

**APPLICATION REPORT – FUL/346561/21
Planning Committee 22nd July 2021**

Registration Date: 22nd March 2021
Ward: Coldhurst

Application Reference: FUL/346561/21
Type of Application: Full Application

Proposal: Construction of a new academy (secondary level) school including multi-use game areas (MUGA), sports pitches, hard and soft landscaping, car/cycle parking, alterations to site access; and boundary treatments

Location: Land at Booth Street, Oldham OL9 6DE

Case Officer: Graham Dickman

Applicant: Mr Paul Davidson

Agent : Miss Clare Plant

INTRODUCTION

The application is presented to Planning Committee as a Large-Scale Major application.

RECOMMENDATION

It is recommended that the application should be approved subject to conditions.

THE SITE

The development site covers approximately 1.85 hectares and is located on the western fringe of Oldham town centre to the east of Oldham Way; a slip road of which forms the western boundary. To the north is Middleton Road, which rises in a west to east direction with the application site elevated above the road in its north-western corner. Across this road is Oldham College.

Across Booth Street to the east is Oldham Leisure Centre and its associated car park. To the south the site extends to Manchester Street between its junctions with Booth Street and Bloom Street. A church and small mix of commercial and residential properties are located adjacent to the south-west corner.

The site itself has a relatively level profile, the northern section having been retained as a car park and the southern section containing the remnants of the former supermarket building.

THE PROPOSAL

The proposal is for the construction of a secondary level school to meet an identified need for additional secondary school capacity in Oldham. It will cater for up to 1200 pupils employing a minimum of 72 full-time equivalent teaching staff and 37 full-time equivalent support staff.

The development primarily comprises a four-storey main building which will be located on the northern frontage of the site. Connected to the main building on the southern elevation are two single-storey elements intersected by an external courtyard area.

The primary pedestrian access into the building will be from the north-east corner, which connects to the entrance plaza at the eastern side of the building.

Vehicular access to the site is via Middleton Road onto Booth Street, which is to be narrowed to become a one-way system with drop off points and parking bays as shown on the submitted plans. This route will also provide access to the staff car park within the site, which will include 112 no. parking spaces (including 6 no. accessible spaces and 4 no. electrical vehicle bays).

The proposed external works will include a courtyard garden with an external dining area; an informal hard play area; a curriculum garden and two social areas. There will be a Multi-use game areas (MUGA) including a netball court (34.5m x 19.25m); a main pitch at 55m x 37m which can be split into two smaller pitches or 6 training areas; and an informal hard play area. A comprehensive landscaping scheme will be implemented.

The boundary of the site will be secured by a 2.4m high paladin weldmesh fencing with lockable gates. Within the site a 1.5m high paladin weldmesh fence is proposed to service areas and the car parking to ensure these areas are safe and secure for users.

RELEVANT PLANNING POLICIES

The site is located within the Town Centre as identified on the Proposals Map associated with the Oldham Local Development Framework Development Plan Document – Joint Core Strategy and Development Management Policies document (Local Plan).

The following policies are relevant to the determination of this application:

- Policy 1 - Climate Change and Sustainable Development
- Policy 2 - Communities
- Policy 5 – Promoting Accessibility and Sustainable Transport Choices
- Policy 9 - Local Environment
- Policy 15 – Centres
- Policy 18 - Energy
- Policy 19 - Water and Flooding
- Policy 20 - Design
- Policy 21 - Protecting Natural Environmental Assets

RELEVANT PLANNING HISTORY

DM/340030/17 - Prior Approval for the demolition of the former Sainsbury's store. Approved 15 June 2017

PA/339744/17 - Outline application (all matters reserved except access) for the demolition of the existing building and construction of a mixed use development comprising: (1) a new retail unit

(use class A1) up to 8,300 square metres floorspace; (2) a detached pod unit to provide retail, restaurant or takeaway uses (use classes A1, A3 and A5) up to 185 square metres floorspace; (3) a twelve-level multi-storey car park providing up to 376 parking spaces; and (4) associated outdoor parking (up to 196 spaces), servicing areas and landscaping. Approved 6 November 2017

CONSULTATIONS

Highways Engineer	No objections in principle. Detailed comments are set out in the Highways and Access section of the report.
Environmental Health	No objections subject to conditions in respect of treatment of land contamination and noise mitigation.
G Mr Ecology Unit	No objections subject to conditions in respect of Biodiversity Net Gain, treatment of invasive species, and protection of birds.
Trees Officer	No objections subject to the revised scheme of replacement planting.
United Utilities	No objections subject to conditions requiring measures to protect existing drainage infrastructure on the site, and to secure satisfactory drainage scheme, along with future management arrangements.
Coal Authority	No objection subject to conditions in relation to implementation of any remediation measures arising from coal mining legacy.
Sport England	No objections.

REPRESENTATIONS

The application was publicised by way of neighbour notification, site notice and press notice.

One representation has been received from a neighbouring resident raising issues associated with increased noise, anti-social behaviour, traffic and parking.

PLANNING CONSIDERATIONS

Principle of development

In terms of the principle of development, the application site comprises a presently vacant parcel of land in a highly sustainable location on the fringe of the town centre.

Local Plan Policy 1 states that the Council will ensure the effective and efficient use of land and buildings by promoting the reuse and conversion of existing buildings and development on previously developed land (including through land reclamation, remediation of contaminated land and recycling derelict, vacant and underused land).

Policy 2 states that the Council will support appropriate developments that improve education and skills facilities and contribute to the health and wellbeing of people. Paragraph 94 of the NPPF states that there is a presumption in favour of creating a sustainable choice of school places to meet the needs of existing and new communities. In order to meet this requirement, Local Authorities should take a proactive, positive and collaborative approach and should place

great weight on the need to create, expand or alter schools.

The application is for new teaching facilities in an accessible location within the urban area which will fully comply with the national and local planning objectives of enhancing education provision.

Highways and Access

A Transport Assessment (TA) has been submitted with the application. It examines the existing conditions and the effects on the local highway network that the provision of the school will have along with the sustainable choices of travel available for staff, students and visitors.

The proposed development and TA have been assessed by the Highways Engineer who has provided the following comments.

Traffic generation will increase as a direct result of the proposed development during relatively short concentrated periods of time at the beginning and end of each school day. I had concerns that the amount of traffic could impact adversely on the local and strategic highway network in terms of volume and in the type of manoeuvres.

Discussions have taken place with the applicant, and mitigation measures have been agreed which should limit the impacts.

Parents choosing to drive their children to school are likely to park close to the pedestrian access points. Two are proposed – one close to the Middleton Road/ Booth Street junction and one from Bloom Street.

It would be detrimental to highway safety and traffic flow for parents to drop their children off on Middleton Road, and, although it is something that cannot be secured by a condition, I would strongly advise that the future operators of the proposed development and Oldham College work together to ensure that the main start and finish times for each are staggered so that the two sets of users do not conflict to minimise the amount of congestion.

I would expect a number of parents to use Booth Street as a safe and convenient place to drop off and collect their children. A bus layby will be provided for occasional use by coaches transporting school children. Short term kerbside parking will be available for parents, and footways and pedestrian crossing points will be provided so that children can cross to the school safely.

I strongly suggested that a parent drop off area be provided within the school grounds, but this was dismissed by the applicant as being unsafe.

I also had concerns about the intensification of the use of Bloom Street by parents as a drop off area. Bloom Street is situated between the existing signalised junction at the junction of Manchester Street and Booth Street and the signalised roundabout at Manchester Street. Any driver turning right into or out of Bloom Street would be required to cross up to three lanes of traffic.

I have recommended a condition which will ensure that drivers can only turn left into or left out of Bloom Street. This will allow the safe use of the junction without the prohibitive expense or additional delays which would have been caused by incorporating the Bloom Street junction into

the wider signalised junction at Bloom Street/ Manchester Street and the Manchester Street roundabout junction.

Generally, the proposed development is within a highly sustainable location. Oldham bus station with bus services to the surrounding areas of Oldham, Rochdale, Ashton and Manchester is within walking distance. There are also two nearby Metrolink stops – Westwood and Oldham King Street which provide services to surrounding areas of Oldham, Rochdale and Manchester.

The existing pedestrian and cycle infrastructure in the area is good and it is proposed that an additional controlled pedestrian crossing will be provided on Middleton Road to complement the existing facilities, provide links with Oldham College and safer access to the nearby Westwood Metrolink stop.

I am satisfied that any child, member of staff or visitor will have the choice of travelling to the school using more sustainable modes of transport and that they will be able to complete the final stage of their journey on foot safely.

The layout drawing doesn't show the existing layby at the bottom of Booth Street which is intended for use by coaches taking participants to events at the nearby Oldham Sports Centre. I have discussed this with the Applicant who has agreed that the redesign of this part of Booth Street can be incorporated into the Section 278 Agreement which will be required for the detailed design and construction of Booth Street, the highway improvement at Bloom Street/Manchester Street, and the controlled pedestrian crossing on Middleton Road.

The introduction of a school in this location will result in an increase in the amount of vehicular and pedestrian traffic in the immediate area. The Local Highway Authority have worked with the applicant to ensure that disruption is kept to a minimum and that the routes to the site are as safe as possible for all users of the proposed development.

Design and appearance

The primary focus of the proposed development will be the four-storey building along Middleton Road, an important entrance route into the town centre. The building height reflects the existing Oldham College and Oasis Academy buildings on the opposite of the road. Sitting parallel to the road it will, however, have a greater presence.

The applicant's design seeks to reflect traditional Victorian mill buildings; and provide some contrast with the more contemporary design of the recent education buildings opposite. The building uses facing red brick with aluminium panels around the windows.

The remaining buildings to the south create a sheltered courtyard and have a plainer, more functional appearance utilising metal standing seam cladding.

These designs complement the existing scale and diversity of buildings in the locality; and will provide a feature frontage on a main route into the town centre. It will therefore conform to the objectives of Local Plan Policies 9 and 20.

Ecology

The application is accompanied by an Ecological Assessment, which has been reviewed by the Greater Manchester Ecology Unit. No statutory or non-statutory designated sites or protected

species issues were identified, and the Unit is satisfied with the findings. Conditions are recommended for a scheme of biodiversity enhancement measures.

Stands of the invasive species, Japanese rose and wall cotoneaster (listed under Schedule 9 of the Wildlife and Countryside Act 1981), were observed. Therefore, an Invasive Species Method Statement will be required as a condition of any approval.

The site is largely cleared with minimal vegetation, although there are a number of trees and shrubs present around the fringes of the site. Adequate mitigation will be required for the loss of any existing specimens.

In respect of tree loss and re-planting, saved UDP Policy D1.5 requires that where trees are to be lost to development, the Council will require, as a minimum, replacement at a ratio of three new native trees for each mature or semi-mature tree lost.

It is acknowledged that this is a very tight urban site in terms of the land available to meet the Department for Education requirements relating to education and play space. The existing trees within the site, which are largely to the perimeters have not been actively managed and are overcrowded, and none are subject to a Tree Preservation Order. The majority of the existing individual trees are classed as Tree Quality Category C (some B), there's limited evidence of management and they all relate to a former land use.

Not all of the trees to be lost are considered to constitute mature or semi-mature trees for the purposes of Policy D1.5, comprising 101 of the 128 trees that are proposed for removal.

The revised plans indicate plant / tree species and specification, including sizes and quantities of trees and the replacement trees can be specifically designed to ensure improved long-term benefit to the site.

It is proposed to plant a quantity of 94 individual selected specimens. In addition to the on-site trees, it is also proposed that a further 7 off-site trees will be planted within highway land, with locations taking account of visibility splays and topography to strengthen the green appearance of the site and also provide additional screening.

The total new individual trees proposed as part of this development is now 101, or 1 for 1. Therefore, in order to ensure compliance with saved Policy D1.5, the applicant will be required to agree arrangements to secure a scheme of new planting in an appropriate location in the vicinity of the site. This will be subject to a planning condition to satisfy the policy requirement of 3 for 1 replacement planting.

Drainage

The site is designated within Flood Zone 1 and the proposals are accompanied by a Flood Risk Assessment and Drainage Strategy, which has been updated following representation from United Utilities.

The strategy recognises potential flood risk from surface water and sewer flooding and recommends mitigation in the form of designing external area gradients to fall away from buildings, raised building thresholds, and inclusion of linear interceptor drains. These will form part of a detailed site design.

Following discussions with the applicant, United Utilities has withdrawn its initial objection. An existing water main and public sewers cross the site, for which further investigation and agreement would be required. Negotiations with the applicant are continuing and therefore it is appropriate for a condition to be imposed to ensure satisfactory measures are put in place to protect the existing infrastructure before any built development commences, along with a scheme of satisfactory drainage and subsequent management.

Ground conditions

The application is accompanied by a Phase II Geoenvironmental Site Investigation. The Environmental Health team has recommended conditions in respect of the need for a landfill gas and contamination site investigation.

Additional information has been submitted which is presently being reviewed and any updates will be reported on the Late List.

The Coal Authority have reviewed the submitted Coal Mining Risk Assessment and confirm that the application site falls within the defined Development High Risk Area; wherein there are coal mining features and hazards which need to be considered. Consequently, conditions are required to secure the completion of any necessary remediation works.

Amenity

The application is accompanied by an Environmental Noise Survey.

Protection of neighbouring amenity will be controlled by means of a Construction Management Plan, details of which have been submitted with the application and deemed acceptable by the Environmental Health team.

The site is within a mixed-use area, although a small number of residential properties are situated to the south. Whilst the development will result in a significant increase in activity, it is recognised that the area is non-residential in character and the site was previously occupied by a supermarket.

Consequently, it is considered that the development can be accommodated on the site without significant harm to amenity.

CONCLUSION

In conclusion, the proposed development will assist in ensuring an adequate supply of school places to meet the needs of the local community. It will allow for the comprehensive development of a presently vacant and prominent site assisting in the regeneration of the town centre. The site occupies a highly sustainable location providing options for use of transport other than the private car. The design will enhance the local environment along with the associated additional tree planting.

Consequently, the development will conform to relevant national and local planning policies and is recommended for approval accordingly.

RECOMMENDED CONDITIONS

- 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 Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice.

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 development hereby approved shall not be brought into use until the access and car parking spaces have been provided in accordance with the approved plan Ref: FS0935-ONE-ZO-XX-DR-L-00002 P16, and with the details of construction, levels and drainage, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the access and parking spaces. Thereafter the parking spaces and turning area shall not be used for any purpose other than the parking and manoeuvring of vehicles.

REASON - To ensure 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 having regard to Policies 5 and 9 of the Oldham Local Plan.

- 4 Within six months of the occupation of the development, the submitted Framework Travel Plan shall be developed into a School Travel Plan and shall be submitted to and approved in writing by the Local Planning Authority. The plan shall show measures to reduce the need to travel to and from the site by private transport and the timing of such measures. All measures contained within the Plan shall be implemented in accordance with the details as approved.

REASON - To ensure the development accords with sustainable transport policies having regard to Policies 5 and 9 of the Oldham Local Plan.

- 5 The use of the building hereby approved shall not commence until a scheme for the provision of secure cycle parking has been implemented in accordance with the cycle parking provision included on the approved plan FS0935-ONE-ZO-XX-DR-L-00002 P16 and with a specification for the facility which shall have previously been submitted to and approved in writing by the local planning authority. The approved facility shall remain available for users of the development thereafter.

REASON - In order to promote sustainable means of travel having regard to Policies 5 and 9 of the Oldham Local Plan.

- 6 The development hereby approved shall not be brought into use unless and until a Parking Management Plan, detailing the operation and availability of the school car parks during events out of school hours, has been submitted to and approved in writing by the Local Planning Authority. Thereafter all measures that form part of the approved management plan shall be implemented and remain available for users of the facility.

REASON - To ensure that adequate off-street parking facilities are provided for the development so that parking does not take place on the highway to the detriment of highway safety, and to protect the amenity of neighbouring residents having regard to Policies 5 and 9 of the Oldham Local Plan.

- 7 The development hereby approved shall not be brought into use unless and until details of a highway improvement scheme on Manchester Street at the junction of Bloom Street has been submitted to and approved in writing by the Local Planning Authority, and the approved scheme has been implemented in accordance with the approved details.

REASON - To facilitate the safe movement of pedestrians, cyclists and other highway users in the vicinity of the development having regard to Policies 5 and 9 of the Oldham Local Plan.

- 8 The development hereby approved shall not be brought into use unless and until details of a highway improvement scheme along Booth Street has been submitted to and approved in writing by the Local Planning Authority, and the approved scheme has been implemented in accordance with the approved details.

The scheme of works shall include the following:

- Conversion of entire length of Booth Street to one-way (southbound) with associated amendments to the Booth Street/ Middleton Road junction to facilitate this change and reduce the width of the carriageway at the junction;
- New off-carriageway layby for exclusive use of buses and coaches;
- Widening of existing footways to a minimum width of 2m;
- A minimum carriageway width of 5m, widening locally where needed to accommodate the existing bus facility on Booth Street;
- Short-term parking at the kerbside adjacent to the eastern footway on Booth Street (and any associated signing and road markings);
- A raised table (uncontrolled) pedestrian crossing facility close to the main entrance of the school.

REASON - To facilitate the safe movement of pedestrians, cyclists and other highway users in the vicinity of the development having regard to Policies 5 and 9 of the Oldham Local Plan.

- 9 The development hereby approved shall not be brought into use unless and until details of a highway improvement scheme to include the introduction of a new Toucan Crossing on Middleton Road has been submitted to and approved in writing by the local planning authority, and the approved scheme has been implemented in accordance with the approved details.

REASON - To facilitate the safe movement of pedestrians, cyclists and other highway users in the vicinity of the development having regard to Policies 5 and 9 of the Oldham Local Plan.

- 10 No development hereby permitted, other than site clearance, demolition and regrading, shall commence until full details of the measures to be undertaken to either close and/or divert the on-site public sewers and associated apparatus, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON - In order to safeguard the public sewerage system having regard to Policy 9 of the Oldham Local Plan.

- 11 Prior to the commencement of any development, other than site clearance, demolition and regrading, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance 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. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 10 l/s. Foul and surface water shall be drained on separate systems. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

REASON - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution having regard to Policy 9 of the Oldham Local Plan.

- 12 Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a suitable 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 subsequently be completed, maintained and managed in accordance with the approved plan.

REASON - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development having regard to Policy 9 of the Oldham Local Plan.

- 13 No development comprising the erection of any external walls shall take place until a specification of the materials to be used in the construction of the external surfaces of the development, including the roof, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details.

REASON - To ensure that the appearance of the development is acceptable in the interests of the visual amenity of the area having regard to Policy 20 of the Oldham Local Plan

- 14 No works to trees or shrubs shall take place between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no

active bird nests are present which has been agreed in writing by the Local Planning Authority.

REASON - To ensure the protection of bird habitats, which are protected species under the Wildlife and Countryside Act 1981 having regard to Policy 21 of the Oldham Local Plan.

- 15 The development shall be implemented in accordance with the measures set out in the Blue Coat II School Energy Statement Ref: FS0935-RAM-ZZ-XX-RP-M-00001 Rev P01 dated March 2021.

REASON - To ensure that the development accords with the provisions of Policy 18 of the Oldham Local Plan.

- 16 Prior to the commencement of development (including demolition, regrading, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved in writing by the local planning authority, detailing the containment, control and removal of Japanese rose (*Rosa rugosa*) and wall cotoneaster (*Cotoneaster horizontalis*) on site. The measures shall be carried out strictly in accordance with the approved scheme.

REASON - Prior approval of such details is necessary as they are fundamental to the initial site preparation works and to ensure a safe development having regard to Policy 9 of the Oldham Local Plan.

- 17 A scheme for the Biodiversity Enhancement Measures, as set out in section 5 of the Ecological Assessment by TEP dated May 2021 (ref: 8684.002), shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the construction of any buildings hereby approved. 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.

REASON - To ensure positive enhancement of the site having regard to Policy 21 of the Oldham Local Plan.

- 18 No development, other than site clearance, demolition and regrading, 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 - Prior approval of such details is necessary as they are fundamental to the initial site preparation works and in order to protect public safety as the site is located within 250 metres of a former landfill site having regard to Policy 9 of the Oldham Local Plan.

- 19 No development, other than site clearance, demolition and regrading, shall commence until any remediation works and/or mitigation measures to address land instability arising

from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the proposed development. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the Local Planning Authority. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

REASON - Prior approval of such details is necessary as they are fundamental to the initial site preparation works and to ensure the safe development of the site having regard to Policy 9 of the Oldham Local Plan.

20. Notwithstanding the details indicated on the approved landscaping plans ref: FS0935-ONE-Z0-XX-DR-L-00202 P05 and FS0935-ONE-Z0-XX-DR-L-00203 P05, the development hereby approved shall not be first occupied until arrangements for the provision of on and off-site replacement tree planting at a ratio of 3 for 1 of each mature or semi-mature removed tree has been submitted to and approved in writing by the Local Planning Authority, along with an implementation timeframe. The development shall be implemented in full accordance with the approved details and timeframe. Thereafter any on-site 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.

REASON - To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area having regard to Policies 9, 20 and 21 of the Oldham Local Plan, and saved Policy D1.5 of the Unitary Development Plan.

21. Prior to the commencement of any part of the development hereby approved, including site clearance, excavation or construction works or the entry of vehicles or plant into the site, all existing retained trees and hedges on and adjacent to the site, other than those indicated for removal on the approved plans, shall be physically protected from damage by plant, equipment, vehicles, excavation, deposit of excavated material and any other cause. This shall be achieved by the erection of 2.3 m high fencing using vertical and horizontal scaffolding poles, or other stout fencing to Local Authority approval with the uprights driven well into the ground, erected in accordance with BS5837:2005, outside the canopy. The fencing shall be maintained for the duration of the development operations and no operations or storage whatsoever shall take place within the fenced protection areas.

REASON - Prior approval of such details is necessary to protect existing trees and hedges having regard to saved Policy D1.5 of the Unitary Development Plan.

22. The development shall be implemented in accordance with the measures set out in the submitted Construction Phase Plan Version 3 Ref: RMS-PL-021 Rev F1 dated Jan 2020.

REASON – To ensure the safe development of the site and to protect the amenity of the area having regard to Policy 9 of the Oldham Local Plan.

LOCATION PLAN

