

APPLICATION REPORT – VAR/349651/22
Planning Committee 9th November 2022

Registration Date: 16th August 2022
Ward: Shaw

Application Reference: VAR/349651/22
Type of Application: Variation of Condition

Proposal: Variation of conditions to allow for phased development, including revised site drainage proposals - 2 (approved plans), 4 (design code framework), 8 (CEMP re-aligned River Beal), 9 (remediation strategy), 12 (Channel details), 13 (EU Water Framework Directive), 14 (surface and foul water drainage), 18 (energy), 19 (finished floor levels), 20 (invasive species), 21 (biodiversity), 22 (ecology surveys), 24 (internal highways details), 26 (interim travel plan) and 28 (crime impact statement) relating to application OUT/345898/20

Location: Shaw Distribution Centre, Linney Lane, Shaw, Oldham

Case Officer: Graham Dickman
Applicant: Estuary Property Holdings Limited
Agent: Miss Laura Pennington

INTRODUCTION

The application is being reported to Planning Committee as a Major application which would involve a departure from the provisions of the Development Plan.

RECOMMENDATION

It is recommended that the application should be approved subject to the conditions as set out in this report.

As a submission under Section 73, any approval will remain subject to the Section 106 agreement in respect of affordable housing, off-site highway works, public open space provision and management, education, and health contributions completed in connection with application OUT/345898/20.

THE SITE

The application site extends to approximately 12.3 hectares (30 acres) in area, is rectangular in shape and constitutes a major brownfield site situated in Shaw. The site has most recently been used for distribution and warehouse purposes (Use Class B8).

The overall site comprised five buildings, including three mills, all dating from the end of the 19th Century / early 20th Century and all considered to be Non-Designated Heritage Assets (NDHAs), and two large, purpose-built modern warehouse distribution facilities for the storage and sorting of goods. The mill buildings are constructed from mainly red brick,

whereas the modern warehousing comprises light green/ grey corrugated metal.

Partial clearance of the site has already commenced.

The topography of the site is generally flat and low-lying. The River Beal runs through the site and is partially culverted.

Primary vehicular access to the site is gained from Beal Lane to the south, and from Linney Lane, to the north. The southern access into the site (currently utilised by Yodel) is via a mini roundabout off Beal Lane. The site access from Linney Lane to the north forms a priority junction.

Both accesses are currently designed to accommodate the larger HGV vehicles associated with the historic/ existing operations.

In terms of the surrounding area, this is predominantly residential in nature, with some commercial employment provision to the north and south. In addition, Shaw town centre, including shops, services, amenities and facilities, is situated approximately 200m to the west within easy walking distance.

THE PROPOSAL

Outline planning permission has been granted for the erection of up to 400 dwellings and the demolition of all buildings and structures (OUT/345898/20).

The present application seeks a variation to conditions of the above approval (set out in the Proposal description) to allow for a phased development, including revised site drainage proposals.

The southern portion of the site remains occupied by Yodel (anticipated to remain for up to 5 years) for commercial purposes, and therefore it is envisaged that development of the now vacant northern section will come forward in advance of that later phase. This requires a variation of wording to allow Phase 1 to come forward independently of Phase 2

An updated Flood Mitigation Strategy has been devised with a realignment of the River Beal through Phase 1, removing culverts and naturalising river banks to increase storage capacity with slight changes to channel gradient to tie in with the Phase 2 area.

In addition, a new flood storage area will be constructed in the north-east corner of the site, which will remain dry except in extreme storm events, and will form a permanent feature allowing for an improved level of flood resilience.

A secondary access onto Linney Lane will be removed given the reduction in dwellings in this part of the site, with a previously proposed emergency access upgraded to serve the remaining properties.

There are no proposed changes to the maximum number of dwellings proposed and the level of open space provided will not be reduced. However, this change will lead to increased densities close to the Metrolink stop.

ENVIRONMENTAL IMPACT ASSESSMENT

The application has been assessed in accordance with Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The development falls within Class 10(b) of the Schedule, and therefore, the application is accompanied by an updated Environmental Statement.

RELEVANT HISTORY OF THE SITE:

OUT/345898/20 - Outline planning permission (with all matters reserved except for access) for Residential development (use class C3) together with new publicly accessible open space; landscaping; de-culverting of the River Beal, surface water drainage infrastructure, car parking and other necessary works with access from Linney Lane and Beal Lane following the demolition of existing buildings and structures'. Approved subject to legal agreement 31.03.2022

NMA/348981/22 – Re-word Conditions 8 and 13 to allow demolition and site clearance prior to compliance with the conditions. Approved 26.05.2022

Various condition discharge applications in connection with this approval have been submitted. CND/349652/22 (Condition 10), CND/349163/22 (6), and CND/348968/22 (6, 7, 15, 17).

RELEVANT PLANNING POLICIES

The 'Development Plan' is the Joint Development Plan Document (Local Plan) which forms part of the Local Development Framework for Oldham. The site is designated in the Local Plan as being in a Business Employment Area.

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

- Policy 1 - Climate Change and Sustainable Development
- Policy 2 - Communities
- Policy 3 - An Address of Choice
- Policy 5 - Promoting Accessibility and Sustainable Transport
- Policy 9 - Local Environment
- Policy 10 - Affordable Housing
- Policy 11 - Housing
- Policy 14 - Supporting Oldham's Economy
- Policy 18 - Energy
- Policy 19 - Water and Flooding
- Policy 20 - Design
- Policy 21 - Protecting Natural Environmental Assets
- Policy 24 - Historic Environment
- Policy 25 - Developer Contributions

CONSULTATIONS

Highways Officer	No objections subject to conditions in relation to satisfactory access provision, submission of further details at Reserved Matters stage, a green travel plan, and wheel cleaning during construction.
Environmental Health	No objections. Issues associated with landfill gas are being dealt with under a separate condition discharge application.
TfGM	No comments on the proposed change.
United Utilities	No objections to the submission of details on a phased basis as proposed.
G M Ecology Unit	No objections to the proposed change.
Environment Agency	No objections subject to updated river modelling being required by condition.

REPRESENTATIONS

The application has been advertised by press notice, site notices, and direct neighbour notification.

The operator of the adjacent MOT station on Linney Lane has expressed concerns at the increased traffic passing the entrance to the premises which are required 24 hours per day.

PLANNING CONSIDERATIONS

Principle of the development

The principle of the comprehensive re-development of an established employment site for alternative residential development has been established by virtue of planning approval OUT/345898/20.

Consideration of the present application is therefore restricted to the impacts associated with the proposed two-stage phasing of the development's implementation.

Highways and Access

The original layout incorporated the provision of two new vehicular access points from Linney Lane to serve separate parcels of residential development to either side of the de-culverted River Beal. In addition, an existing access point in the north-east corner of the site, which also serves the adjacent vehicle repair garage, was to be retained and lengthened to serve as an emergency access.

The proposed revision will result in an additional 25 of the anticipated 400 approved dwellings accessing the site from Beal Lane rather than Linney Lane.

The present proposals envisage the deletion of a portion of the residential development to the east of the River Beal, with the former emergency access upgraded to serve the smaller resultant residential development of approximately 10 dwellings.

This new access road will be designed with a width of 5.5 metres, 2.0 metre footways to either side, 6.0 metre radii at the Linney Lane junction, and 2.4 metre by 43.0 metre visibility splays. A dropped kerb access to the adjacent garage would also be retained. These improvements will ensure satisfactory access to the new dwellings can be achieved, whilst protecting and enhancing access to the adjacent business.

The application is accompanied by a Transport Statement Addendum which addresses the changes proposed in this application. This concludes that the change in access arrangements would be negligible and accord with the previous assessments.

In respect of the concerns from the adjacent MOT business, the upgraded access will be provided to adoptable standard and will serve a small number of residential properties only. Therefore, it is not envisaged that access to the business will be adversely affected.

The Highways Officer has assessed the proposals and no objections are raised to the revised phasing arrangements.

Flood Risk & Drainage

The previously approved application was accompanied by a Flood Risk Assessment and Drainage Strategy and Water Resources Environmental Statement, which encompassed the proposals to de-culvert, re-align and widen the River Beal through the site. To allow the phased approach to development, a staged approach to the de-culverting is also required.

Additional hydraulic modelling has been undertaken to ensure that the approved flood storage levels could still be accommodated. This has resulted in the provision of a flood storage area in the north-east corner of the site, which will remain dry except in extreme storm events. This would be retained as a permanent feature thereafter. Other changes to the river channel will be required to ensure linkage to the un-culverted section in the second phase of development.

The Environment Agency notes that the results presented in the updated Flood Risk Assessment do not appear to show any significant changes from the previous proposals in relation to mitigating flood risk and impacts off site. Similarly, United Utilities has raised no objection to the proposed revisions, subject to the previous conditions requiring submission of detailed drainage information.

Open Space

The proposed changes would not impact on the previously identified areas of open space to be provided within the site. However, the proposed revisions to the north-eastern section will incorporate additional open space which could continue to be used during dry periods.

The provision and future management and maintenance arrangements for the areas of open space will continue to be required as part of the existing Section 106 agreement.

Therefore, the development would comply with the objectives of Section 8 of the NPPF and Local Plan Policy 23.

Other Matters

Issues associated with ecology and trees, ground conditions, heritage and archaeology, and residential amenity will not materially change from those associated with the previous approval.

All relevant conditions will be amended to accommodate the new phased approach to development. However, the substance of those conditions and the requirements for the submission of detailed technical information for approval will remain.

CONCLUSION

Having regard to the anticipated timeframe (within the next 5 years) for the departure of Yodel from the southern half of the site, it is necessary to amend the original approval for residential development to facilitate the early delivery of a significant number of much needed new dwellings in a highly sustainable location.

Such development will make a valuable contribution towards the Council's deliverable supply of housing, and therefore, in the absence of any technical or other impediments, the proposed changes are acceptable.

RECOMMENDED CONDITIONS

1. Application for approval of the reserved matters of 1) Appearance 2) Landscape 3) Layout and 4) Scale shall be made to the Local Planning Authority before the expiration of six years from 31st March 2022. The development hereby permitted shall be begun either before the expiration of six years from 31st March 2022 or two years from the date of approval of the last of the reserved matters whichever is the later.

REASON - To comply with 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 number of dwellings to be constructed on the site shall not exceed 400.

REASON - To define the quantum of residential development, and to ensure it accords with the Environmental Statement.

4. Prior to the submission of any reserved matters application, a Design Code Framework for that phase of development shall be submitted to and approved in writing by the local planning authority. It shall include the following details for that phase:

- i. Urban design principles;
- ii. Character areas;
- iii. Treatment of the development edge;
- iv. Block principles;
- v. Boundary treatments;
- vi. Housing Mix;
- vii. Building types, uses and heights;
- viii. Movement network including street types, route hierarchy, footpaths, cycleways and bus service links to the Town Centre;

- ix. Public realm strategy including lighting and street furniture;
- x. SUDS, parks, open spaces and landscaping, including the identification of trees and hedgerows to be retained;
- xi. A Palette of building materials and details;
- xii. All external surface materials including footpaths, cycleways and streets;
- xiii. Street cross-sections and plans; and,
- xiv. Location of emergency services infrastructure;

Each application for approval of reserved matters shall be accompanied by a Design Code Statement outlining how the development accords with the approved Design Code Framework for that phase of development and has demonstrated regard to previous phases of development.

REASON - To ensure a high-quality comprehensive design and the proper planning of the area having regard to Policy 20 of the Oldham Local Plan.

- 5. Prior to the submission of any reserved matters application, a detailed Phasing Plan and Programme for the development shall be submitted to and approved in writing by the local planning authority. The submitted details shall indicate the extent of each phase, the sequence of development, the approximate number of units proposed within each phase and the associated timetable of works. The development shall then be constructed in accordance with the approved Phasing Plan and Programme.

REASON - To ensure a satisfactory comprehensive development and proper planning of the area having regard to Policy 20 of the Oldham Local Plan.

- 6. Any demolition works shall be undertaken in accordance with details approved under application reference CND/348968/22. In order to fully discharge the condition, a watching brief shall be undertaken and all post-excavation requirements (report production, archive preparation and dissemination) shall have been submitted to and approved in writing by the Local Planning Authority.

REASON - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible having regard to Policy 24 of the Oldham Local Plan.

- 7. Demolition and site clearance works for any phase of development shall be carried out in accordance with details approved under application reference CND/348968/22.

REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to safeguard the amenities of the adjoining premises and the area having regard to Policy 9 of the Oldham Local Plan.

- 8. Prior to the commencement of any phase of development hereby approved, a scheme in the form of a Construction Environment Management Plan (CEMP) for that phase 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, along with adequate wheel wash facilities. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the demolition or construction works are commenced, which shall be maintained for the duration of the demolition or construction works.

REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to safeguard the amenities of the adjoining

premises and the area having regard to Policy 9 of the Oldham Local Plan.

9. No development (apart from demolition and site clearance) shall take place until a detailed construction environmental management plan (CEMP) for the construction of the new realigned and daylighted River Beal within that phase of development has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme. Any subsequent amendments shall be agreed in writing with the local planning authority.

The scheme shall include details demonstrating how the River Beal and wildlife corridor will be protected and or appropriately reinstated during development based on the following:

- 1) Timing of the works that preferably avoid more ecologically sensitive fish spawning season (Mid October to late March) for any in-channel and riparian bankside working.
- 2) The measures to be used during the development in order to minimise environmental and ecological impacts of the works (considering both disturbance and pollution).
- 3) Details of new bank and channel design of River Beal.
- 4) Environmentally sensitive design of any new surface water outfall to River Beal, with a preference on SUDs solutions.
- 5) Pollution protection measures.
- 6) Site supervision.
- 7) A pre and post construction monitoring plan for the diverted and realigned River Beal channel for that phase of development. To include a minimum 2 year post construction monitoring of new channel and corridor to assess channel stability and vegetation re-establishment post scheme construction.

REASON - To ensure key ecological receptor of River Beal and WFD waterbody is protected and enhanced as part of major new river restoration scheme in accordance with Policy

10. No development (apart from demolition and site clearance) shall commence on any phase until a remediation strategy to deal with the risks associated with contamination of the site within that phase of development, has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete

and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON - To protect the environment and prevent harm to human health having regard to Policy 9 of the Oldham Local Plan.

11. No development (apart from demolition and site clearance) shall commence on any phase unless and until a site investigation and assessment in relation to the landfill gas risk 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.

12. If, during development, contamination not previously identified is found to be present at the site at any phase then no further development of that phase (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

REASON - To protect the environment and prevent harm to human health having regard to Policy 9 of the Oldham Local Plan.

13. No development (apart from demolition and site clearance) shall commence on any phase until the following information has been submitted to and approved in writing by the Local Planning Authority:

- A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.
- Details of proposed floor and external levels (AOD) of the River Beal and channel.
- Details of the new River Beal Channel, including long/cross sections, demonstrating compliance with the approved FRA by Integra and subsequent amendments included within the FRA and Drainage Strategy included within CBRE ES Addendum Volume IV Flood Risk Assessment and Drainage Strategy.
- Sufficient cross-sections to represent all design proposals within new Riverside Park (i.e. any proposed new in channel flow variations including channel meanders, bridge crossing, channel narrowing, riffles etc.).
- Bank full width and height to be marked on cross-sections in m.
- Water levels for a range of flows (i.e. Q50 and QMED) to be marked on cross sections in m AOD.
- Proposed and existing bed levels to be marked on cross-sections in m AOD at every break in slope.
- Details of new low flow channel (to be informed by modelling and

hydromorphology survey).

- Details of any new in channel structures or bed substrate added to the channel.
- Details of proposed new bank revetment options (if required and preferentially based on bio-engineering options where feasible).
- Detailed proposals for any new channel toe protection and its installation.
- Access to banks and channel.
- A remediation strategy which considers water quality impacts from the proposed channel diversion.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON - To secure opportunities for enhancing nature conservation and geomorphological value in line with policies 1, 6 & 21 of the Oldham Local Plan.

14. No development (apart from demolition and site clearance) shall commence until a risk assessment for impacts on the EU Water Framework Directive (WFD) ecological quality elements is undertaken to evaluate the level of risk and show how it is to be mitigated for that phase of development.

REASON - To conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity having regard to Policy 21 of the Oldham Local Plan and paragraphs 170 and 175 of the NPPF.

15. No development (apart from demolition and site clearance) shall commence on any phase until details of the method of surface water and foul water drainage from that phase of development, including a sustainable drainage management and maintenance plan for the lifetime of the development, have been 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 residents' or similar 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 approved details shall be implemented in full prior to first occupation of the approved development and shall be maintained thereafter.

REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to ensure that the site is satisfactorily drained having regard to Policy 19 of the Oldham Local Plan.

16. Demolition and site clearance works on any phase involving works adjacent to the Metrolink tram line shall be undertaken in accordance with details approved under application reference CND/348968/22.

REASON - To ensure a safe form of development in close proximity to the Metrolink tram line having regard to Policies 5 and 9 of the Oldham Local Plan.

17. Prior to commencement of above ground works on any phase of development involving works adjacent to the Metrolink tram line details of permanent measures to prevent vehicles entering the tram line shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved measures.

REASON - To ensure a safe form of development in close proximity to the Metrolink tram line having regard to Policies 5 and 9 of the Oldham Local Plan.

18. Any application for the approval of reserved matters in respect of Appearance, Layout, or Scale shall be accompanied by details of a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line.

REASON - To protect the amenity of future residents having regard to Policy 9 of the Oldham Local Plan.

19. The submission of a reserved matters application for each phase of development shall include a detailed energy statement to demonstrate how the proposal will accord with the Energy Infrastructure Target Framework set out in Oldham Local Plan Policy 18 and contributes to energy reduction when considering that phase of development.

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

20. Any application for the approval of reserved matters in respect of Layout, Landscaping or Scale for that phase of development shall be accompanied by details of all finished ground and floor levels for the proposed site and buildings (as applicable to the application) relative to a datum or datum points, the location of which has previously been approved in writing by the Local Planning Authority.

REASON - In order to ensure adequate information is submitted to fully assess the impact of the development having regard to Policies 9 and 20 of the Oldham Local Plan.

21. The submission of a reserved matters application for each phase of development shall be accompanied by an updated invasive species survey and a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam and Japanese knotweed and any other invasive species. The approved method statement shall be adhered to and implemented in full prior to the commencement of the development in that phase.

REASON - To prevent the spread of Japanese knotweed, Himalayan balsam, Giant hogweed and any other invasive species having regard to Policies 9 and 21 of the Oldham Local Plan

22. Any application for the approval of reserved matters for that phase of development shall be accompanied by a scheme to mitigate for the loss of on-site biodiversity. The mitigation proposal shall include:

- Full details of the off-set requirement resulting from the loss of habitats on the development site utilising the Defra off-set matrices version 2 or equivalent;

- Full details of Habitat enhancement and creation proposals on-site including target condition;
- Calculation of on-site mitigation utilising the Defra off-set matrices version 2 or equivalent that demonstrate a minimum of 10% net gain;
- A management and monitoring plan for a period of 25 years; and,
- Details of the organisation responsible for managing and monitoring the on-site mitigation

The approved scheme shall be implemented in full in accordance with an agreed timetable.

REASON - To ensure biodiversity enhancements are provided having regard to Policy 21 of the Oldham Local Plan.

23. Any application for the approval of reserved matters for that phase of development shall be accompanied by updated surveys of the River Beal and adjacent railway, including desk top information to identify whether otters are present on the site, and if so, no development shall be undertaken until a suitable scheme of mitigation and protection has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented fully in accordance with the approved scheme.

REASON - In order to ensure the protection of ecological assets having regard of Policy 21 of the Oldham Local Plan.

24. Any application for the approval of reserved matters shall be accompanied by an accurate tree survey to BS3998 and Arboricultural Impact Assessment for that phase, identifying which trees will be retained or lost as part of the development. Details will also include any measures to protect trees identified as worthy of protection and details of mitigation for the trees lost at a ratio of 3:1. The survey details shall be at a scale of not less than 1:500, indicating 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.

REASON - The ensure protection or as appropriate replacement of existing trees represent an important visual amenity having regard to saved Policy D1.5 of the Oldham Unitary Development Plan.

25. Any application for the approval of reserved matters for that phase of development shall include details of the following:

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. footway and cycleway infrastructure through the site
9. the means of emergency access to each part of the site

REASON - To ensure adequate highway and drainage standards are achieved in accordance with Policy 5 of the Oldham Local Plan.

26. No dwellings hereby approved shall be occupied until the access to that property has been provided in accordance with the approved plan 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. All work that forms part of the approved scheme shall be retained thereafter.

REASON - To ensure adequate access is provided and remains available in the interest of highway safety having regard to Policies 5 and 9 of the Oldham Local Plan.

27. Prior to the first occupation of the development hereby approved, an interim green travel plan for that phase of development shall be submitted to and approved in writing by the Local Planning Authority. Following acceptance of the interim plan, a final version shall be submitted to and approved in writing by the Local Planning Authority, and the approved plans shall thereafter be implemented within 3 months of first occupation of the dwellings.

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

28. No development (apart from demolition and site clearance) shall commence on any phase unless details of any proposed piling using penetrative methods has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

REASON - To protect the environment and prevent harm to amenity having regard to Policy 9 of the Oldham Local Plan

29. Any application for the approval of reserved matters for that phase of development shall be accompanied by a statement which demonstrates how the proposals have taken account of the recommendations of the submitted Crime Impact Statement Ref:2020/0693/CIS/01 Version A.

REASON - To ensure the development incorporates measures to reduce the risk of crime having regard to Policy 9 of the Oldham Local Plan.

30. 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.

LOCATION PLAN – not to scale

