace to the north of the site and in Dean Terrace itself close to the junction with Alt Hill Lane.
- 2.5 Park Bridge is situated in the Green Belt that separates Ashton from Oldham and the land surrounding is open countryside despite the proximity to both towns. The River Medlock runs adjacent to the southern boundary of the site, with a culverted section along Mill Brow.

3. PLANNING HISTORY

- 3.1 13/00182/OUT – outline planning permission for the erection of 26 houses – approved

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Within the designated Green Belt

4.2 Part 1 Policies

Policy 1.3: Creating a Cleaner and Greener Environment.

Policy 1.4: Providing More Choice and Quality Homes.

Policy 1.5: Following the Principles of Sustainable Development

Policy 1.10: Protecting and Enhancing the Natural Environment.

Policy 1.11: Conserving Built Heritage and Retaining Local Identity.

Policy 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.3 Part 2 Policies

C1: Townscape and Urban Form

E3: Development Established Employment Areas

H1: Housing Land Provision.

H2: Unallocated Sites (for housing)

H4: Type, size and affordability of dwellings

H5: Open Space Provision

H6: Education and Community Facilities

H7: Mixed Use and Density.

H10: Detailed Design of Housing Developments

MW11: Contaminated Land

MW12: Control of Pollution

MW14 Air Quality

N2: Locally Designated Nature Conservation Sites

N3: Nature Conservation Factors

N4 Trees and Woodland

N5: Trees Within Development Sites

N6: Protection and Enhancement of Waterside Areas

N7: Protected Species

OL1: Protection of the Green Belt.

OL15: Openness and Appearance of River Valleys.

OL7: Potential of Water Areas

OL10: Landscape Quality and Character

T1: Highway Improvement and Traffic Management.

T10: Parking
T11: Travel Plans.
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
Employment Land SPD adopted January 2009

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)**

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 Medlock and Tame Valley Conservation Association – object to the proposals for the following reasons:

- The site has been in industrial use for a number of years and is likely to be heavily contaminated (including the presence of asbestos) as a result. There is no evidence that an investigation into the potential sources of contamination on the site has been undertaken. The completion of such an investigation is required to understand the implications of the historic uses on developing the site for residential use. This should include an investigation into the presence of made ground on the site
- The River Medlock is culverted under the site for approximately 160 metres. Properties are shown on the plans within close proximity of the culvert and an investigation is required into the structural integrity of the culvert to fully understand the implications of developing close to it.
- Bottom Forge furnaces ran below floor level and up to the chimneys above the valley via 2 sloping flues – these structures (if they are still present) may allow water to collect and be funnelled from the valley down to the site, increasing the potential risk of flooding in the area.
- The proposal would utilise a septic tank to dispose of foul sewage from the site- the scale of the development is considered to be too large for this to be a practical solution. In relation to surface water drainage, the topography of the valley on the site, rocky

outcrops, made ground and narrow profile ensure that the use of soakaways, basins and other sustainable drainage measures would not be feasible.

- 52 car parking spaces would not be sufficient to serve the development given that the scheme is likely to generate a requirement for 75-95 cars. The scheme would have an adverse impact on the capacity of a number of the adjacent roads.
- The development may threaten the land stability of the valley - a narrow gauge railway used to operate through a tunnel to the south of the site and disturbance of the ground may harm the structural stability of this land.
- The fact that land levels rise up from the site to neighbouring dwellings ensure that the residential amenity of the future occupants of the dwellings would be adversely affected.
- The site is in an isolated location and development on this scale would be unsustainable due to the lack of services and facilities within walking distance of the development.
- No tree survey has been submitted and yet there are protected trees within close proximity of the site.
- Light pollution from the development will result in harm to the biodiversity value of the site and the surrounding area.
- Bottom Forge is a heritage asset given the significance of the site in terms of the wider industrial history of the surrounding area.

- 6.2 Borough Environmental Health Officer (EHO) – no objections subject to conditions relating to the hours of work during the construction phase of the development and details of the means of storage and collection of refuse from the proposed development.
- 6.3 Greater Manchester Ecology Unit (GMEU) – no objections subject to the imposition of conditions limiting the period of tree/vegetation removal from the site, requiring the submission and approval of a management plan for the prevention of pollution of the River Medlock during the construction phase of the development and the submission and approval of a biodiversity enhancement scheme.
- 6.4 Local Highway Authority – no objections subject to the imposition of conditions and the securing of a financial contribution towards highway upgrade works through the Section 106 Agreement.
- 6.5 National Grid – infrastructure owned by National Grid runs to the south of the site. No objection but an informative advising the applicant of the need to contact National Grid before any development works commence should be attached to the decision notice
- 6.6. Greater Manchester Archaeological Advisory Service (GMAAS) – no objections subject to the undertaking of a written scheme of investigation into potential features of archaeological significance on the site and agreement of any necessary mitigation prior to the commencement of development.
- 6.7 United Utilities -.no objections, subject to the imposition of conditions.
- 6.8 Environment Agency – no objections following the receipt of additional information, subject to the imposition of conditions.

- 6.9 Borough Contaminated Land Officer –no objection subject to the imposition of a condition requiring an intrusive investigation into sources of potential ground contamination on the site to be undertaken and any necessary remediation measures to be submitted and approved in writing prior to the commencement of development.
- 6.10 Borough Tree Officer – no objections, subject to the imposition of a condition requiring the trees adjacent to the northern boundary to be protected during the construction phase of development.
- 6.11 Lead Local Flood Risk Authority (LLFRA) – no objection subject to conditions, including details to demonstrate that the surface water drainage system to serve the development would have sufficient capacity to accommodate flows from adjacent water courses into the site during more severe periods of surface water collection.
- 6.12 Coal Authority – no objections raised, subject to the imposition of a condition requiring an intrusive ground investigation to be undertaken and the approval of any necessary mitigation with regard to coal mining legacy issues prior to the commencement of development.
- 6.13 Oldham MBC – no objections raised.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 31 letters of objection from local residents were received in relation to the original proposals and 1 additional objection has been received to the amended proposals, raising the following concerns (summarised):
- The proposed development would destroy the industrial heritage and archaeological character of the area – Park Bridge should be designated as a conservation area for this reason.
 - The demolition of the Bottom Forge would be a ‘foreign’ intervention in the character of the landscape and would harm the setting of the controlled ruins and stable block and thereby harm the archaeological significance of the wider area.
 - The proposals do not acknowledge the architectural form or significance of the existing buildings in Park Bridge. The stable block is a four sided 19th Century building and the old Post House, The Coach House and the Institute on Dean Terrace are heritage assets. Bottom Forge forms part of this historic significance and should be retained.
 - The existing buildings should be retained as the surviving reference to the industrial heritage of the area and the development should become part of a tourist attraction, explaining the historical significance of the area.
 - The 26 dwellings previously approved represented over development of the site, this scheme would be larger and therefore even more inappropriate. This scheme would result in higher trip generation in an unsustainable location where residents would be reliant on the private car to access services, facilities and employment.
 - Alt Hill Road (adjacent to the access to the site) is considered to be unsuitable for the volume of traffic that this scheme would generate. The road adjacent to adjacent to Ten Houses has two lanes but is single lane for the majority of its length. Waggon Road leading to Park Bridge Road is poorly surfaced – a situation that would be made worse by the additional trips generated by the proposed development.
 - The area is predominantly rural in character and this part of Medlock Vale contains areas of high biodiversity value.
 - The discharge of waste water from the development is likely to result in detrimental impact on the capacity of the drainage network.
 - The constrained nature of the access arrangements will result in a highway safety hazard, particularly for refuse collection vehicles.

- The surrounding residential dwellings would overlook the proposed dwellings, resulting in a harmful impact on the residential amenity of future occupants of the development.
- There are concerns regarding the extent of contamination on the site.
- Disturbance of the retaining walls on the edges of the site could result in land slippage given that these structures are 150 years old.
- The proposed development would harm the tranquil character of Park Bridge.
- There are concerns that crime in the area may increase as a result of the development.
- Management measures need to be put in place to ensure that the culverted watercourse running through the site does not result in flooding issues during periods of higher flows.
- The impact of the proposed development on adjacent trees needs to be considered.
- The noise pollution resulting from additional traffic and activity in a rural area would be detrimental to the amenity of neighbouring residents and the character of the area.
- The proposal would constitute inappropriate development in the Green Belt as the proposal would have a greater impact on the openness of the Green Belt – introducing houses and more traffic in a countryside location.
- Lorry traffic associated with the current use is irregular and this would be replaced by residential use, which would generate a higher frequency and volume of journeys to and from the site.
- The narrow lanes in the area would not have the capacity to deal with the levels of traffic associated with the proposed development.
- The access to serve the proposed development would meet the bottom of Dean Terrace. This is a junction on a steep bend with limited visibility. This situation would result in a highway safety hazard.
- No mitigation is proposed in relation to the increased traffic volumes.
- The proposed development would prejudice the function of the area as valuable open space through increased noise pollution, contrary to the provisions of policy OL4 of the UDP.
- The Park Bridge Management Plan promotes access, recreation and educational opportunities for members of the public to appreciate the historical significance and heritage value of Park Bridge. These objectives would be impeded by the proposed development.
- The proposal is considered to be contrary to the Tameside Countryside Strategy, which aims to encourage people of all ages, ability and background to enjoy the countryside (policy P1) and to improve and maintain the quality of the experience of Tameside's countryside for all visitors (policy P10).
- The construction phase of the proposals would result in noise and disturbance that would be detrimental to the amenity of neighbouring residents and the character of the surrounding area.

7.2 Cllrs Lynn Travis, Catherine Piddington and Lorraine Whitehead objected to the original proposal as ward Councillors, raising the following concerns (summarised):

- The density of the development is too high – the development would have a cramped appearance and there would be minimal public open space within the development.
- Residents would be reliant on the private car to make trips to and from the site due to the substantial distance to public transport.
- The high density of the proposed development is likely to limit opportunities for on plot parking. This will result in an increase in on street parking around the edge of the site, which will result in a highway safety hazard.
- The constrained nature of the access will result in difficulties for refuse collection and emergency vehicles accessing the proposed development and congestion will build up at the entrance to the development due to the number of dwellings proposed.

7.3 Angela Rayner MP objected to the original proposals, raising the following concerns (summarised):

- The density of the development is too high. The previous scheme was justified on the basis of the re-use of a redundant industrial site for the development of 26 dwellings. The density now proposed would result in harm that would outweigh this justification.
- The proposed development would generate between 75 and 95 vehicles but only 52 spaces are shown on the proposed plans – this deficit will result in a highway safety hazard.
- Access to the site is poor- Alt Lane to Abbeyhills Road is narrow between Ten Houses and Alders Farm and this severely limits traffic flow. The highway between Alt Hill Road and Alt Hill Lane is narrow and unsuitable for vehicles due to the lack of maintenance. Park Bridge Road is not in a fit condition to carry the additional vehicular traffic that would be generated by the proposals, likewise the surfacing of the road between Fennyfield Bridge and Ashton Road is considered to be sub-standard. Congestion in this area arising from the development is a major concern in relation to the impacts of the proposed development.
- The site is considered to be in an unsustainable location. The nearest bus stops are at least 1 km from the site, with no continuous or lit footpath connections to those locations. There are no shops or facilities within reasonable walking distance of the site. Residents will therefore be reliant upon making trips by the private car to access even basic services, reducing the environmental sustainability of the scheme.
- Contrary to the applicant's claim, there are trees on the site and these may be affected by the proposed development. No detailed landscaping scheme is included within the proposals.
- Light pollution resulting from the development would be harmful to the biodiversity value of the surrounding area.

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 sustainability of the proposed development
- 3) The impact on the character of the site and the surrounding area
- 4) The impact upon the residential amenity of neighbouring properties
- 5) The impact on highway safety
- 6) Flood risk/drainage implications
- 7) The impact on the ecological significance of the site and trees
- 8) The impact on flood risk and environmental health
- 9) Other matters

9. PRINCIPLE OF DEVELOPMENT IN THE GREEN BELT:

9.1 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to determine the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF set out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development and support for the delivery of a wide choice of quality homes with housing applications being considered in the context of a presumption in favour of sustainable development.

- 9.2 The site is located within the designated Green Belt. The site contains a number of industrial style buildings with a sheet profile roof covering the existing buildings in the eastern portion of the site. The buildings in the western portion of the site are lower in height in comparison to those structures. The effect of the development upon the openness of the Green Belt is considered to be one of the key issues in determining this application. Paragraph 79 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.
- 9.3 The principle areas of consideration are; whether or not the development is appropriate or inappropriate development in the Green Belt and whether it is necessary to demonstrate very special circumstances to outweigh the harm to the Green Belt.
- 9.4 Paragraph 88 of the NPPF says 'when considering any planning application, Local Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other circumstances'. There are however a number of permitted exceptions to this set out at paragraph 89 and 90 of the NPPF. The exception that applies in this case is in paragraph 89 and relates to the '...complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, which would have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.' The majority of the site is still occupied by large industrial buildings and hardstanding and is therefore considered to meet the definition of previously developed land set out in the NPPF glossary.
- 9.5 The NPPF, at paragraph 80, sets out the five purposes of Green Belt. These are:
1. To check the unrestricted sprawl of large built-up areas;
 2. To prevent neighbouring towns merging into one another;
 3. To assist in safeguarding the countryside from encroachment;
 4. To preserve the setting and special character of historic towns; and
 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 9.6 Paragraph 87 of the NPPF states that inappropriate development in the Green Belt is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 9.7 Policy OL1 states that the Green Belt will be protected from inappropriate development and approval will not be given for the construction of new buildings except in specific purposes. The wording of this policy is slightly at variance with updated guidance of the NPPF, however, the fundamental requirement to keep Green Belts open and only to allow built development for specific purposes or where very special circumstances can be demonstrated remains.
- 9.8 Assessing the openness of the Green Belt is not a simple matter of comparing the existing measured volumes of the existing and proposed buildings on site as many factors are relevant and the visual impact of development on the Green Belt has been held (in *Turner vs SSCLG [2016]*) to be an implicit part of the concept of openness. The question is whether the proposed development of would have a greater impact on openness than the existing industrial buildings and associated development on the site. This is essentially a matter of planning judgement based upon the relevant facts and available evidence.
- 9.9 The tallest of the existing buildings (located in the eastern portion of the land) on the site are approximately 12 metres in height to the ridge above ground level. The buildings in the western portion of the site are lower in height. The applicant has submitted a massing model of the proposed development, which indicates that the proposed number of units

could be sited on the land in a way that would have a reduced impact on openness in relation to the existing situation. The current structure in the eastern part of the site fills the depth of the land (north south). The proposed plans indicate the number of residential units could be achieved with gaps to the front and rear of the plots, retaining significant separation distances to the boundaries of the site. Subject to a condition limiting the height of the proposed buildings in this part of the site to a maximum ridge height of 9.5 metres, it is considered that the proposals would actually have a reduced impact on the openness of the Green Belt in physical form than the existing development on the site.

- 9.10 The massing model indicates that the height of the development to replace the shorter buildings (approximately 6.4 metres in height to the ridge) immediately to the west of those larger would extend above the height of the existing units. The indicative eaves height would be taller than the height of the retaining wall on the boundary of the site. However, at the density proposed, the indicative layout plan suggests that properties could be orientated so that the span of development extending along the site boundary could be reduced to significantly less than the existing situation. Two storey buildings in that location would also be viewed within the context of the existing dwelling adjacent to the southern boundary. That dwelling would remain more prominent in public views of the site due to the substantial rise in levels from the site to the ground level of that existing building. On that basis, subject to a condition limiting the ridge height of development in that part of the site to 7.5 metres, it is considered that the proposals would not result in greater harm to the openness of the Green Belt than the existing situation.
- 9.11 In relation to the buildings proposed in the western part of the site, the massing model indicates that the pitched roofs of the buildings would sit slightly higher than the retaining walls on the boundaries of the site. The proposed units would have a similar eaves height to the existing building at the vehicular entrance to the site (approximately 6.75 metres in height to the ridge). Given that the indicative plans suggest that the proposed number of units could be accommodated and a larger gap between the built form and the site entrance retained, it is considered that the proposals would not have an adverse impact on the openness of the Green Belt over and above the existing situation. It is considered necessary to limit the ridge height of development in this part of the site to a maximum of 7.5 metres to ensure that the proposal at reserved matters stage preserves the openness of the Green Belt.
- 9.12 On the basis of the above assessment, officers consider that the proposal does not have any greater impact on the openness of the Green Belt than the existing development. Consideration must also be given to the 5 purposes of including land within the Green Belt in paragraph 80 of the NPPF as required by paragraph 89 of the NPPF and as quoted at paragraph 9.5 of this report. Taking each point in turn;
- The residential development as proposed would be restricted to the site itself with no potential to lead to 'unrestricted sprawl'
 - The proposal would not lead to the merging of one town with another.
 - It would not jeopardise the safeguarding of the countryside in that the site is physically contained within the landscape
 - The site is not considered to contribute to the setting or special character of a historic town. Whilst Park Bridge is a location of industrial heritage and is therefore of cultural value, it is not designated as a Conservation Area.
 - The site positively contributes to the redevelopment of brownfield land and therefore assists urban regeneration.
- 9.13 As such it is considered that the proposals would not be harmful to the openness of the Green Belt and would not be contrary to the purposes of including land within the Green Belt and are thus compliant with paragraph 80 and 89 of the NPPF. As such the development proposals are considered to be appropriate development in the Green Belt.

- 9.14 Paragraph 88 of the NPPF requires Local Planning Authorities to give substantial weight to any harm to the Green Belt arising from a development proposal, including in situations where a scheme is considered to be appropriate development. The following paragraph considers the potential 'other' harm arising from the proposals
- 9.15 In terms of 'other harm' the development would involve some short term noise and disruption during construction. Some impact upon outlook and privacy within the development site may also be anticipated due to the close proximity of the neighbouring property on the southern boundary. Any adverse harm could however be avoided through the orientation and siting of the proposed dwellings (blank gable elevations could face that neighbouring property at the density proposed and the access arrangements used to create oblique relationships, as indicated on the indicative proposed plans). Parts of the site are considered to be at a higher risk of flooding and there are heritage and sustainability matters to consider due to the isolated nature of the site, in addition to the loss of the employment site. Each of the material considerations are discussed in the remainder of this report. In summary, it is considered that each of these impacts can be adequately mitigated through the use of conditions or financial contributions, following amendments to the scheme.
- 9.16 Following the above assessment, it is considered that the harm to the openness of the Green Belt together with 'any other harm' would be limited to an extent that the development can be considered appropriate development in the Green Belt.

10. THE SUSTAINABILITY OF THE PROPOSED DEVELOPMENT:

Loss of employment land:

- 10.1 The application site is not allocated as an established Employment Area in the UDP. However, the established use of the site is for the purposes of storage and distribution (B8) and therefore conversion of the site to part residential on the scale proposed would result in the loss of a large part of an employment site. The proposals must therefore be considered against the criteria of policy E3.
- 10.2 The policy states that the conversion of such sites to residential or mixed use development will not be permitted unless it is considered that the need for housing and the regeneration benefits of such development outweigh the need to retain the site for employment purposes. The policy states that, in making this assessment, the following factors should be considered:
- (a) The quality and type of employment sites and premises available in the area
 - (b) Evidence of demand for employment sites and premises in the area
 - (c) The suitability of the site for further employment use in terms of size, physical characteristics, access, traffic impact, and sensitivity of surrounding land uses
 - (d) The opportunity which may be presented for new forms of employment as part of a mixed use scheme
- 10.3 The employment land quality review carried out as part of the evidence base behind the Employment Land SPD identifies the site as being of poor quality where, if employment use has become unsuitable or unviable, redevelopment for other uses can be considered in order to realise their potential regeneration benefits. The current operator of the site is under-utilising the space, providing some evidence that the site has become economically unsustainable for the established B8 use.
- 10.4 On the basis of this evidence and the relatively isolated nature of the site, the prospects for the re-use of the entire site for employment purposes are considered to be low. Allocated employment land and Development Opportunity Areas exist within Ashton, which would

offer more sustainable locations for new employment development, close to public transport, other employment uses and a range of services and facilities. The access of the site would prove restrictive for the type of vehicles which would regularly be making journeys to and from the site should an alternative industrial use be found. In addition, the close proximity of adjacent residential properties, including one immediately adjacent to the southern edge of the site, suggest that a continuation of an intensive employment use on the site this is no longer suitable in this location.

- 10.5 The amended scheme would however retain an element of employment, with 10 live/work units and a retail unit now proposed, meeting the requirements of criterion (d) of policy E3. The live/work units are indicatively shown close to the entrance to the development, which would minimise the impact of the activity associated with the employment uses on the residential amenity of future occupiers of the development, as well as the neighbouring dwelling abutting the southern boundary of the site.
- 10.6 Clauses can be added within the Section 106 Agreement to require a minimum of 50% of these units to be devoted to employment space and to ensure that the residential element of those units is occupied only by those who work in the employment space within the same unit. A condition restricting the types of employment to within use class B1(c) (office) is recommended to ensure that the type of employment within these units preserve the amenity of neighbouring residents.

Assessment against definition of sustainable development:

- 10.7 Paragraph 7 of the NPPF states that there are 3 dimensions to sustainable development, those being: economic, social and environmental. It is acknowledged that the site is in an isolated location and that the site is not within reasonable walking distance of public transport, services or facilities (all at least 1 kilometre from the site along roads without continuous footpath provision). However, as stated above, the amended scheme now includes an element of employment through the incorporation of live/work units and a retail unit in the scheme. These elements enhance the economic credentials of the development over and above a purely residential scheme. The inclusion of live/work units also reduces the environmental harm arising from the original submission as fewer trips would be generated at peak times by people making journeys to sources of employment.
- 10.8 This scheme must also be considered within the context of the planning history on the site. Planning permission was granted for 26 dwellings on the site in 2013. That proposal was considered to be acceptable when assessed against the relevant national and local planning policies, none of which have materially changed in the intervening period between that time and the submission of this proposal. Whilst that is not an extant permission, the lack of change in terms of the policy context since that application was approved is relevant to the determination of this application.
- 10.9 This scheme proposes 27 dwellings and 10 live/works units over a site area of 1.23 hectares, result in a density of 30 dwellings per hectare (dph). This density is 8 dph more than the previously approved scheme. Given the relatively modest uplift across the site, it is considered that the inclusion of some employment space within the additional units would result in economic benefits which would outweigh the additional environmental harm arising from the revised scheme.
- 10.10 At 30 dph, the scheme would be at the lower end of the density encouraged by H7 as appropriate for residential development. This is considered to be an appropriate density, given the mixed use nature of the proposal and the need to boost the supply of housing in the Borough. The site constitutes brownfield land and the scale of the development acknowledges the isolated nature of the site, which would not be a sustainable location for a high density residential development.

11. CHARACTER OF THE SITE AND SURROUNDING AREA

- 11.1 The only matters to be approved at this outline stage are the principle of development and the means of access to serve the development. However, the Local Planning Authority needs to be satisfied that the number of units can be delivered on the site in a way that would preserve the character of the site and the surrounding area. A number of objectors have raised concerns regarding the impact of the development on the historical significance of the site, the setting of heritage assets and the rural character of the area.
- 11.2 The impact of the proposed development must be considered within the context of the existing situation. The established use of the site is commercial and a large proportion of the land is occupied by buildings with modern profile sheet roofs and elevations. The roofs of the buildings are the most prominent elements of the structures in public views of the site. The scale and design of these roofs are considered to detract from the significance of the buildings as traditional industrial structures. Subject to a restriction on the height of the proposed development as referred to previously in this report, it is considered that the proposed development would not result in a detrimental impact on the character of the landscape, subject to an appropriate design and layout being advanced at the reserved matters stage.
- 11.3 The indicative location of the retail unit within the proposed scheme suggests that the existing stone building in that part of the site would be re-used and reference is made to the potential of doing so in the supporting information submitted with the planning application. A condition requiring the retention of this structure as part of a reserved matters scheme is recommended to ensure that this building of merit is retained. The proposals would not have an adverse impact on the setting of any listed buildings.
- 11.4 As is pointed out by one of the objectors, the site is not located within a conservation area. Even if it were, the proposed redevelopment would reduce the mass of the built form on the land in comparison with the existing development, ensuring that there would be no adverse harm to the rural character of the landscape. Whilst concerns have been raised in relation to the adverse impact of additional traffic on the tranquillity of the area through noise pollution, this impact must be considered within the context of the established use of the site. A storage and distribution use could potentially involve much larger vehicles making journeys to and from the site on a more frequent basis, which would have a more severe detrimental impact on the rural character of the site and surroundings.
- 11.5 Following the above assessment, it is considered that the development would not result in an adverse impact on the character of the site or surrounding area, subject to the imposition of height limits and the retention of the existing building of merit in the south eastern corner of the site. The layout, design and appearance of the development will all be examined in detail at the reserved matters stage.

12. RESIDENTIAL AMENITY

- 12.1 At the density proposed, it is considered that the ceiling number of dwellings (27) could be sited in a manner that would maintain the separation distances required by the Residential Design Guide SPD (21 metres where habitable room windows face each other across a common boundary and 14 metres between elevations with habitable room windows and blank elevations) to ensure that the amenity of future occupiers would be preserved.
- 12.2 The siting of the proposed number of units could also allow for suitable separation distances to the live/work units to be incorporated within the development and allow for parking areas associated with these units and the retail unit. Each element of the proposed development could be sited so as to preserve the amenity of neighbouring dwellings. Given the scale of the revised proposal, it is considered that the proposed development would

result in an improvement in the living conditions of neighbouring residents, given the fall back position of the established use of the site.

13. HIGHWAY SAFETY

- 13.1 On the basis of TRICS modelling, a scheme of 47 dwellings would result in approximately 38 trips to and from the site during the AM peak period and 43 during the PM peak period. Whilst the number of dwellings has reduced by 20 in this revised scheme, there would be traffic movements associated with the live/work units and the retail unit, although these are likely to be spread more throughout the day as opposed to being concentrated during the morning and evening peak periods.
- 13.2 Again, it is important to consider the impact of the fall-back position in relation to the industrial use of the site. The Local Highway Authority considers that a storage and distribution use of a scale that could operate on the site would generate approximately 200 vehicle movements a day. Whilst this is approximately 100 trips less than the anticipated trip generation associated with the original submission, the revised scheme would result in less movements. In addition, if the use of the employment space within the live/work units is limited to a use falling within B1 (c), the amount of heavy goods vehicles that would be accessing the site on a regular basis would be far less in the proposed development than the existing situation.
- 13.3 This evidence points to a situation in which congestion would not significantly increase and the vehicles entering and egressing the site on a regular basis would have less of an impact in terms of traffic flow and obstruction of the highway than heavy goods vehicles.
- 13.4 Whilst the indicative plans do not show two car parking spaces per dwelling, given the low density of the development, it is considered that this level of provision could be achieved. A number of the units annotated as 3 bed dwellings on the indicative site plan are shown to be as large as the 4 bed units and this is considered to be an area where more space could be created at the reserved matter stage. In the event that integrated garages are required to ensure that 2 parking spaces are provided for each dwelling, this is a matter that can be addressed under the appearance of the development, to be determined at the reserved matters stage.
- 13.5 On the basis of the evidence submitted with the planning application, the Local Highway Authority has raised no objections to the scheme, subject to the imposition of a number of conditions. It is also considered necessary to secure financial contributions towards the improvement of cycleways and footpaths in the surrounding area, alongside a requirement that the applicant enters into a legal agreement enforceable under the Highways Act to ensure that the works to facilitate the access to the development are completed to a suitable standard.
- 13.6 Conditions requiring details of the proposed access arrangements and the submission and approval of a construction environment management plan prior to the commencement of development are considered to be reasonable and are attached to the recommendation. A condition requiring the approved parking spaces to be laid out prior to the first occupation of the development can be added to a reserved matters approval as the layout is not being fixed at this outline stage.
- 13.7 Following the above assessment, taking the fall-back position into account, it is considered that the revised proposals would not result in a severe adverse impact upon highway safety. In accordance with the guidance contained within paragraph 32 of the NPPF, planning permission should not therefore be refused on the basis of highway safety.

14. FLOOD RISK/DRAINAGE

- 14.1 According to the Environment Agency's (EA) records, the south western portion of the site is located in Flood Zone 3 and is therefore considered to be at a higher risk of flooding, with the remainder of the site considered to be at lower risk. However, the applicant has submitted a Flood Risk Assessment (FRA) with the application, which indicates the results of hydraulic modelling of the adjacent River and concludes that the site is actually in Flood Zone 1 in terms of fluvial risk. The report identifies that there is a risk of surface water flooding on the site however, due to the fact that the River Medlock runs beneath the ground level of the site in a culvert and the presence of a culverted watercourse upstream from Mill Brow to the north east of the site. The FRA has been amended to overcome an initial objection from the Environment Agency.
- 14.2 The report indicates that surface water attenuation measures will be incorporated into the development at the detailed design (reserved matters) stage. The use of soft landscaping and porous materials in hard landscaping are suggested measures to be incorporated to reduce the risk of an increased rate of surface water run-off from the development. The NPPF requires a developer to demonstrate that existing surface water run-off rates are not increased as a result of a development. Given the fact that the majority of the site is currently covered by hardstanding, it is considered that this will be achievable. However there will be a requirement for an easement along the culvert through the site and measures to be put in place to reflect the higher sensitivity of residential use in terms of flood risk
- 14.3 A detailed surface water drainage strategy for the development can be secured at this outline stage, to include compliance with the principles detailed in the FRA submitted with the application. The strategy will need to include contingency measures to ensure that any potential blockage of the culverted watercourses adjacent to and beneath the site can be adequately mitigated. The LLFRA have identified the potential impact of surface water draining from the watercourse at Mill Brow towards the site. The detailed drainage strategy will need to ensure that sufficient attenuation is provided to ensure that any potential risk from this source can be adequately mitigated.
- 14.4 On the basis of the above assessment, it is considered that a development on the scale proposed can be accommodated on the site without increasing flood risk and the principle of development is therefore considered to be acceptable. This is reflected in the removal of the objection from the EA and the lack of objection from the LLFRA, subject to the imposition of the condition outlined. On the basis that the condition also requires surface and foul water to be drained from the site via separate mechanisms, United Utilities has raised no objections to the proposals.
- 14.5 Whilst the concerns expressed by residents regarding the proposed use of septic tanks to drain foul water from the development are noted, it is considered that a network of such systems could be installed and appropriate measures included to ensure that the treated water is disposed from the site appropriately. Further details of the mechanism to be employed to drain foul water from the site and the capacity of the infrastructure to be installed can be secured by condition.

15. ECOLOGY AND TREES

- 15.1 The applicant has submitted a protected species survey with the planning application. The buildings on site were assessed for bats and birds. No other ecological survey information was supplied, or information on the potential impact of the development on the ecological potential of the River Medlock. However, GMEU consider that the site has low ecological value of the site and affected section of the river the river has significantly modified through the activity associated with culverting the watercourse.

- 15.2 A condition limiting the timing of tree removal can be imposed to limit the potential impact on protected species during the breeding season. The site is separated from Rocher Vale Site of Biological Importance (SBI) by Mill Brow. GMEU consider that no direct impact on this area of high biodiversity value is likely but that increased use of this area for recreation is likely through the increase in population in the locality as a result of the development. GMEU suggest that a contribution be sought through the Section 106 Agreement to mitigate the potential impact on this designated area. As an open space contribution is required (discussed later in this report) and there are a number of Public Rights of Way in this area, it is considered that an element of this contribution could be allocated to a project to mitigate the impact of the increased use of these routes.
- 15.3 The River Medlock is culverted under the site. The EU Water Framework Directive, implemented through River Basin Management plans in the UK, requires environmental objectives be set for all rivers to enable them to achieve good status or potential for heavily modified water bodies by a defined date. One objective is to prevent further deterioration which can include changes to flow pattern, width and depth of channel, sediment availability/transport and ecology and biology.
- 15.4 As the river is culverted at this point, it is considered to have very low ecological potential. The development does not propose any changes to the current physical channel of the river. However it may have negative or positive impacts on sediment, pollutants and flow in to the Medlock as a result of the development both during and post construction, dependent on how surface water is proposed to be discharged from the site. A condition is therefore recommended to ensure that a method statement to protect the River Medlock from accidental spillages, dust and debris during the construction phase of the development is submitted and approved before works commence, to ensure that any potential adverse impact on the river is mitigated. The provision of a biodiversity enhancement scheme, including the provision of landscaped buffers to the boundaries of the site with the Rocher Valley SBI and the River Medlock can also be secured by condition.
- 15.5 In relation to the impact of the development on trees, the Borough Tree Officer has raised no objections to the proposal. It is the case that a tree survey has not been submitted in support of the application. However, due to the low amenity value of the trees and scrub within the site, the Tree Officer considers that a survey is not necessary. A significant area of trees that is the subject of a Tree Preservation Order is located to the north of the site and adequate protection measures will need to be put in place to ensure that any potential impact on these trees during the construction phase of the development is mitigated. A condition to this effect is attached to the recommendation. Details of a landscaping scheme to be incorporated into the development will need to be submitted at the reserved matters stage.

16. ENVIRONMENTAL HEALTH

- 16.1 The EHO has recommended conditions limiting the hours of works during the construction phase of the development and details of the refuse storage and collection arrangements be attached to the decision notice. Given the close proximity of neighbouring residential properties, these conditions are considered to be reasonable and are attached to the recommendation.
- 16.2 The Borough Contaminated Land Officer has not raised any objections to the proposals, subject to securing a detailed investigation into potential sources of contamination on the site by condition. The recommended condition would require any necessary remediation measures to be agreed and implemented prior to the commencement of development. This is considered to be reasonable given the brownfield nature of the site.

16.3 The south eastern and north western corners of the site are designated as higher risk in relation to coal mining legacy, with the vast majority of this site not included in this designation. Planning permission was approved in 2013 for the redevelopment of the site (when the same legacy issues applied.) Given the planning history and that the majority of the site is not designated in this regard, it is considered reasonable to condition the submission an intrusive investigation into coal mining legacy on the site prior to the commencement of development.

17. OTHER MATTERS

17.1 In relation to crime impact, the applicant has included a Crime impact Statement which details the principles to be followed to reduce the risk of crime through the design of the development. The layout of the development is to be fixed at the reserved matters stage, but, at the density proposed, it would be possible to develop a scheme that would result in surveillance of the entrance to the development, minimises the use of rear alleyways and provided appropriately robust treatments to the rear boundaries of properties. It is therefore considered reasonable to impose a condition at this outline stage requiring the developer to achieve Secured by Design accreditation from Greater Manchester Police prior to the commencement of development.

17.2 In relation to the potential impact of the development on features of archaeological importance, GMAAS has indicated that the site once formed part of Park Bridge Ironworks and the historically significant early industrial community that developed in Park Bridge. The Ironworks has been the subject of a desk-based assessment (1997) and publication (Nevell and Roberts 2003 *The Park Bridge Ironworks*) and part of the former site has been consolidated, landscaped and serves as a heritage attraction for which there is a heritage centre. Prior to the demolition of the existing buildings on the site, GMAAS would wish to see a thorough programme of archaeological building assessment and recording undertaken. This should include assessment and, where relevant, recording of the current floor surfaces. There should also be provision for an intra-demolition archaeological watching brief to be maintained to identify and record any currently concealed significant structural or functional evidence. The submission and approval of this information prior to the commencement of development can be secured by condition.

17.3 With regard to the Section 106 Agreement, it is considered reasonable to exclude the live/work units from the calculation of contributions in relation to off-site green space and education/community facilities, as the relevant UDP policies requiring these contributions relate specifically to housing.

17.4 To mitigate the impact of the 27 dwellings proposed, 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 would be £1,049.57 per dwelling (regardless of the mix advanced at the reserved matters stage), based on the Council's Developer Contributions formula, which shall be secured via a Section 106 Agreement. A scheme to upgrade the section of the Public Right of Way (PRoW) on route ASH 139 has been identified by the Borough Greenspace Development Officer as a suitable project to mitigate the impact of this development. The scheme would involve works to protect the PRoW route along the river bank from erosion, the resurfacing a section of footway and the re-boarding the bridge over the River Medway along that same route

17.5 A contribution of up to £16,104.30 (dependent upon the housing mix advanced at the reserved matters stage) is to be secured towards improved links between National Cycle Network route no. 626 and Oldham Road, to complement works already completed under the Local Sustainable Transport Fund. This would help to mitigate the impact of the

additional trips generated by the proposed development by improving the quality of facilities that enable more sustainable forms of transport.

- 17.6 In relation to other infrastructure, where a proposal exceeds 25 dwellings, policy H6 requires financial contributions towards education and other community facilities where current facilities do not have the capacity to meet the additional population of a proposed development. In this case, a sum ranging between £6,661.88 and £32,143.56 (dependent upon the housing mix advanced at the reserved matters stage) would be allocated to a scheme to extend capacity at a school in Ashton. The final details of this project will be reported to Members at the Panel meeting.
- 17.7 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, the additional traffic to be generated and the additional demand for school places), 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.
- 17.8 In relation to structural stability, conditions are attached to the recommendation to ensure that structural surveys of the retaining walls on the boundaries of the site and the ground above the culverted watercourse running through the site are undertaken prior to the commencement of development. The undertaking of these surveys and the implementation of any necessary remediation would ensure that any land stability issues are addressed prior to the construction phase of the development.

18. CONCLUSION

- 18.1 The proposal is considered to be appropriate development in the Green Belt as the scheme constitutes the redevelopment of a brownfield site in a manner that would not have an additional impact on the openness of the Green Belt than the existing development. The considerations that have led officers to this conclusion are explained in detail in the main body of the report.
- 18.2 Following amendments to reduce the number of dwellings within the proposed development to 27, the introduction of an element of employment in the form of the live/work units and a retail unit, the scheme is considered to represent a sustainable form of development.
- 18.3 The site is considered to be inappropriate as a location for a storage and distribution use, or any other industrial use, given the close proximity of neighbouring dwellings (particularly the Old Post Office on the southern boundary) and the constrained nature of the access to the site. The inclusion of live/work units and a retail unit in the revised scheme would retain an element of employment use through this mixed use development, in accordance with one of the criteria of policy E3 of the UDP.
- 18.4 It is acknowledged that the land is situated in an isolated location and that occupants of the development would be reliant on the private car to make trips to and from the site. However, this planning application must be considered within the context of the 2013 planning permission which granted consent for 26 dwellings on the site. Whilst the previous consent has lapsed, there has not been a significant change in local or national planning policy since that time which would materially affect the conclusion reached in relation to that application. This revised application now only proposes one additional dwelling and the associated impacts of that uplift are considered not to be so harmful as to warrant refusal, when considered alongside the need to boost the supply of housing within the Borough.
- 18.5 The inclusion of live/work units over and above the dwellings would result in some additional negative environmental impacts in terms of trip generation. However, as

occupants of these units would work on site, it is considered that fewer trips would be generated by these uses than the dwellings at peak periods as the occupants would not need to travel to access employment. The environmental harm associated with any trips to and from the development must also be assessed within the context of the established use, which would allow heavy goods vehicles to access the site throughout the day. In addition, the environmental harm arising from the car trips generated by the development must be weighed against the economic benefits of providing employment and the fact that the units would contribute towards the housing land supply within Tameside.

- 18.6 In relation to highway safety, whilst the constrained nature of the highway providing access to the site is noted, the fall-back position provided by the established use of the site must be taken into account when assessing the impact of the proposed development. Whilst the level of trip generation would increase, this would not be by a significant margin following the reduction in the number of dwellings by 20, given the likely variation in pattern of movements associated with the live/work units.
- 18.7 As assessed in the main body of the report, the Local Highway Authority has not objected to the proposals, subject to mitigation being secured through a Section 106 Agreement, conditions and the upgrading of the access via powers under the Highways Act. On that basis, the impact of the development upon highway safety is considered not to be severe and as such planning permission should not be refused on that basis.
- 18.8 The concerns raised by objectors to the application regarding the impact of the development on the character and historic significance of the site are noted. However, public views of the site are dominated by the modern profile sheet roofs of the existing buildings, which are not sympathetic to the character of the rural setting of site. These modifications are considered to obscure the understanding of the historic nature of industrial development on the land. The existing stone building in the south eastern part of the site is however considered to be of architectural merit and a condition is proposed to ensure that the conversion of that unit is incorporated into the scheme presented at the reserved matters stage.
- 18.9 It is considered that the site is capable of accommodating the quantum of development proposed in a manner that would preserve the residential amenity of neighbouring properties and the openness of the Green Belt, subject to the imposition of height restrictions by condition. The details of the design, layout, appearance and landscaping of the development are issues to be determined at the reserved matters stage. Following revisions to the scheme, there are no objections from any of the statutory consultees, subject to the imposition of appropriate conditions and mitigation measures to be secured through the Section 106 Agreement.
- 18.10 In weighing up all of the material planning considerations, officers consider that the proposals accord with the relevant national and local planning policies quoted above.

19. RECOMMENDATION

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

Financial contribution towards off-site green space - £1,049.57 per dwelling towards a scheme to upgrade the section of the Public Right of Way (PRoW) on route ASH 139, to protect the PRoW route from erosion, resurfacing a section of footway and re-boarding the bridge over the River Medway along that same route

Financial contribution towards Highway works – up to £16,104.30 (dependent upon the housing mix advanced at the reserved matters stage) towards improved links between

National Cycle Network route no. 626 and Oldham Road, to complement works already completed under the Local Sustainable Transport Fund

Financial contribution towards Education facilities – scheme to extend capacity at a school in Ashton – details to be confirmed and reported to Members at the Panel meeting.

Management arrangements for public space and surface water drainage within the development

Requiring a minimum of 50% of the floorspace of each of the live/work units to be used for employment

Limiting occupation of the residential space within the live/work units to those occupying the employment space within the same unit;

and the following conditions:

1. Application for approval of reserved matters must be made not later than the expiry of three years beginning with the date of this permission and the development must be begun not later than the expiry of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. Before any development is commenced approval shall first be obtained from the Local Planning Authority with respect to the reserved matters, namely the scale, appearance, layout and landscaping of the development.
3. The development hereby approved shall be carried out in accordance with the following approved plans:

1:1250 site location plan
1:1250 site plan (with height limits annotated) (received 07 June 2018)
4. The landscaping scheme to be submitted as part of the reserved matters application shall include details of the number, species and location of trees to be planted, their size on planting and details of the means of protection. The scheme shall include planting of mature specimens in north eastern corner of the site and a management plan for that area.
5. The scheme proposed by the reserved matters application shall include the retention and conversion of the stone building in the south eastern corner of the site (shown on the indicative plan submitted as part of this application as the location of the retail unit) as part of the proposal, unless supporting information is provided to demonstrate that the building is not structurally capable of being converted.
6. No development shall commence until details of the tree protection measures (meeting the requirements of BS5837:2012) to be installed around the trees to be retained within the site and adjacent to the boundaries of the land (including the protected tree adjacent to the northern boundary) during the construction phase of the development have been submitted to and approved in writing by the Local Planning Authority. The protection measures shall be implemented in accordance with the approved details prior to the commencement of development and shall be retained as such for the duration of the construction phase of the development.
7. 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.

8. 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.
9. 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.

10. 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 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 shall be implemented in accordance with the approved details prior to the occupation of any part of the development and shall be retained as such thereafter.
11. The driveways to serve the development hereby approved shall be constructed from a bound material and on a level that prevents displacement of material or surface water on to the highway and shall be retained as such thereafter.
12. No development shall commence until a Crime Impact Statement to been submitted to and approved in writing by the Local Planning Authority. The statement shall indicate how the design of the development meets the requirements of the document Secured by Design Homes 2016 or guidance which supersedes that document. The development shall be carried out in accordance with the approved details 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. The strategy shall demonstrate that foul water and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run off rates. The strategy shall include measures to control the flow of surface water from the development into the culverted watercourse below the site and attenuation measures to accommodate run off from the watercourses adjacent to the site, including the watercourse at Mill Brow. The strategy shall also include details of on-going management and maintenance arrangements (in accordance with the information required under the relevant clause of the Section 106 Agreement). The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

14. Prior to the commencement of development, details of the means of draining foul water from the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. In the event that the proposal does not include connection to the mains sewerage network, technical specifications of the infrastructure to be installed (including details of the capacity) shall be submitted. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.
15. 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 and/or affected by coal mining legacy issues 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 and/or coal mining legacy issues 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.

16. No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Tameside Planning Authority.

The WSI shall cover the following:

1. An archaeological desk based assessment.
2. A phased programme and methodology of site investigation and recording to include:
 - archaeological evaluation through trial trenching (subject to a new WSI).
 - dependent on the results from the evaluation trenches, a targeted more detailed area excavation and recording (subject to a new WSI)
3. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
4. Deposition of the final report with the Greater Manchester Historic Environment Record.

5. Dissemination of the results of the archaeological investigations commensurate with their significance.
6. Provision for archive deposition of the report and records of the site investigation.
7. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.
17. The business floorspace of the live/work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use;
18. The business floorspace of the live/work units shall not be used for any purpose other than for purposes within Class B1 (c) (office use) in the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
19. 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 (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.
20. 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.
21. No development shall commence until an Environmental Construction Method Statement detailing how pollution of the River Medlock (culverted through the site but above ground to the north west to south east of the site) and any of the watercourses adjacent to the site is to be avoided during the construction phase of the development has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
22. No development shall commence until a structural survey assessing the condition of all of the existing retaining walls within the site on the date of this notice and the ground above the culverted River Medlock running through the site has been submitted to and approved in writing by the Local Planning Authority. The survey shall detail any measures considered to be necessary to enhance the structural stability of the retaining walls. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.
23. 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.
24. 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.

25. No development shall commence until scaled plans detailing the construction of the access, including vehicular swept paths and visibility splays to be maintained free from obstruction on both sides of the access to serve the development hereby approved and details of the construction materials of the access road 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.
26. The buildings to be erected in the area hatched in green on the approved 1:1250 site plan (with height limits annotated) (received 07 June 2018) shall not exceed 9.5 metres in height to the ridge above the existing ground level as identified on the approved topographical survey (drawing no. TS12-223SC\1) submitted with the application. The buildings to be erected in the area hatched in blue on that plan, in the western part of the site, shall not exceed 7.5 metres in height to the ridge above the existing ground level as identified on the aforementioned topographical survey.
27. Prior to the first occupation of any part of the development hereby approved, details of a scheme for external lighting to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a scale plan indicating the location of the lighting to be installed, a LUX contour plan indicating the levels of light spillage and scaled elevations of lighting columns/supporting structures. The external lighting scheme 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.
28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the retail unit to be erected as part of the development hereby approved shall be occupied by a use falling within use class A1 (as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)) and for no other use.
29. The employment floorspace of each of the live/work units to be incorporated within the development hereby approved shall not operate or be open to members of the public and no deliveries shall be made to or taken from any of the units outside of the hours of between 0800 and 1800 hours Monday to Saturday and between 1000 and 1600 Sunday and Bank or Public Holidays.
30. The retail unit to be incorporated within the development hereby approved shall not operate or be open to members of the public and no deliveries shall be made to or taken from any of the units outside of the hours of between 0800 and 1800 hours Monday to Saturday and between 1000 and 1600 Sunday and Bank or Public Holidays.
31. The reserved matters application shall include a maximum number of 27 dwellings (use class C3), 10 live/work units and 1 retail unit.

Reasons for conditions

1. Required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.
2. This approval grants outline planning permission only.
3. For the avoidance of doubt.

4. To ensure appropriate landscaping of the site, to preserve the character of the surrounding area.
5. To ensure that the non-designated heritage asset is incorporated into the redevelopment of the site.
6. To ensure adequate protection of the trees to be retained on the site as part of the development.
7. To ensure that the construction materials, boundary treatments and hard landscaping to be installed preserve the character of the surrounding area.
8. In order to protect the amenities of nearby residents in accordance with Unitary Development Plan policies 1.12 and H10.
9. 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.
10. 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.
11. To ensure that the development does not result in an adverse impact upon highway safety.
12. To ensure that the design and layout of the development minimise the risk of crime.
13. To ensure that the development is served by an adequate sustainable surface water drainage system and to minimise the risk of flooding.
14. To ensure that adequate provision is made for the drainage of foul water from the development.
15. 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.
16. To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, in accordance with NPPF Section 12, Paragraph 141.
17. To ensure that the employment use of the building is safeguarded and not lost through the sub-division of the building and that the live-work units are occupied for the purposes of live work only and shall not be used as a single residential use or any other use(s) unless planning permission has been obtained to that effect.
18. To ensure that the employment use of the building is safeguarded and not lost through the sub-division of the building and that the live-work units are occupied for the purposes of live work only and shall not be used as a single residential use or any other use(s) unless planning permission has been obtained to that effect.

19. To ensure that the development would not result in an adverse impact on the openness of the Green Belt or the character of the surrounding landscape.
20. To ensure biodiversity enhancements are secured to mitigate the environmental impacts of the scheme.
21. To ensure that the proposed development does not result in harm to the biodiversity value of the adjacent River/watercourses.
22. To ensure that the development does not result in an adverse impact on the structural stability of any of the retaining walls within the site.
23. In order to prevent any habitat disturbance to nesting birds in accordance with the National Planning Policy Framework.
24. To ensure cycle storage is provided to enhance the environmental sustainability of the development.
25. To ensure that the development does not result in an adverse impact on highway safety.
26. To ensure that the development would not result in an adverse impact on the openness of the Green Belt or the character of the surrounding landscape.
27. To ensure that adequate lighting is provided to public areas and that any lighting scheme would not have an adverse impact on the character of the surrounding area.
28. To ensure that the retail unit hereby approved is retained in a use which enhances the social sustainability of the development, having regard to the relatively isolated nature of the site.
29. In order to protect the amenities of nearby residents in accordance with Unitary Development Plan policies 1.12 and H10.
30. In order to protect the amenities of nearby residents in accordance with Unitary Development Plan policies 1.12 and H10.
31. To ensure that the reserved matters application reflects the basis on which the outline planning application has been made and determined.

Informatives:

National Grid Infrastructure within close proximity of the site

Planning permission is subject to a Section 106 Agreement

Requirements under the Highways Act regarding bringing the access to the site up to adoptable standard

Outlining the applicant's responsibilities in relation to protected species

Easement in relation to culverted watercourse.