

APPLICATION REPORT - PA/343071/19

Planning Committee, 5 June, 2019

Registration Date: 03/04/2019
Ward: Werneth

Application Reference: PA/343071/19
Type of Application: Full Planning Permission

Proposal: Erection of 68 no. dwellings
Location: Land at Saint Johns Street, Porter Street and Edward Street, Oldham, OL9 7QS
Case Officer: Hannah Lucitt

Applicant Agent : Keepmoat Homes

THE SITE

The application site is surrounded by residential properties of varying ages and is in close proximity to the Grade II Listed Hartford Mill. It is adjacent to the A62 Manchester Road which leads to Oldham Town Centre. The site is located approximately 1.5 kilometres (0.8 miles) to the south west of Oldham town centre.

The site is separated into two parcels of development named 'Phase 3' and 'Phase 4'. The application site comprises previously developed land that has been cleared and grassed over.

Phase 3 is separated into four parcels of land, bounded by Porter Street, Dover Street, Featherstall Road South, St. John's Street, Edward Street and the dwellings at Alfred Court.

Phase 4 is bounded by Edward Street, Castleton Street and Suthers Street. The Metro runs directly to the north of the applicaiotn site.

The topography of the site is such that it slopes downhill from east to west.

THE PROPOSAL

This application proposes the erection of 68 no. dwellings.

Phase 3

There are 32, two storey dwellings proposed within these parcels of land, containing a mix of terraced, semi-detached and detached dwellings. No affordable housing is proposed within Phase 3.

This application also proposes an area of public open space, amounting to 0.3 hectares, located off Edward Street and St John Street, linking the application site with the earlier phases of development which have taken place to the north.

Two car parking spaces are proposed for each dwelling.

The proposed dwellings would be externally clad in red brick and grey tile.

Phase 4

There are 36, two storey dwellings proposed within this parcel of land, containing a mix of 2, 3 and 4 bedroom terraced and semi-detached dwellings. Phase 4 proposes 100% affordable housing. No public open space is proposed as part of Phase 4. However, landscaping buffers are proposed to the north and south west of the site.

Two car parking spaces are proposed for each dwelling.

The proposed dwellings would be externally clad in red brick and grey tile.

RELEVANT HISTORY OF THE SITE:

There is extensive planning history on these sites. The only relevant planning history is as follows:

PA/057228/09 'Redevelopment of 64 dwellings comprising of two, three, four and five bedroom dwellings. Associated roads, parking and landscaping to be considered'.

This scheme was granted conditional planning permission on 04th May 2010. This permission was implemented, but only a proportion of the development was delivered, to the north of Phase 3.

CONSULTATIONS

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| Highway Engineer | No objection, subject to the inclusion of conditions addressing the provision and retention of car parking spaces, working safely near metrolink, noise and vibration, earthworks stability, drainage, boundary treatment, and tree protection. |
| The Coal Authority | Updated comments on the late list. Originally recommended refusal, additional information has been received to address these concerns. |
| United Utilities | No objection, subject to the inclusion of conditions addressing drainage. |
| LLFA | No objection, subject to the inclusion of a drainage scheme. |
| Greater Manchester Police Architectural Liaison Unit | No comment. |
| Transport for Greater Manchester | No objection, subject to the inclusion of conditions addressing working safely near metrolink, noise and vibration, earthworks stability, drainage, boundary treatment, and tree protection. |
| Environmental Health | No objection, subject to the inclusion of conditions addressing landfill gas and contaminated land. |
| Greater Manchester Ecology Unit | No comment. |
| Street Lighting | No objection, as the works for this phase of the development seem to only affect existing highway and not propose any new adoptable highway, therefore there is no requirement for new street lighting. |
| Drainage | No objection, subject to the inclusion of a drainage scheme. |
| Arborist | No objection. Tree numbers and species will both be improved overall. |

REPRESENTATIONS

This application was publicised by way of a site notice, press notice and neighbour notification letters. No responses have been received by virtue of this publication process.

PLANNING CONSIDERATIONS

The main issues for consideration comprise:

- Land Use;
- Public Open Space;
- Affordable Housing;
- Design and residential amenity
- Impact on the setting of the Grade II listed Hartford Mill;
- Crime Impact;
- Access and Car Parking; and,
- Flood Risk Assessment.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 2 within the National Planning Policy Framework (NPPF) reiterates that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

In this case the 'development plan' is the Joint Development Plan Document 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 application site is unallocated by the Proposals Map associated with the Joint Development Plan Document. Therefore, the following policies are considered relevant:

- Policy 1 - Climate change and sustainable development;
- Policy 3 - An address of choice;
- Policy 5 - Promoting accessibility and sustainable transport choices
- Policy 9 - Local environment;
- Policy 10 - Affordable Housing;
- Policy 11 - Housing;
- Policy 22 - Protecting Open Land; and,
- Policy 23 - Open spaces and sports.

Saved UDP Policy D1.5 and the NPPF are also relevant.

Land Use

DPD Policy 1, in the context of this application, seeks the effective and efficient use of land, but prioritises development on previously developed land and aims to protect the borough's designated green belt. Furthermore, it 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.

The application site is previously developed, evident by historic mapping showing development on site up to 1989.

Policies 3 and 11 also give preference to the use of previously developed sites for residential development. This scheme of course develops the site for residential purposes, in line with this policy requirement.

DPD Policy 3 clarifies the Council's aims to promote development in sustainable locations and on previously developed sites. In the case of proposals on a non-allocated site, it states that such developments will only be considered favourably where a deliverable 5-year supply of housing land cannot be demonstrated, where it contributes towards the delivery of the borough's regeneration priorities, or where it contributes to the delivery of affordable housing needs.

DPD Policy 3 within the Joint Development Plan Document states that new 'Major' residential developments should be located within 480m of at least three 'key services'. These are specifically defined as areas of employment, major retail centres, local shopping

parades, health related facilities and services, schools, post offices and community uses.

The NHS Werneth Primary Care Centre, St. John's Church, and Jamia Mosque Noor-E-Islam are within approximately 50m from the application site. As these facilities are within a ten minute walk of the application site, it is considered that it is reasonable to conclude that the site is located in a sustainable position in close proximity to at least two key services as required by Policy 3.

Policy 5 requires all major developments to achieve 'High Accessibility' or 'Very High Accessibility' unless it can be demonstrated that this is neither practicable nor desirable or it provides exceptional benefits to the surrounding environment and community. 'High Accessibility' is defined as being within approximately 400 metres of a frequent bus route or approximately 800 metres of a rail station or future Metrolink stop. There are a number of bus stops both within and immediately adjacent to the application site. As such, it is considered reasonable to suggest that the site is well placed in terms of access to bus routes.

Overall it is considered that there is no objection to the principle of residential development in land use terms and the development is located in a sustainable location.

Affordable Housing

DPD Policy 10 'Affordable Housing' requires that all residential development of 15 dwellings and above will be required to provide an appropriate level of affordable housing provision. The current target is for 7.5% of the total development sales value to go towards the delivery of affordable housing, unless it can be clearly demonstrated to the Councils satisfaction that this is not viable. The preference is for on-site provision but the policy also makes provision for off-site provision through a commuted sum payment.

Paragraph 64 of the National Planning Policy Framework states that:

"Where 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, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;*
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);*
- c) is proposed to be developed by people who wish to build or commission their own homes;*
- or*
- d) is exclusively for affordable housing, an entry-level exception site or a rural exception site*

The proposal includes 36 units for affordable provision, which accounts for 53% of the total dwellings of the proposed development. As such, the development proposal would comply with the provisions of DPD Policy 10 and the NPPF.

Public Open Space

DPD Policy 23 states that all residential developments should contribute towards the provision of new or enhanced open space, unless it can be demonstrated by the developer that it is not financially viable for the development proposal or that this is neither practicable nor desirable.

There is an area of space on site proposed that is accessible and usable by the public within this proposed development. It is considered that the proposed area of public open space would provide an adequate contribution of amenity greenspace, though it is acknowledged that the proposed open space would not fulfil existing local deficiencies in outdoor sports

facilities and natural/ semi-natural open space.

The proposed area of public open space is comparable to the open space approved under proposal PA/057228/09, which could still be implemented.

Given the above, it is considered that the proposal complies with DPD Policy 23 in regard to public open space.

Design and impact on residential amenity

DPD Policies 20 and 9 are key in considering the design of the scheme and its impact on surrounding amenity.

DPD Policy 9 also outlines that new development proposals must not have a significant adverse impact upon the amenity of neighbouring properties. In this regard, it is important to consider the impact on the neighbouring properties on St. John's Street, Porter Street, Fetherstall Road South, Longford Close, Alfred Court, Vernet Gardens, and Edward Street.

In this instance, it is not considered that the proposed development would have a significant impact on the amenity of neighbouring dwellings due to the separation distance, a minimum of 21m, between the proposed rear windows serving the proposed dwellings on the application site, and a minimum of 15m from the flank windows of the proposed dwellings to the windows of nearby existing dwellings. Given the general layout, it is considered that overshadowing or overbearing effect is unlikely between the proposed development and existing nearby dwellings.

It is also important to consider the impact on future occupiers of the development, and the relationships of the proposed dwellings within the application site would have to each other. It is considered that the relationship between the buildings within the application site is acceptable since none of the windows proposed within the application site would result in significant overlooking or loss of privacy to the occupiers of each of the proposed dwellings.

The layout of the proposed development would comply with the DCLG 'Technical Housing Standards – nationally described space standards'. The amount of amenity space proposed for the dwellings is considered to be both functional and acceptable.

The landscaping scheme proposed is considered acceptable.

The proposed residential use of the site is appropriate to the character of the surrounding area.

The design of the dwellings on site has clearly been designed to compliment the design of the dwellings within the surrounding area, and is considered acceptable in terms of design. It is considered that the proposed development would have a positive impact on the streetcene.

Overall, it is considered that the proposed development would comply with DPD Policies 9 and 20 in regard to design and impact on residential amenity.

Impact on the setting of the Grade II listed Hartford Mill

DPD Policies 9 and Policy 20 recognise the contribution that high quality design can make to regeneration and sustainable development.

The Planning (Listed Buildings and Conservation Areas) Act 1990, states that the primary duty of the Local Planning Authority in relation to listed buildings is to have special regard to the desirability of preserving the building, its setting and any features of special architectural or historic interest which it possesses. DPD Policy 24 together with Part 16 (Conserving and enhancing the historic environment) of the NPPF which reflect this duty are particularly relevant in this instance.

Paragraph 189 within the National Planning Policy Framework requires the applicant to describe the significance of the heritage asset including any contribution made by their setting. Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. The applicant has not submitted a Heritage Statement with the application which explains and justifies the proposed works.

Section 66(1) of the Act states that in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Grade II listed Hartford Mill would be sited 71m from the application site, at the pinch point. As the application site prior to clearance was previously used as Victorian terraced houses, and the replacement dwellings design is appropriate to the area are now proposed and mirrors the previous residential use of the site, it is considered that the proposal would have a broadly positive impact on the setting of the Grade II listed mill, and would therefore 'enhance' its special interest and setting, in accordance with DPD Policy 24 and Chapter 16 of the NPPF.

Crime Impact

DPD Policy 9 addresses community safety by promoting safe neighbourhoods and clean, green spaces for all to enjoy.

It adds that the Council will promote community safety by ensuring that development:

- "i. minimises opportunities for crime;*
- ii. reduces the fear of crime; and,*
- iii. provides for the safety and security of all sections of the community".*

The GM Police Architectural Liaison Unit have raised no objection to the proposed development.

Given the above, it is considered that the impact on community safety is acceptable, in line with DPD Policy 9.

Access and Car Parking

The site is located in an established residential area with excellent links to public transport and a range of local amenities.

There are existing opportunities for walking and cycling in the area and these need to be continued through the proposed development.

It is proposed that no vehicular traffic is permitted from Featherstall Road North into Porter Street. A highway improvement scheme will be required at the junction which will prevent vehicular traffic from using the junction. This will consist of a refuge being constructed which will allow pedestrians and cyclists through whilst prohibiting the use by motorised vehicles, which will allow the safe use of this junction by cyclists and pedestrians whilst preventing its use by vehicular traffic.

The existing Traffic Regulation Orders will require amendment to accommodate the proposed changes to the one way systems currently in place. A Section 106 Contribution of £5,000 for this purpose has been agreed with the applicant.

A number of amendments will be required to the existing highway layout which will ensure that the area continues to operate safely. These include the incorporation of the redundant, previously stopped up highway, into the area of public open space. Extension to the existing footways and the realignment of the existing footways and carriageway on Edward Street.

All amendments will be incorporated and secured via a into the Section 278 Agreement.

A Transport Statement was submitted with this application which examines the existing conditions and the likely effect of a residential development on the site. It is predicted that there will be an additional 44 two way trips and 40 two way trips during the morning and evening peak hour periods respectively. The highway layouts have been designed to ensure the safe use by all modes of transport and to accommodate any additional on street parking needs.

As such, the Highways Engineer has been consulted in regards to highway safety and amenity and raises no objection.

It is not considered that the development will result in a significant or adverse impact on the local highway network to the detriment of highway safety.

TfGM have been consulted and they raise issues in relation to the close proximity of the north- westerly side of Phase 4 to the Metrolink boundary. They have suggested conditions to ensure that the structures are not de-stabilised by construction work undertaken in the development site.

Given the above, the proposed development is considered to comply with DPD Policy 9 in regard to highway safety and amenity.

Flood Risk Assessment

DPD Policy 19 states that the Council will ensure development does not result in unacceptable flood risk or drainage problems by directing development away from areas at risk of flooding, and protecting and improving existing flood defences, water resources and quality.

The LLFA and Environment Agency have been consulted in regards to drainage and raise no objection, subject to the inclusion of a drainage scheme condition.

Conclusion

The proposed use of the site for residential purposes is considered acceptable and in line with policy.

The application proposes the provision of 53% affordable housing on site. An area of public open space is proposed of comparable size to that approved under PA/057228/09, and is considered acceptable.

The proposed development would comply with DPD Policies 9 and 20 in regard to amenity, design and community safety.

The scheme raises no highway safety issue and would not affect the highways network severely. A such, it passes the relevant highways policy tests.

The application has been recommended accordingly.

RECOMMENDATION

It is recommended that Committee resolves to grant permission:

- (1) subject to the conditions in the report, no objection being received from the Coal Authority, and to completion of a Section 106 legal agreement in respect of a contribution of £5,000 towards amendments to Traffic Regulation Orders to accommodate the proposed changes to the one way systems currently in place.**
- (2) to authorise the Head of Planning & Development Management to issue the decision upon satisfactory completion of the legal agreement.**

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission.

Reason - To comply with the provisions of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be fully implemented in accordance with the approved plans and specifications:

Drawing named 'North Werneth Phase 3 Layout - Rev T' received 24th May 2019
Drawing named 'North Werneth Phase 4 Layout - Rev V' received 22nd May 2019

Drawing named 'North Werneth Phase 3 - Materials & Boundary Treatment - Rev H' received 24th May 2019
Drawing named 'North Werneth Phase 4 - Materials & Boundary Treatment - Rev H' received 22nd May 2019

Document named 'The Cambridge Working Drawing Pack' received 03rd April 2019
Document named 'The Carlton Working Drawing Pack' received 03rd April 2019
Document named 'The Dalton Working Drawing Pack' received 03rd April 2019
Document named 'The Dartmouth Working Drawing Pack' received 03rd April 2019
Document named 'The Eaton Working Drawing Pack' received 03rd April 2019
Document named 'The Henbury Working Drawing Pack' received 03rd April 2019
Document named 'The Hogarth Working Drawing Pack' received 03rd April 2019
Document named 'The Marlow Working Drawing Pack' received 03rd April 2019
Document named 'The Stratford Working Drawing Pack' received 03rd April 2019

Document named 'Plots 33-35 - Rev 3' received 22nd May 2019
Document named 'Plots 36-37, 59-60, 63-64 and 67-68 - Rev 2' received 22nd May 2019
Document named 'Plots 38-39 and 40-41 - Rev 2' received 22nd May 2019
Document named 'Plots 42-44 - Rev 3' received 22nd May 2019
Document named 'Plots 51-54 - Rev 3' received 22nd May 2019
Document named 'Plots 55-56 and 57-58 - Rev 2' received 22nd May 2019
Document named 'Plots 61-62 and 65-66 - Rev 2' received 22nd May 2019

Reason - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. The details of the approved materials to be used:

- County Red Smooth Brick; and
- Russell Grampian Anthracite.

shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved samples.

Reason - To ensure that the appearance of the development is acceptable to the Local Planning Authority in the interests of the visual amenity of the area within which the site is located.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no development in Classes A, B, C, D, E, F, G or H of Part 1, or Class A of Part 2, of Schedule 2 to that Order shall be carried out on the site without the prior written consent of the Local Planning

Authority.

Reason - The Local Planning Authority considers it expedient, having regard to the density, type and appearance of the development, to regulate any future alterations/extensions to ensure that the character and appearance of the area are not detrimentally affected.

5. The plans indicating the positions, design, materials and type of boundary treatment to be erected (Drawing named 'North Werneth Phase 3 - Materials & Boundary Treatment - Rev G' received 22nd May 2019; Drawing named 'North Werneth Phase 4 - Materials & Boundary Treatment - Rev H' - received 22nd May 2019) shall be fully implemented in accordance with the approved plans and specifications:

No further boundary treatment is to be erected on the site without the prior written consent of the Local Planning Authority.

Reason - To ensure an acceptable form of development is achieved.

6. Prior to the first occupation of the development hereby approved the approved hard and soft landscape works shown in (drawing no. P.1154.19.03 and P.1091.18.01 revision D received 22nd May 2019) shall be implemented in accordance with the approved plans.

Thereafter, any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development, shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure the visual amenity and future appearance of the area.

7. No development shall commence unless and until a site investigation and assessment in relation to the landfill gas risk has been carried out and the consultant's report and recommendations 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 250m of a former landfill site.

8. No development shall commence unless and until a site investigation and assessment to identify the extent of land contamination has been carried out and the consultant's report and recommendations 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 and the environment.

9. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by the Local Authority. The approved CMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- the erection and maintenance of security hoarding;
- measures to control the emission of dust and dirt during construction and;

Reason:

1. To safeguard the amenity of the locality.
2. To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system.

10. Prior to the commencement of development, a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line shall be submitted to and approved in writing by the Local Planning Authority. The approved noise insulation scheme shall be completed before the use of the development commences.

Reason: To secure a reduction in noise from Metrolink in order to protect future residents from noise nuisance.

11. No development shall take place until a geotechnical report to confirm that the works will not adversely affect the stability of the Metrolink embankment has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To protect the integrity of Metrolink infrastructure.

12. No development shall take place, until the detailed design for the drainage of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should be implemented in accordance with the approved details.

Reason: To manage the risks associated with water run-off which may affect Metrolink infrastructure and tramway, and to facilitate surface water drainage.

13. No development shall take place until full details of the tree protection to the trees located within the Metrolink boundary have been submitted to, and approved in writing by the Local Planning Authority.

Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the embankment.

14. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

15. No dwelling shall be brought into use unless and until the access and car parking space (s) for that dwelling has been provided in accordance with the approved plan (drawings named North Werneth Phase 3 Layout - Rev T received on 24th May 2019, and North Werneth Phase 4 Layout - Rev V received on 22nd May 2019).

The details of construction, levels and drainage shall be submitted to and approved in

writing by the Local Planning Authority prior to the commencement of any construction of the access roads or parking spaces. Thereafter, the parking spaces shall not be used for any purpose other than the parking and manoeuvring of vehicles.

Reason - To ensure that adequate off-street parking facilities are provided and remain available for the development so that parking does not take place on the highway to the detriment of highway safety.

16. No development shall take place unless and until detailed schemes of the works involved in the following:-

- improvements to the cycle and pedestrian routes to and through the site; and,
- the provision of adequate secure cycle storage facilities.

have been submitted to and approved by the Local Planning Authority.

Thereafter, no dwelling shall be occupied unless and until the alterations have been completed in accordance with the approved scheme and shall always remain available to users of the development.

Reason; To ensure adequate cycle storage, pedestrian and cycling facilities are available to users of the development

17. During the construction period, adequate wheel cleaning equipment, the details of which shall be submitted to and approved in writing by the Local Planning Authority, shall be installed on the site. Prior to leaving the site all vehicles, which have travelled over a non-tarmac surface, shall use the wheel cleaning equipment provided, such that they are in such a state of cleanliness that they do not foul the highway with mud or other material. The equipment shall, for the duration of the construction works, be maintained in good working order and shall not be removed unless agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety

18. Prior to the first occupation of the development hereby approved, an interim green travel plan for the development shall be submitted to and approved in writing by the Local Planning Authority. Following acceptance of the interim plan, the occupier shall submit their travel plan to the Local Planning Authority for approval and the approved plans shall thereafter be implemented within 3 months of occupation of the dwellings.

Reason: To ensure the development accords with sustainable transport policies

19. No development shall take place unless and until a detailed scheme of traffic-calming measures for Edward Street in the vicinity of the proposed access has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be brought into use until such time as the approved traffic-calming scheme has been fully implemented.

Reason - To ensure adequate measures have been provided to restrict the vehicular speeds of traffic generated by this development in the interests of highway safety.

20. No development shall take place until full details of the boundary treatment adjacent to the Metrolink tramway have been submitted to, and approved in writing by the Local Planning Authority. Such works that form part of the approved scheme shall be completed before the occupation of any dwelling and be retained thereafter.

Reason: To ensure that a safe and secure boundary treatment is installed on the boundary of the Metrolink.

21. No development shall place unless and until a detailed scheme for a highway

improvement at Porter Street and Featherstall Road North has been submitted to and improved in writing by the Local Planning Authority. The scheme should include details of physical measures to prohibit the use of motor vehicles using the junction whilst allowing pedestrian and cycle access. Such works that form part of the approved scheme shall be complete before the occupation of any dwelling and shall be retained thereafter.

Reason - to ensure the safe operation of the highway network in the interest of highway safety.

