

# APPLICATION REPORT - PA/342255/18

Planning Committee, 16 January, 2019

**Registration Date:** 01/10/2018  
**Ward:** Werneth

**Application Reference:** PA/342255/18  
**Type of Application:** Outline Planning Permission

**Proposal:** Outline planning application for residential use at Hartford Mill and surrounding land at Block Lane and Edward Street. All matters reserved. Submitted in conjunction with LB/342254/18 seeking consent to demolish a listed building at Hartford Mill.

**Location:** HARTFORD MILL, Block Lane, Oldham, OL9 7SX  
**Case Officer:** Graham Dickman

**Applicant Agent :** Oldham Council

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## THE SITE

This application relates to 3.24 hectares of land located 1.5km to the west of Oldham town centre. The site is dominated by the large Grade II listed Hartford Mill which occupies a central position on the site, which otherwise contains large areas of vacant, cleared land and natural vegetation. Land levels fall gradually in an east to west direction.

The scale of the building ensures that it dominates the surrounding townscape; its presence increased by the undeveloped land to the north and east/south-east. In particular, the building is highly visible from the Metrolink tram line, and Freehold tram stop, which occupies an elevated position immediately to the north-west of the site.

A small housing estate of two-storey dwellings, Ridings Way, adjoins the site immediately to the west, with the modern, single storey buildings of Freehold Community Academy located to the south-west. Across the presently open land to the east are residential properties on Milne Street, Tamworth Street, and Edward Street. A more modern housing estate lies across Edward Street to the north-east.

## THE PROPOSAL

This is an outline planning application for residential development with all detailed matters reserved for subsequent approval. The proposal is submitted in conjunction with a Listed Building Consent application (LB/342254/18) seeking listed building consent to demolish the listed Hartford Mill.

Indicative layouts have been submitted. However, these do not form part of the application.

The following supporting documents have also been submitted with this application:

- Transport Statement
- Flood Risk Assessment
- Phase 1 Contamination Survey
- Ecological Survey and Assessment
- Building Appraisal
- Structural Assessment
- Heritage Statement

## RELEVANT PLANNING HISTORY OF THE SITE:

LB/342254/18 – Complete demolition of a listed building at Hartford Mill in association with proposed outline application for residential development (PA/342255/18). Pending determination.

PA/333994/13 and LB/333995/13 - Installation of 6 antennas, 2 equipment cabins, and ancillary development. Planning permission and Listed building consent granted 23 July 2013.

PA/051333/06 - Outline application for residential development and associated works. All matters reserved. Approved 30 June 2006.

PA/051332/06 - Change of use from industry to residential accommodation and associated works. Approved 30 June 2006.

## CONSULTATIONS

Highway Engineer	No objections subject to a condition requiring the approval of reserved matters to include detailed measures to ensure adequate highway and drainage standards.
Environmental Health	Conditions will be required in respect of the need for a landfill gas and land contamination assessment; to ensure nearby properties are protected from noise and vibration during demolition; and for measures to reduce air pollution by enabling charging of plug-in and other ultra-low emission vehicles.
The Coal Authority	No objection subject to the imposition of a pre-commencement condition to secure the undertaking of intrusive site investigations, prior to the commencement of development, to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site.
LLFA	No comments received.
Greater Manchester Ecology Unit	The ecology survey and assessment report has recorded minor bat use of the Mill building by a relatively common species of bat (Pipistrelle). Therefore, subject to mitigation measures being conditioned for implementation (as described in the Ecology survey report) which would avoid any possible harm to bats, the conservation status of bats is capable of being maintained. The applicant should be advised that a protected species licence may need to be obtained from Natural England before undertaking any works that could cause harm to bats.
Greater Manchester Police Architectural Liaison Unit Historic England	A Crime Impact Assessment will be required as part of any detailed application. Whilst the loss of this landmark structure is highly regrettable, it is recognised that there are a number of issues relating to the retention and reuse of the building which create a huge conservation deficit.  Should permission be granted, this should be subject to achievement of the public benefit associated with redevelopment of the site and therefore no demolition should be permitted until a reserved matters application

United Utilities

has been approved, and a contract for the construction of the dwellings entered into.

No objection subject to the site being drained on separate foul and surface water systems, with conditions to ensure the submission of a full drainage scheme based on sustainable drainage principles.

Transport for Greater Manchester

No objection in principle. The development should improve passive surveillance at the Freehold tram stop, and the layout should be designed to improve access. Conditions are recommended in relation to the need for a Travel Plan, a Construction Management Plan, controls on works in proximity to the tram line, sound insulation of proposed houses, and adequate boundary fencing.

## REPRESENTATIONS

The application has been advertised by press and site notice and the occupiers of 85 properties in the vicinity of the site have been notified.

4 written representations have been received raising the following issues:

- The mill attracts anti-social behaviour and fly-tipping and its demolition would be welcomed;
- The impact of family homes on school places should be considered;
- The design and relationship to existing houses needs consideration;
- The access position from Edward Street should be re-thought.

## PLANNING POLICY SETTING

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, to the extent that development plan policies are material to an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. This requirement is reiterated in Paragraph 2 of the National Planning Policy Framework (NPPF).

In this case the 'development plan' is the Joint Development Plan Document (DPD) which forms part of the Local Development Framework for Oldham. It contains the Core Strategies and Development Management policies used to assess and determine planning applications.

The majority of the site is a saved Unitary Development Plan (UDP) Phase 1 housing allocation which is included in the adopted DPD (reference H1.1.27 Hartford Mill/Land off Milne Street, Oldham). The site also incorporates land beyond the allocation boundary to include two cleared sites (formerly terraced properties) along Edward Street, and land bounding the tram line.

The following policies are considered relevant:

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- Policy 1 - Climate change and sustainable development
- Policy 2 - Communities
- Policy 3 - An address of choice
- Policy 4 - Promoting Sustainable Regeneration and Prosperity
- Policy 5 - Promoting accessibility and sustainable transport options
- Policy 6 - Green Infrastructure
- Policy 9 - Local Environment
- Policy 10 - Affordable Housing
- Policy 11 - Housing
- Policy 13 - Employment Areas
- Policy 14 - Supporting Oldham's Economy
- Policy 17 - Gateways and corridors

Policy 18 – Energy  
Policy 19 – Water and Flooding  
Policy 20 – Design  
Policy 21 – Protecting Natural Environmental Assets  
Policy 22 – Protecting Open Land  
Policy 23 - Open spaces and sports.  
Policy 24 – Historic Environment  
Policy 25 – Developer Contributions

Saved UDP Policy

D1.5 - Protection of Trees on Development Sites

## **PLANNING CONSIDERATIONS**

### **Principle of Development**

The National Planning Policy Framework (NPPF) notes the purpose of the planning system to contribute to the achievement of sustainable development which comprises 3 overarching objectives – an economic objective, to ensure that sufficient land of the right types is available in the right places and at the right time to support growth; a social objective, supporting strong, vibrant and healthy communities by providing sufficient homes to meet the needs of present and future generations, with accessible services and open spaces; and an environmental objective, contributing to the protection of the natural, built and historic environment.

DPD Policy 1, in the context of this application, seeks the effective and efficient use of land, prioritising development on previously developed land. However, it also states that residential development should be focused on land in sustainable and accessible locations and should be of high quality and respect the local character of the environment.

Annex 2 of the NPPF defines "previously developed land" as land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure, noting that it should not be assumed that the whole of the curtilage should be developed.

Policy 1 also states that planning applications for residential development will be permitted where the site is allocated for residential development and has come forward in line with the council's approach to phasing.

The site is a Phase 1 housing allocation and therefore the principle of residential development in this location is considered acceptable. It is within a former Housing Market Renewal area and has previously been granted outline permission for residential development subject to legal agreement (PA/051333/06).

The site is also included in the Council's Strategic Housing Land Availability Assessment (SHLAA) and the Brownfield Register, indicating that it is considered suitable, available and achievable for residential development. Whilst appearing in a SHLAA does not automatically infer that permission will be granted for housing, its inclusion in this, along with its allocation in the Local Plan, is a reflection of the support for the site as housing land.

DPD Policy 3 similarly gives preference to the use of previously developed sites for residential development and notes that the availability of such land, both in the locality and boroughwide, as assessed by the Council's monitoring arrangements, will be the first consideration when determining applications on greenfield sites. This Policy also clarifies the Council's aims to promote development in sustainable locations.

Policy 3 states that developments will be considered favourably where they satisfy three criteria:

(i) a deliverable 5-year supply of housing land cannot be demonstrated,

(ii) it contributes towards the delivery of the borough's regeneration priorities, or,  
(iii) it contributes to the delivery of affordable housing that meets the local affordable housing needs.

The majority of the site has previously been identified for future housing development covering the site of the mill and its curtilage, and includes land beyond the allocation boundary comprising two cleared sites (formerly terraced properties) along Edward Street, and land bounding the tram line.

The development of the site would provide much needed housing investment on a previously developed site which will assist the Council's housing land supply position.

Policy 11 requires new residential development to deliver a mix of appropriate housing types, sizes and tenures. These details will form part of a subsequent reserved matters application.

### **Sustainable location**

DPD Policy 3 further acknowledges the contribution that residential development can make to the housing market providing they are in sustainable locations. It specifically states that residential development (for 'major' category proposals such as this) should be within 480m or a ten-minute walk of at least three 'key services' which are taken to include areas of employment, major retail centres, local shopping parades, health related facilities and services, schools, post offices and community uses.

The proposal would be considered to be major development which, according to policy 3, should have access to at least three key services. The site has access to at least four key services, including Freehold Academy, Werneth Primary Care Centre, the Dog Inn, and nearby employment areas and retail outlets.

DPD Policy 5 requires major development to achieve 'high accessibility' as a minimum which is defined as being within approximately 400m of a frequent bus route or approximately 800m of a rail station or Metrolink stop.

The site is adjacent to Freehold Metrolink station, and within 400m of frequent bus routes operating along Edward Street, Block Lane, and Manchester Street providing services to Oldham, Manchester, and Middleton. It therefore comprises a highly sustainable location and accords with this policy.

### **Contribution to affordable housing**

DPD Policy 10 states that all residential development of 15 dwellings and above will be required to provide an appropriate level of affordable housing provision, with the target being 7.5% of the total development sales value to go towards the delivery of affordable housing, unless it can be clearly demonstrated that this is not viable. This is expected on-site unless there are exceptional circumstances that would justify the acceptance of off-site provision or a financial contribution in lieu of provision.

As the application is for outline permission, no precise detail on the type of housing to be offered has been submitted. However, the development would be expected to provide an appropriate contribution to affordable housing, unless the applicant can clearly demonstrate that this is not feasible given the financial constraints on development of the site.

### **Open space provision**

DPD Policy 23 seeks to protect, promote and enhance existing open space in the borough. The policy sets out six circumstances where the loss of open space will be permitted. The application does not function as open space.

There is a small play area to the east of the site. However, this falls outside the proposed development boundary. This is identified in the Council's Open Space Study as 'Edward St.

play area' with a quality rating of 75%.

To have sufficient provision of open space, an area should meet the provision standards for quality, quantity and accessibility per 1000 population. The "area" this refers to the Lower Super Output Area (LSOA) in which the application site is located. The LSOA is a geographical unit in which there is a population of 1000 people. If a site is deficient in at least one of the quality, quantity and accessibility standards of a type of open space it should be classed as 'deficient' in that open space type. An assessment of open space in the area shows that there is a deficiency (in relation to accessibility, quantity or quality) in all types of required open space except provision for young people.

As part of the detailed application it will need to be determined if there is an acceptable amount of space for the scale of the development and the additional residents that this will generate. If this open space is not seen to be sufficient, an additional financial contribution may also need to be offered, in line with the standards set out in Policy 23 and the Council's Interim Open Space Planning Position Paper (2012). Further detail on this can be provided once an assessment has been undertaken on the sufficiency of the proposed open space and when it is known how many bedrooms the development is likely to provide at Reserved Matters stage.

### **Highways and Access Issues.**

The application is supported by a Transport Statement which has considered the accessibility of the site, and the impact of potential traffic flows on the highway network.

The report concludes that the development will have minimal impact on the operation of the local highway network and that safe and efficient access to the site can be achieved. It also notes that the site is located within a sustainable area, with day to day amenities in the vicinity, existing and new pedestrian routes will serve the development, and it benefits from easy access to the Freehold Metrolink tram stop and local bus routes.

It is important that the final layout has due regard to the tram stop and to other public transport options in the locality for both existing and new residents, and serves to encourage and facilitate use of sustainable transport modes. This will be addressed at Reserved Matters stage. A Travel Plan will consequently also be a requirement of any detailed application.

Transport for Greater Manchester has also assessed the likely trip generation and concluded that this would exceed that set out in the Transport Statement. Therefore, it has referred consideration back to the Council to determine whether further assessment work is required. However, the Council's Highway Officer supports the findings in the Statement, and raises no objections to the application subject to full details of access, the Travel Plan, parking, and drainage being provided as part of the reserved matters submission.

Consequently, there is no evidence to suggest that the development cannot be adequately accommodated on the local highway network.

### **Amenity issues**

DPD Policy 9 requires that development does not adversely affect the environment or human health caused by air quality, odour, noise, vibration or light pollution, or cause significant harm to the amenity of existing and future occupants through impacts on privacy, safety, security, noise, pollution, visual appearance of an area, access to daylight, and other nuisances. Policy 20 requires that new development should have regard to local character, safety and inclusion, diversity, ease of movement, legibility, adaptability, sustainability, designing for future maintenance, good streets and spaces, and well-designed buildings.

Paragraph 127 of the NPPF further requires that new development achieves a high standard of amenity for existing and future users.

The site is located within a primarily residential setting and therefore would represent an

appropriate land use in this context. Furthermore, the removal of the existing derelict mill building and enhancement of the associated open areas which are subject to anti-social behaviour would of itself substantially enhance the day to day experiences of nearby residents.

The application is in outline form with all detailed matters reserved, and therefore direct impacts on neighbouring properties cannot be assessed at this stage. However, it is evident that sufficient land is available to ensure that future relationships between buildings can achieve a satisfactory standard of amenity for both existing and future residents.

Development of the site will necessitate the demolition of the existing mill building. This is a large structure and the undertaking of such works has the potential to create significant disturbance for local residents. For this reason, it is considered necessary that any approval includes a requirement for a demolition methodology to be submitted and approved before such works commence.

### **Trees and Ecology**

DPD Policy 6 indicates that developments should promote and enhance the borough's Green Infrastructure network, which includes areas of open space.

DPD Policy 21 states that development proposals should protect, conserve and enhance biodiversity and geodiversity, designated nature conservation sites, legally protected species and their habitats and Local Nature Reserves, and other non-designated sites containing substantive nature conservation value of local significance. Saved UDP policy D1.5 encourages, where possible, the retention of existing trees on development sites. Where losses are permitted, these should be compensated for by replacement planting.

The application is accompanied by an Ecological Survey and Assessment which looked at both the mill building and surrounding open land with surveys carried out between May and September 2017. The land surrounding the mill is colonised by unmanaged rank neutral grassland with some self-seeded willow and birch specimens.

The site has no statutory or non-statutory designation for nature conservation and does not contain any Priority Habitats. With the exception of the bat survey referenced below, no protected species were identified.

Hartford Mill has been assessed as having no suitability for bats which are known to roost in voids, such as brown long-eared, and to be of low suitability for use by crevice dwelling species, such as common pipistrelle. However, a survey in August 2017 identified two common pipistrelle bat day roosts on the mill.

Consequently, an appropriate Natural England Licence will be required to legally proceed with the works and destroy the roosts. However, it is considered that the three tests of the Conservation of Habitats and Species Regulations 2017 can be met, and therefore, planning permission in respect of the mill could be granted, subject to the developer satisfying other necessary legal requirements.

On this basis, the Greater Manchester Ecology Unit has raised no objections to the development.

Landscaping forms part of the reserved matters for subsequent approval. Whilst established trees on site comprise self-seeded, unmanaged specimens, a future application will be required to demonstrate that appropriate measures have been adopted to ensure the protection and incorporation of existing greenery where this contributes to the existing environment, or the amenity of neighbouring residents.

### **Drainage and Flood Risk**

DPD Policy 19 seeks to direct development away from areas at risk of flooding and encourages the use of sustainable drainage systems (SUDS) in new development. Criterion

(b) of the policy states that developments must minimise the impact of development on surface water run-off. The allowable discharge rates must be agreed with the council for all developments, which must where possible be achieved through the implementation of SUDS.

A Flood Risk Assessment has been submitted in association with the application. The site has been identified as falling within Flood Zone 1 with the lowest probability of flooding. It is however recommended that a sustainable drainage system is incorporated into the development.

### **Demolition of the Listed Building**

Justification for the demolition of the Grade II listed Hartford Mill is set out in detail in the report associated with the application for listed building consent (LB/342254/18) which is also included on this Committee agenda, and is applicable to the determination of this application.

### **Conclusion**

Based on emerging requirements for housing delivery, it is likely that the borough will have a shortfall of housing land. The site is allocated for housing in the current Local Plan and is included in the 2018 SHLAA. The site also still has to be assessed against relevant policy – in particular in this case, policy and legislation relating to the demolition of a listed building, and alongside the criteria included in the presumption in favour of sustainable development. This has been appropriately demonstrated in the accompanying application for listed building consent

The developer is required to provide affordable housing on a development of this scale and will need to provide further information in line with Policy 10, either setting out the affordable housing provision that will be made or a clear demonstration as to why it is not viable to provide affordable housing in this instance.

Having balanced all relevant planning considerations, it is concluded that the proposal will make a significant contribution towards the regeneration of this area of Oldham, and has the potential to act as a catalyst for further regeneration initiatives in the vicinity and the wider borough. The proposed use can be accommodated without any negative impacts in respect of traffic generation and local amenity, and in fact is likely to lead to an improvement in access to public transport and the local environment.

It is therefore considered that the scheme is in accordance with relevant local and national planning policies, and is consequently recommended for approval.

### **RECOMMENDATION**

It is recommended that Committee resolves:

1. To approve the application subject to the following conditions and to the applicant entering into a Section 106 agreement in relation to ensuring appropriate contributions towards affordable housing and public open space, and
2. To authorise the Head of Planning & Development Management to issue the decision notice upon satisfactory completion of the agreement.

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or two years from the date of approval of the last of the reserved matters.

Reason - To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.



2. Approval of the Reserved Matters of 1) Access 2) Appearance 3) Landscaping 4) Layout and 5) Scale shall be obtained from the Local Planning Authority in writing before any development is commenced and the development shall be carried out as approved.

Reason - To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby approved shall be carried out in respect of the site indicated on the Location Plan reference 5124-HMA-HM-L0-DR-A-00001 received 28 August 2018.

Reason – For the avoidance of doubt

4. No demolition of Hartford Mill shall commence until:-

- a) Reserved matters pursuant to outline planning permission PA/342255/18 have been approved by the Local Planning Authority; and  
b) A contract for the construction of the dwellings approved by planning permission PA/342255/18 has been submitted to and approved in writing by the local planning authority in consultation with Historic England and subsequently entered into and a copy of the completed contract provided to the Local Planning Authority.

Reason – To ensure that the public benefits associated with the demolition of the mill can be achieved to meet the requirements of the Planning (Listed Building & Conservation Areas) Act 1990 and to accord with paragraph 198 of the National Planning Policy Framework.

5. Any application for the approval of reserved matters in respect of the Layout of the development shall be accompanied by the following information:

- (i) a full site survey showing:
- the datum used to calibrate the site levels
  - levels along all site boundaries
  - levels across the site at regular intervals
  - floor levels of adjoining buildings
- (ii) where known, full details of the proposed finished floor levels of all buildings and proposed levels for external areas.
- The development shall be implemented only in full accordance with the approved details.

Reason – In order to secure a satisfactory appearance and relationship to neighbouring properties.

6. Any application for the approval of reserved matters in respect of Layout shall be accompanied by an accurate tree survey, including any measures to protect trees identified as worthy of protection. The survey details shall indicate species, position, height, girth, crown spread, health, condition, structural defects, life expectancy and desirability for retention of all existing trees, shrubs and hedgerows within the site and on land adjacent to the development which may be affected by it. On the plan shall be marked the positions of spot heights, changes of levels, all proposed buildings, hard landscaping, roads, service trenches and footpaths. The plan shall indicate all trees, shrubs and hedgerows it is proposed to prune or remove, to BS3998.

Reason – To ensure the protection of trees within the site which are of ecological or

arboricultural value.

7. Prior to first occupation of any dwelling hereby approved, an interim green travel plan for the development shall be submitted to and approved in writing by the Local Planning Authority. Following approval of the interim plan, the developer shall submit a full travel plan for the written approval of the local planning authority which shall be implemented within 3 months of first occupation of any dwelling.

Reason – To ensure the development accords with sustainable transport policies in order to promote sustainable modes of transport.

8. Prior to the commencement of any development, other than the demolition of Hartford Mill, a Coal Mining Risk Assessment to undertake intrusive site investigation works, detailing the mining position and any structural precautions which may be necessary, including how the foundations of the buildings shall be re-inforced, the buildings strengthened and the ground forming the site treated, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out except in complete accordance with the approved details.

Reason - In order to ensure adequate precautions in respect of coal mining legacy.

9. No development shall commence unless and until a site investigation and assessment into landfill gas risk and ground contamination has been carried out and the consultant's written report and recommendation have been submitted to and approved in writing by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety, because the site is located within 250 metres of a former landfill site and has been subject to previous industrial use.

10. Prior to the commencement of any development hereby approved, including demolition of Hartford Mill, a scheme in the form of a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details for the methods to be employed to control and monitor noise, dust and vibration impacts. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the demolition or construction works are commenced, and shall be maintained for the duration of the development.

Reason – In order to protect the amenity of neighbouring residents.

11. Prior to the commencement of the construction of any dwellings hereby approved, an assessment of the nature and extent of noise affecting the residential development site from the Metrolink tramline shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be carried out in accordance with a methodology which has been previously approved in writing by the Local Planning Authority and shall identify mitigation measures required to protect the development. The approved mitigation measures shall be implemented in full before first occupation of the dwellings and shall be retained thereafter.

Reason - In order to ensure a satisfactory standard of amenity for future residents.

12. Prior to the commencement in the construction of any dwelling hereby approved, a scheme for the provision of bat and bird boxes within the development site shall be submitted to and approved in writing by the Local Planning Authority. The boxes shall

be installed on the relevant properties prior to first occupation of the property and shall be retained thereafter.

Reason - In order to promote biodiversity on the site.

13. No works of demolition shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has previously been submitted to and approved in writing by the Local Planning Authority, and a copy of the investigation findings have been submitted to and approved in writing by the Local Planning Authority.

Reason – In order to ensure that a satisfactory historical record of the building has been obtained prior to the loss of the heritage asset.

14. The submission of an application for an approval of reserved matters for the development shall show details of:
1. the means of access to the buildings
  2. gradients
  3. sight lines
  4. the means of servicing the buildings
  5. the provision made for parking and/or garaging facilities clear of the highway
  6. secure cycle storage facilities
  7. the means of draining the highway.
  8. pedestrian and cycle links to and through the site
  9. traffic calming measures on the existing highway network

Reason - To ensure adequate highway and drainage standards are achieved.

15. No development comprising the construction of any buildings hereby approved shall commence until 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 has been 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 and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public combined sewerage system either directly or indirectly.

The scheme shall include:

- a) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall be completed in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

16. No construction of any dwellings hereby approved shall commence until a detailed energy statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall set out how the development will accord with the Energy Infrastructure Target Framework set out in Policy 18 of the Oldham Local Development Framework Joint Core Strategy and Development Management Policies DPD and shall detail how:

- a target area has been determined; and

- how the development will meet this target.

The development shall be carried out in accordance with the approved scheme and phasing arrangements and retained as operational at all times thereafter.

Reason – In the interests of sustainability and energy efficiency.

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