

Application Number 18/00805/FUL

Proposal	Erection of 10 dwellings, with associated access, amenity space and landscaping (amended scheme).
Site	Land On The North Side Of Manchester Road, Audenshaw, Tameside
Applicant	C/O Agent Paul Butler Associates
Recommendation	Members resolve to grant subject to recommended conditions.
Reason for report	A Speakers Panel decision is required because the application constitutes major development.

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks full planning permission for a residential development of 10 dwellings. The proposal comprises a two storey linked apartment block of 8 x 2 bedroom dwellings fronting Manchester Road with 2 x 4 bedroom detached dwellings located to the rear. Access to the site would be taken from a private Road which also serves Brooks Factory and Pearl Restaurant and Lounge. A total 10 parking spaces would be provided between the apartments and 2 parking spaces and a garage to the detached properties.
- 1.2 The application has been amended to address officer concerns relating to design and loss of protected trees. This has removed proposals to develop land fronting Ashton Hill Lane with the loss of 8 dwellings from the proposals.
- 1.3 The application has been supported with the following documents:

Design & Access Statement;
Noise Impact Assessment;
Public Utilities Report;
Air Quality Assessment;
Crime Impact Statement;
Transport Statement;
Ecological Assessment;
Arboricultural Assessment;
Flood Risk Assessment;
Energy Sustainability Assessment;
Full Plans Package.

2. SITE & SURROUNDINGS

- 2.1 The application relates to land within the curtilage of the Brooks factory within Audenshaw. The development concerns an area of the sites frontage located on the corner of the sites entrance. The land is landscaped (mainly to lawn) but also supports several trees. It is 'L' in shape and mainly flat albeit for a fall on the western edge.
- 2.2 The access road serves the factory which is located in a purpose built 2 storey structure which fronts a large surface car park located across the northern boundary of the application area. The factory and car park are separated by a mature conifer hedge. To the east, and sharing the access is the Pearl Restaurant. Manchester Road is located along the southern boundary and the western boundary includes two storey residential properties.

- 2.3 The site is enclosed by a chain link and concrete panel fence. The latter of which is partially screened by a mature hedge. There are two semi-mature Norway Maples located towards the western boundary.
- 2.4 The wider area is predominantly residential in character with some examples of commercial uses. There are bus stops immediately opposite the site which serve connections between Ashton, Audenshaw and Manchester in addition to other Tameside towns.

3. PLANNING HISTORY

- 3.1 No application relevant to housing within the site but approval has been granted on adjoining land:-
- 3.2 06/00244/FUL - Erection of 3 no dwelling houses - Approved On 05/04/2006

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:** Employment Land.

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
- 1.6 Securing Urban Regeneration
- 1.12: Ensuring an Accessible, Safe and Healthy Environment

4.5 Part 2 Policies

- E3: Established Employment Areas
- H2: Unallocated sites
- 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
- OL4: Protected Green Space.
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T10: Parking
- T11: Travel Plans.
- C1: Townscape and Urban Form
- N4: Trees and Woodland.
- N5: Trees Within Development Sites.
- N7: Protected Species
- MW11: Contaminated Land.
- U3: Water Services for Developments
- U4 Flood Prevention
- U5 Energy Efficiency

4.6 Other Policies

- Greater Manchester Spatial Framework - Publication Draft October 2016
- Residential Design Supplementary Planning Document

Trees and Landscaping on Development Sites SPD adopted in March 2007.

4.7 National Planning Policy Framework (NPPF)

Section 2 Achieving sustainable development

Section 6 Delivering a sufficient supply of homes

Section 8 Promoting healthy and safe communities

Section 9 Promoting sustainable

Section 11 Making effective use of land

Section 12 Achieving well-designed places

Section 14 Meeting the challenge of climate change, flooding and coastal change

4.8 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5. PUBLICITY CARRIED OUT

5.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement the application has been advertised as a Major Development:

- Neighbour notification letters to 44 addresses
- Display of site notices
- Advertisement in the local press

5.2 Additional neighbour notification letters have been issued to reflect amendments with the development.

6. RESPONSES FROM CONSULTÉES

6.1 Local Highway Authority – No objections, the design has been amended to reflect comments. Recommend a series of conditions.

6.2 United Utilities – Recommends inclusion of Informatives on any decision notice and a condition relating to drainage details being submitted for approval prior to commencement of development.

6.3 Greater Manchester Ecological Unit – No objections. The revised plans now retain the woodland and majority of the trees on the site, which is a much better design for ecology. Request conditions are applied to secure enhancements to biodiversity at the site.

6.4 Borough Contaminated Land Officer – No objections subject to recommended conditions requiring further site investigations. .

6.5 Borough Environment Health Officer – Note potential noise disturbance mainly from transport based traffic. Supportive of recommendations within the submitted noise assessment and request that the mitigation measures are conditioned. Further recommendation relating to controls on construction hours.

6.6 Housing Growth Officer – Preference is given to open market housing in this locality on scale of development that is proposed. .

- 6.7 Borough Tree Officer – Amendments are far better from an Arboricultural perspective. The visual amenity associated with the protected group at Ashton Hill will be retained. No objections subject to conditions for replacement planting at the site which should be of native species
- 6.8 GMP (Design for Security) – Recommend that Secure by Design Accreditation is applied for.
- 6.9 GMAAS – Satisfied that the proposed development does not threaten the known or suspected archaeological heritage. No reason to seek to impose any archaeological requirements upon the applicant.
- 6.10 TFGM – No objections. The reduction to the number of units falls below the trigger for highways review of the traffic impacts. Comments that the site is extremely well connected with public transport options.

7. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 In response to the initial round of consultation 8 letters of objection have been received from neighbouring residents in addition to a petition of 18 signatures has been received , raising the following concerns (summarised):
- General objection to the development
 - Traffic is heavily congested and the development will add to these issues
 - The piece of land on Ashton Hill Lane has been a site for wildlife for many years now the development would result in the loss of important habitat
 - Disturbance during construction
 - Loss of high amenity trees would be harmful to the character of the area
 - Loss of privacy from overlooking
 - Loss of important Green Space
 - Not enough allocated parking
 - Comment that it would be an overdevelopment of new housing in the area. Suggestions that the number of houses within the development is reduced
 - Concerns over highways safety and the conclusions of the Traffic Survey
- 7.2 In response to additional consultation undertaken to reflect amendments a further single letter of objection has been received.
- Amenity concerns about the distance to existing properties

8. ANALYSIS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 The current position is that the Development Plan consists of the policies and proposals maps of the Unitary Development Plan and the Greater Manchester Joint Waste Plan Development Document.
- 8.3 The National Planning Policy Framework (NPPF) is also an important consideration. The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision making this means:-

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-
 - o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - o specific policies in the Framework indicate development should be restricted.

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The application site is allocated within a designated Employment Area, as defined on the UDP Proposals Map. UDP policy E3 essentially seeks to protect such sites for employment generating uses. Policy also covers the acceptance of non-employment generating uses. It states that proposals for residential or mixed use development will be permitted where, following assessment of identified factors, it is considered that the Borough's housing requirements and the regeneration benefits of the development outweigh the potential of the site in its present form for further employment use. Chapter six of the Employment Land SPD expands on the assessment criteria outlined in policy E3
- 9.2 The applicants planning statement presents an assessment against policy E3 and the employment Land SPD. In summary, the following is asserted by the applicant :-
- The applicant land contributes only 0.75ha (now reduced to 0.02ha) of employment land to the overall supply of employment land in the borough
 - Acceptance to larger more strategic employment sites to housing within the locality (Robertson's Jam)
 - Site constraints recognising proximity of residential properties on Manchester Road
 - Impractical shape of the site would not facilitate an expansion of the Brooks Factory
 - Lack of 5 year housing supply
 - Sustainable credentials of site meets the presumption test
 - Effective use of land
 - The application meets the exception test of policy E3 to permit a non-employment use
- 9.3 A balancing exercise needs to be undertaken to identify whether there are material considerations that would justify a departure from established employment policy. Paragraph 120 (b) of the NPPF states that where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan, prior to updating the plan, application for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.
- 9.4 It is evident from the Employment Land Statement submitted in support of the application that in its present form the land is surplus and does not perform an active employment role. In reality there is a clear demarcation between the building and functioning employment use associated with the Brooks Factory and the land in concern. It would not be desirable nor practical to the operations of the factory to extend onto the site as this would not be conducive to the amenity of the nearest residents. It is considered that the site represents a partial infill of a larger employment allocation that would be compatible with adjoining land uses and not be prejudicial to overall employment operations.
- 9.5 With regard to the principle of the proposed residential development at the site, it is noted that the site is located within a highly sustainable location recognising the transport links and amenities on hand. The Council's current lack of a 5 year housing supply is afforded significant weight to the assessment process. The NPPF is clear that the presumption in favour of sustainable development should be applied to determine planning applications in

such instances, unless the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF as a whole. On this basis, the principle of much needed residential development on a brownfield site, within an accessible and sustainable location, directly adjacent to a Predominantly Residential Area, is considered acceptable.

- 9.6 There are no other constraints that would be preventative to the development of the land. As such, it is considered that the release of this designated employment site and the redevelopment of the site for residential purposes is clearly justified against policy E3 of the Development Plan and the proposals do not represent a departure in this particular case.

10. AFFORDABLE HOUSING

- 10.1 The Council's affordable housing policy is contained within UDP policy H4. This states that within areas where there is a demonstrable lack of market housing to meet local needs the Council will require developers to provide an element of subsidised or low cost market housing on suitable residential sites of 25 units or more.
- 10.2 The NPPF (para 64) states that major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area. This trigger point exceeds the Council's local threshold set by policy H4 of 25 units.
- 10.3 The Tameside Housing Needs Assessment was updated in September 2019. Prior to its adoption the Council's approach was to not apply the requirements of the policy on major developments above 25 units. The Assessment identifies that all development should seek to secure 15% of units on an affordable basis (As defined in Annex 2: Glossary of the NPPF) which would equate to approximately 2 units in this instance (rounded up).
- 10.4 Amendments to the design have resulted in the loss of 8 dwellings from the proposals. The Housing Needs Assessment identifies a requirement for larger housing within Tameside and an overriding need for market housing. Tameside's Affordable housing is largely met through the housing programmes implemented by the Housing associations. In the context of Audenshaw consultation with the Housing Growth Officer confirms that in the applications circumstances there would be viability issues presented should a contribution be sought. The scale of the development falls below the affordable housing required for the area, as such it would not be desirable to pursue an affordable housing contribution as this would present recognised viability issues. It remains that preference be given to securing open market housing within a recognised period of under supply. A contribution is therefore not sought.

11. DESIGN AND VISUAL AMENITY

- 11.1 The application has seen significant amendments to the overall design and scale of the development. These amendments have omitted any proposals to develop land fronting Ashton Hill Road which will be retained in its current amenity function. The development is therefore concentrated on the Manchester Road Junction which is shared with the Brooks Factory and adjacent Pearl Restaurant.
- 11.2 The application concerns only the area of land fronting the Brooks Factory Entrance. The layout comprises two distinct elements, that of the apartment block to the highway frontage, and the detached properties located to the rear of the site which would be outside of public view. The property arrangement makes efficient use of the land, the apartments would successfully frame the highways on a relatively prominent corner plot providing a desirable

active frontage and enclosure of the street. The apartment block would sit within a landscaped curtilage which would enhance the overall setting and its response to the street scene. This would 'open up' the site in comparison with the mixture of concrete and chain-link fence which currently exist.

- 11.3 The landscaping would provide a welcomed soft edge to the development which would be of amenity benefit the residents and the character of the locality alike. The apartment block would frame the established Norway Maple tree which would provide a focal point to the development.
- 11.4 The scale and materials are comparable to that of the 1930's housing stock located across the western boundary. The apartments would observe the established building line of these properties. Whilst the design would be more contemporary, it would make subtle references to these houses through the use of feature bays, overall window proportions and feature pitched gables along with the predominant use of a red brick.
- 11.5 The detached properties would be located at the end of the cul-de-sac that would be created off the current access road. These along with the northern gable of the apartment block would frame the highway and provide passive surveillance of the access and parking areas.
- 11.6 The layout identifies that parking would be integrated into the design outside of main public vistas to reduce the overall dominance of hard surfacing. Provision is also made within the layout to accommodate appropriate levels of visitor parking within the street and for screened bin storage.
- 11.7 Within the development boundaries would consist of a mixture of treatment the exact details of which would need to be addressed by way of a condition. The aim being to create private defensible space and also provides a suitable finish to the public areas that ensures relevant privacy standards are achieved. Where space allows frontages would support planting in the form of trees and shrubs, this in turn provides a visual benefit by softening the sites overall appearance by enhancing the setting of individual plots.
- 11.8 Overall the design approach would be sympathetic in terms of its siting, scale, massing, design, roofline, materials and landscaping, it would build upon local distinctiveness of the street scene. The density of development reflects that which prevails within the locality and strikes the correct balance between the need to protect residential amenity, local character, and the efficient use of land in accordance with the provisions of policy H10 and the adopted SPD which stress the importance of residential development being of an appropriate design, scale, density and layout.

12. DESIGN & RESIDENTIAL AMENITY

- 12.1 The Design of Residential Development SPD identifies standards for new residential development. It is important that new residential developments achieve appropriate levels of amenity for proposed residents whilst not adversely affecting existing residents. This is mainly achieved by ensuring that developments adhere to inter-house spacing policy in terms of their position, scale and orientation in relation to existing properties. In this regard the SPD states that a distance of 21 metres should be achieved between private (rear) elevations, 14 metres between a principle and non-principle elevation.
- 12.2 The detached properties would be positioned in a back to back arrangement to the bungalows on Heather Grove. Existing tree foliage would be retained and the addition of boundary fences would secure privacy to existing and proposed residents alike which would be located over 30m away even when accounting for the change in levels. Subject

to the safeguarding of the recommended conditions it is considered that levels of amenity and overall privacy of existing residents would be acceptable.

- 12.3 It is considered that the occupants of the dwellings would be served with a good level of amenity. External noise level would be controlled by boundary treatments, glazing specification and controlled ventilation. The design of the properties meets technical guidelines for room sizes with good separation between habitable and non-habitable areas. The outside amenity space for the apartment and housing occupants alike is also well proportioned and provides secure and private garden space.
- 12.4 The site is within the urban area, and is in an accessible and sustainable location. It is located close to a high frequency bus route with amenities immediately on hand to serve future residents. Access to recreation facilities including formal sports provision is also on hand which will complement future residents' level of amenity.
- 12.5 The layout and form of development represents a considered response to its context, and would avoid any undue impact on the amenity of neighbouring properties which overlook the site, and for future occupiers by reason of visual intrusion, overshadowing, loss of daylight, overlooking or loss of privacy and accords with the provisions of policy H10.

13. HIGHWAY SAFETY

- 13.1 All properties would take pedestrian and vehicle access from a new cul-de-sac off the existing access to the Brook Factory. The Highways Authority comment that the access arrangements are suitable to protect all road users. The road within the development is designed to ensure that vehicle speeds are low on the approach to the site access.
- 13.2 In line with the maximum standards of the adopted SPD on parking the detached properties would have 2 off street parking spaces in addition to a garage. The apartments would have 10 parking spaces including dedicated disabled provision. The position and orientation of the properties and apartments ensures that these parking spaces are accessible and in the interests of security are also covered by good surveillance. The internal road layout is capable of accommodating ample visitor parking along with manoeuvring for refuse vehicles.
- 13.3 Traffic movements to and from the site would be acceptable in terms of local capacity and no-off site mitigation is required to address the scale of development. The site is well located in relation to public transport, being situated off the A635 Manchester Road. There are bus stops outside the site on Manchester Road offering access to destinations between Shudehill and Ashton-Under-Lyne at hourly intervals. Further services at more frequent 10 minute intervals between Manchester City Centre and Ashton-Under-Lyne are available from stops along Audenshaw Road, via a 2 minute walk from the site. The Audenshaw Metrolink stop serving Eccles to Ashton-Under-Lyne, including stops within the Regional Centre, is located within a circa 11 minute walk of the site, with services at 12 minute intervals. In addition to this Fairfield Rail Station is located within a 7 minute walk of the site and offers services to destinations including Rose Hill Marple and Manchester Piccadilly. As such it is considered that future residents will be provided with genuine alternatives to travel by car.
- 13.4 Overall the site is within a very accessible location. The access and parking arrangements have been designed in conjunction with advice given from the Highways Authority and they have raised no objections. Therefore subject to the recommended conditions, it is considered that the development adheres to the provisions of policies T1 and T10.

14. LANDSCAPING & ECOLOGY

- 14.1 The majority of tree cover would be retained within the site. The development does require the removal of Norway Maple which is identified as a category C specimen. A full soft landscaping strategy has been provided. Consultation with the Tree Officer confirms acceptance to the proposal identifying the proposed landscaping would achieve an acceptable level of mitigation and overall enhancement in tree cover at the site.
- 14.2 All trees to be retained on the site would be protected from the development to prevent damage to the root system and ensure their future retention.
- 14.3 Section 11 of the NPPF advocates biodiversity enhancement. The biodiversity value of the site could be enhanced as part of the landscaping proposals to be approved by condition. GMEU advise that this should include locally native species to benefit and maintain wildlife connectivity in addition to the fixture of bat and bird boxes to the each of the dwellings.

15. DRAINAGE

- 15.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities have confirmed that the foul water drainage flows from the development can be accommodated into the existing network the apparatus for which is located within the surrounding highway to the site. .
- 15.2 The site would be positively drained and the attenuation of surface water would ensure that greenfield run-off rates can be achieved. Subject to the safeguarding of the recommended conditions requiring drainage details to be submitted no objections are raised from a drainage perspective.

16. GROUND CONDITIONS

- 16.1 The Coal Authority records indicate that the site is not within a high risk mining area therefore any approval would be subject to the Coal authority's standing advice. .
- 16.2 Consultation with the Contaminated Land Officer confirms that no objections are raised subject to the further site investigations being undertaken. This would be secured through the requirements of a planning condition.

17. CONTRIBUTIONS

- 17.1 In accordance with the Written Ministerial Statement (WMS) of 28 November 2014, no tariff based contributions are to be sought in relation to open space or education provision, as the proposal would not exceed 10 dwellings. The WMS is a material planning consideration, forming part of the Planning Practice Guidance. Given the need to boost the supply of housing in sustainable locations, as required by Section 5 of the NPPF, it is considered that financial contributions are not necessary to make the scheme acceptable in planning terms.

18. CONCLUSION

- 18.1 The location of the site within an allocated Employment Area and the requirements of saved UDP policy E3 are acknowledged. However, it is considered that in the applications circumstances the area of land is surplus to employment requirements and its

redevelopment for residential purposes would make for an efficient use of land which is compatible with adjoining uses and not prejudicial to the applicant's on-going employment operations at the Brooks factory. Further weight is afforded for the proposed residential development due to the accessible and sustainable location of the site and the provision of much needed residential development on a previously developed, brownfield site, at a time of housing under-supply within the Borough.

- 18.2 On the basis of the submitted amended scheme, no objections are raised from the Highway Engineer, with regard to the issues of access, highway safety, traffic generation and parking.
- 18.3 It is considered that the proposal could be successfully accommodated on the site without causing undue harm to the visual amenity of the area or the residential amenity of surrounding properties. In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable in terms of its impact on trees; impact on ecology and protected species; flood risk and drainage.
- 18.4 Taking into account the relevant development plan policies and other material considerations, subject to the identified mitigation measures, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission. The proposals represent a highly efficient development on an underutilised site within an established urban area site that would meet sustainability requirements, and contribute positively to the Boroughs affordable housing supply.

19. RECOMMENDATION:

Grant subject to the recommended 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:
 - Tree Protection plan Dwg 17215-0301 Rev P00
 - Arboricultural Impact Assessment Dwg 17215-0302 Rev P00
 - Location & Ownership Plan Dwg 17215-0303 Rev P02
 - Proposed Site Plan Dwg 17215-0305 Rev P02
 - 2 Bed Flats Proposed Ground Floor Plans Dwg 17215-0309 Rev P01
 - 2 Bed Flats Proposed First Floor Plans Dwg 17215-0310 Rev P01
 - 2 Bed Flats Proposed Elevations AA BB Dwg 17215-0311 Rev P01
 - 2 Bed Flats Proposed Elevations CC DD EE FF GG Dwg 17215-0312 Rev P01
 - 2 Bed Flats Proposed Street View Scenes Dwg 17215-0313 Rev P01
 - 2 Bed Flats Proposed Street Elevations Dwg 17215-0314 Rev P01
 - 4 Bed detached Proposed Floor Plans Dwg 17215-0315 Rev P01
 - 4 Bed Detached Proposed Street Elevations AA BB Dwg 17215-0316 Rev P01
 - 4 Bed Detached Proposed Street Elevation CC DD Dwg 17215-0317 Rev P01
 - 4 Bed Detached Proposed Street View Scene Dwg 17215-0318 Rev P01
 - Design & Access Statement – January 218
 - Air Quality Assessment ref 1947r3 August 2018
 - Noise Impact Assessment Ref AC104554-1R1
 - Crime Impact Statement January 2018 ref 2017/1118/CIS/01
 - Transport Statement ref 065429/TS August 2014
 - Energy & Sustainability Statement dated 23rd August 2018
 - Ecological Assessment Rev 02 dated 12/12/17
 - Flood Risk Assessment Rev C 23/08/18

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. 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.
5. Development shall not commence until 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 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, unless otherwise agreed by the Local Planning Authority.

6. 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.
7. Before the use hereby permitted commences, details of the refuse and recycling storage, including siting, form and size of bins, to serve the residential flats aspect of the development shall be submitted to and approved in writing by the Local Planning Authority. The refuse and recycling storage facilities shall be provided in accordance with the approved details prior to the occupation of these flats and shall be retained thereafter.

8. No development shall commence until full design details of the mitigation measures recommended in REC's Noise Impact Assessment report, reference AC104554-1R1, dated 11th January 2018, have been submitted to and approved in writing by the Local Planning Authority. The design details shall include:
- scaled plans showing the exact location and elevations of the acoustic fencing to be installed, the materials to be used and the manufacturers specification of the fencing; and
 - scaled plans showing the location of windows to be treated with high specification glazing and ventilation, the specifications of the glazing to be used and the type and specification of the acoustic ventilation to be fitted.
- The noise mitigation measures shall be implemented in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter. Written proof shall be provided to the Local Planning Authority that all mitigation measures have been installed in accordance with the agreed details.
9. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.
10. A scheme for the Biodiversity Enhancement Measures, as set out in section 5 of the Ecological Assessment by Urban Green dated December 2017 ref: 11674 shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.
11. The car parking indicated on the approved plan Dwg 17215-0305 Rev P02 shall be provided to the full satisfaction of the Local Planning Authority and thereafter kept unobstructed and available for its intended purpose. Parking areas or driveways must be at least 3.1 metres wide and 6 metres long or 5.5 metres long where in front of a garage. The areas shall be maintained and kept available for the parking of vehicles at all times.
12. Prior to commencement of work on site the applicant shall undertake a condition and dilapidations survey of the highway fronting the site and giving access to the site and prepare and submit a report to the Engineering Operations Manager. The developer will be responsible for making good any damage caused to the highway by the development works or by persons working on or delivering to the development. Any damage caused to the street during the development period shall be reinstated to the full satisfaction of the Highway Authority prior to the occupation of any part of the development.
13. 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.

14. The development shall not commence until details of the road works and traffic management measures necessary to secure satisfactory access to the site have been submitted to and approved in writing by the Local Authority. The approved works shall be completed to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development.
15. No development shall commence until tree protection measures to meet the requirements of BS5837:2012 have been installed around all of the trees on the site to be retained (including the trees protected by Tree Preservation Orders within the site and adjacent to the boundaries of the land.) These measures shall remain in place throughout the duration of the demolition and construction phases of the development, in accordance with the approved details.
16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the dwellings which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.
17. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details shall include all surface treatments and shall be implemented prior to the occupation of the dwellings.
18. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.