

Application Number 17/00534/REM

Proposal	Approval for the layout, scale, appearance and landscaping details for a residential development comprising 44 dwellings.
Site	Former Samuel Laycock School, Mereside, Stalybridge.
Applicant	Contour Homes
Recommendation	Approve
Reason for report	The proposal constitutes small scale major development

REPORT

1. APPLICATION DESCRIPTION

- 1.1 The applicant seeks reserved matters approval for the layout, scale, appearance and landscaping details for a residential development comprising 44 dwellings. This application is made following the grant of outline planning permission under planning permission reference 16/00856/OUT which approved the principle of residential development at the site and detailed approval for the means of access to the site.
- 1.2 This approved vehicular access is taken from Mereside off Lake Road.
The following documents have been submitted in support of the application:
Flood Risk Assessment
Contaminated Land Assessment
Utilities Report
Design and Access Statement

2. SITE & SURROUNDINGS

- 2.1 The application site is 1.38 hectares in area and is located to the north of Mereside and Lake Road, Stalybridge. Existing residential development lies to the south of the site and the area is characterised by a mix of detached, semi-detached and terraced properties. Stamford Park, a Grade II registered park and garden, lies to the west and north of the site. A footpath runs outside of the site along the southern and eastern boundaries.
- 2.2 The site is the grounds of the former Samuel Laycock School, which was replaced on a new site at Broadoak Road. The former school has been demolished and all that remains is the concrete foundation slab and tarmac areas which formed the car park and playground areas. Land levels across the site are characterised by two plateaus with a slight fall from east to west and a sharp bank in between approximately two thirds of the way across the site. There is a further fall in levels outside of the site to the east towards Stamford Park. The site is currently surrounded by tall palisade security fencing and is generally unkempt.
- 2.3 The site is within 400m of the nearest primary school, and 1km of the nearest doctors' surgery.
- 2.4 The nearest bus stop to the site is 350m away at Springs Lane with 2 bus services running hourly and half hourly. The nearest railway station is at Stalybridge approximately 1.2km from the site which operates 2 regular services providing links to Leeds, Manchester and Liverpool. As such the site has good access to public transport and it is considered to be a sustainable location for residential development.

3. PLANNING HISTORY

- 3.1 16/00856/OUT – outline planning permission for residential development and associated works – Granted December 2016.
- 3.2 12/00217/NDM - Notification of Demolition of school buildings - Granted April 2012

4. RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Part Green Belt.
Part protected green space

4.2 Part 1 Policies

1.3: Creating a Cleaner and Greener Environment.
1.4: Providing More Choice and Quality Homes.
1.5: Following the Principles of Sustainable Development
1.12: Ensuring an Accessible, Safe and Healthy Environment

4.3 Part 2 Policies

H2: Unallocated Sites.
H4: Type, size and affordability of dwellings
H5: Open Space Provision
H6 Education and Community Facilities
H7: Mixed Use and Density
H10: detailed Design of Housing Developments
OL1: Protection of the Green Belt
OL4: Protected Green Space.
OL10: Landscape Quality and Character
T1: Highway Improvement and Traffic Management.
T11: Travel Plans.
C1: Townscape and Urban Form
C9: Historic Parks and Gardens
N4: Trees and Woodland.
N5: Trees Within Development Sites.
N7: Protected Species
MW11: Contaminated Land.
U3: Water Services for Developments
U4 Flood Prevention
U5 Energy Efficiency

4.4 Other Policies

Greater Manchester Spatial Framework - Publication Draft October 2016
The Greater Manchester Joint Waste Development Plan Document April 2012
The Greater Manchester Joint Minerals Development Plan Document April 2013
Residential Design Supplementary Planning Document
Trees and Landscaping on Development Sites SPD adopted in March 2007.
Tameside Playing Pitch Strategy

4.5 National Planning Policy Framework (NPPF)

Section 1 Delivering sustainable development
Section 6 Delivering a wide choice of high quality homes
Section 7 Requiring good design
Section 8 Promoting healthy communities
Section 9 Protecting Green Belt land

5. PLANNING PRACTICE GUIDANCE (PPG)

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

6. PUBLICITY CARRIED OUT

- 6.1 As part of the planning application process notification letters were sent out on 25 July 2017 to 29 neighbouring properties on Mereside.

7. RESPONSES FROM CONSULTEES

- 7.1 Borough Tree Officer: No objection but suggest greater number of new native trees be planted in the north western and south eastern parts of the development which are relatively open (this is reflected in the amended plans). Conditions relating to the timing of the implementation of the landscaping scheme and details of maintenance of the planting can be added to the planning permission.
- 7.2 United Utilities: No objection to the proposed development subject to conditions requiring details of foul and surface water drainage are attached to any approval.
- 7.3 Greater Manchester Ecological Unit (comments in relation to the outline application which has been approved): This previously developed site does not have substantive ecological value, therefore no overall objections to the scheme on ecological grounds. The Landscape context of the site is important; recommend that a detailed Landscape Plan be prepared for the site.
- 7.4 Borough Environmental Health Officer: No objections subject to conditions being attached to the planning permission limiting the hours of working and deliveries during the construction phase of the development and details of refuse storage and collection being approved prior to occupation of the development.
- 7.5 Borough Contaminated Land Officer: recommend that a standard contaminated land condition is attached to any planning approval granted for residential development at the site, requiring the submission and approval of an assessment into potential sources of contamination and a remediation strategy.
- 7.6 Local Highway Authority: Anticipate that the development will not generate a level of traffic that would have an adverse impact on the local highway network. Conditions suggested.

8. SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 8.1 A 58 name petition and 4 letters of representation have been received in objection to the proposals, raising the following concerns (summarised):
- The additional traffic generated by the proposals would make the existing problems with congestion on Mereside and Lake Road even worse and additional parking would result in obstruction to the free passage of the highway.
 - The proposed development does not include sufficient parking spaces and this will encourage additional on street parking.
 - The drainage network is at capacity and would not cope with additional sewage flows that would result from this development. There is evidence of sewage flooding out of the network at the Lake Road/Lake View junction during period of heavy rainfall.

- Buildings are proposed within close proximity of the northern boundary of the site and this would result in harm to biodiversity through requiring the removal of trees and hedgerows. This would reduce the potential for nesting for protected species and the noise associated with the occupation of the dwellings would further reduce the wildlife potential of the site.
- The original proposal was for 30 dwellings, this application is for 44 units which will have a far greater impact on the amenity of neighbouring properties.
- The land was originally donated by Samuel Laycock Industries for education purposes and should not be developed for residential use.
- The proposed dwellings adjacent to the southern boundary of the site would be located very close to the pathway that allows access to the properties at 11-19 Mereside and this would be enclosed by fencing, creating concerns about who will maintain the areas of grassed open space in front of the existing properties and security issues associated with creating an enclosed walkway.
- Lake Road should be altered to a one way system to manage the impact of the additional 60-80 car trips that would be generated by the development.
- The access arrangements are considered to be too narrow and will restrict the ability of existing residents to park safely and will cause a highway safety hazard during the construction process when large vehicles will be making regular trips to the site.
- Noise and pollution during the construction process would be detrimental to the residential amenity of neighbouring properties.
- The proposed development may result in a loss of light to 13 Mereside which would be detrimental to the residential amenity of that property.
- The proposal should include improved vehicular access arrangements for the properties at 13-19 Mereside.

8. ASSESSMENT

8.1 The key issues to be assessed in the determination of this planning application are:

- 1) The principle of development
- 2) The proposed layout, design and scale of the development on the character of the site and the surrounding area (including openness of the adjacent Green Belt),
- 3) The impact upon the residential amenity of neighbouring properties
- 4) The impact on highway safety
- 5) The impact on flood risk and environmental health
- 6) The acceptability of the proposed landscaping scheme

9. PRINCIPLE OF DEVELOPMENT

9.1 The principle of residential development (including the development on land currently classified as Protected Green Space) and means of access to the site have already been approved by the grant of outline planning permission. The key issues for consideration now are detailed matters relating layout, scale, design and appearance of the proposed new homes and this is discussed in more detail below.

10. CHARACTER AND IMPACT ON OPENNESS OF THE GREEN BELT

10.1 The proposed layout would allow the retention of a significant section of the eastern boundary that would maintain views from within the main body of the site out to the Green Belt beyond that boundary of the site. In addition, the proposed road layout would allow views of the open landscape beyond the northern boundary of the site to form the backdrop to the development. Subject to the careful treatment of the shared surface parking areas in these parts of the site, it is considered that the proposal would present a legible layout that would retain a sense of openness from within the site.

- 10.2 This is considered to be an important element of the development of the site, which sits on the northern edge of Stalybridge and by maintaining open views beyond the boundary of the site, the proposal respects the transition from built development to the south to open land immediately to the north, west and east. Avoiding enclosure along the site boundaries respects the openness of the adjacent Green Belt to the east, emphasising the importance of the space which prevents coalescence between Stalybridge and Ashton. Maintaining open views beyond the northern boundary of the site would allow appreciation of and preserve the setting of the designated Historic Park and Garden at Stamford Park to the north west of the site. The position of the dwellings would allow space to be retained between the building line and the northern boundary of the site and only two units would be in close proximity to the eastern boundary of the site, providing a buffer between the edge of the built form and the more sensitive boundaries of the site.
- 10.3 Whilst ideally the properties adjacent to the southern boundary would face onto Mereside, the close proximity of the neighbouring properties at 11-15, 27 and 29 Mereside to the common boundary ensure that the space provided by the rear gardens of the proposed units is required to maintain adequate separation distances and preserve the residential amenity of the neighbouring properties. It is also the case that the prominence of large sections of the southern boundary of the site on the approach along Mereside is reduced by the arrangement of the aforementioned dwellings on either side of the mini-roundabout, ensuring that only those properties adjacent to the access road will be readily visible until the entrance to the site is reached. From this immediate view, the units at 25 and 26 would provide a terminating vista, with their principal elevations looking directly down the access road.
- 10.4 In relation to the boundary treatments to be installed, whilst low rise brick walls with fencing above would be installed on the southern boundary of the site at the point opposite no.11 Mereside, this would change to metal railings at the point that the boundary runs in front of 13 and 15, where the separation distance between the common boundary and the neighbouring dwellings narrows. Railings would also provide the predominant boundary treatment on the edge of plots that abut the public realm. Subject to appropriate landscape planting, this form of treatment would avoid a suburban appearance to the development, emphasise the views through the site to the undeveloped land to the north and east and would avoid an oppressive environment along the footway to the properties at 13-19 Mereside. The use of fencing on the southern boundary adjacent to 27 Mereside is considered to be acceptable as this would be less prominent in public views and would also help to preserve the amenity of that neighbouring property.
- 10.5 In terms of the design and proportions of the proposed dwellings, the general approach is relatively uniform, with a combination of short terraces and semi-detached properties. The elevations would be a mixture of red and buff brickwork with tiled roofs. Gable features would be used at intervals to provide features of interest on the streetscene, alongside the recessed doorways, which would be a design element across the scheme. The windows and doors would line through and emphasise the uniformity of the overall design approach as well as retaining the relatively simple, regular form of the dwellings.
- 10.6 Following the above assessment, it is considered that the proposed layout would preserve the character of the surrounding area and the openness of the adjacent Green Belt.

11. RESIDENTIAL AMENITY

- 11.1 The southern side elevation of the property at plot 5 would be blank and set 14 metres from the front elevations of the properties at 13 and 15 Mereside, complying with policy RD5 of the adopted Tameside Residential Design Guide SPD. The proposed dwelling at plot 4 would be set at an oblique angle to the neighbouring property at 11 Mereside to the south of the site, which has a blank gable elevation and therefore no unreasonable overlooking

could occur. The oblique relationship would prevent unreasonable overlooking from the proposed dwellings at plots 3 and 4 into the windows on the front elevation of that neighbouring property given the orientation of no 11 Mereside.

- 11.2 The properties at plots 41 to 44 would face the common boundary with no. 27 Mereside, directly south of that part of the application site. However, due to the change in levels between the application site and that property and the proximity of the neighbouring property to the steep rise in levels up to the application site, direct overlooking would not be possible given the height of the intervening boundary treatment which would replace the existing fence on the common boundary. In terms of overshadowing, the only window in the side elevation of that neighbouring property is at ground floor level and is a secondary window to the living room. As a result of these factors, it is considered that the proposed separation distance of approximately 14 metres would be sufficient to avoid any harm to the residential amenity of that property.
- 11.3 The proposed dwellings at plots 37-40 would be at oblique angles to the neighbouring property at 27 Mereside and given the significant change in levels between the application site and that dwelling, it is considered that the proposal would not result in an overbearing impact on the amenity of that property. The oblique relationship with 29 Mereside, which is further east, would also ensure that the proposed development would not have an adverse impact on the residential amenity of that property terms of either overlooking or overshadowing.
- 11.4 In terms of property size and anticipated population of the development, the proposed 3 bedroom dwellings fall marginally below the nationally set minimum standards. However, the extent of this deficit is relatively small, at 2 square metres per property (each 3 bed unit would be 82 square metres against the national minimum standard of 84 square metres). Given the fact that the majority of the 44 units (28) would be 2 bedroom units that would comply with the national minimum standards, the small extent of the deficit in relation to the 3 bed units and the overall planning gain of delivering additional housing in the Borough on a brownfield site, it is considered that the harm arising from the size of some of the dwellings would not significantly and demonstrably outweigh the benefits of the proposals. Officers consider that planning permission should not be refused on this basis therefore.

12. HIGHWAY SAFETY

- 12.1 The Local Highway Authority has not raised any objections to the proposals following amendments to the internal road layout to ensure satisfactory turning space for refuse vehicles within the development. In terms of parking provision, all properties with 3 bedrooms would have space for 2 cars to park within the plots. The plots with 2 bed units would have 1 car parking space and 6 spaces would be provided for visitor parking across the development. Whilst 2 spaces per 3 bed dwelling would meet the requirements of the Residential Design Guide SPD, 2 spaces should also be provided for each 2 bed dwelling so satisfy the SPD guidelines. However, there is a regular bus service which is within a 10 minute walk of the site, with bus stops located on Darnton Road, which operates throughout the day, 7 days a week. This would provide a sustainable means of transport within reasonable walking distance of the development and would be a viable alternative to use of the private car for occupants of the development. Given this factor, alongside the provision of 6 vehicle spaces for visitor parking in addition to the on plot parking, it is considered that the benefits associated with the redevelopment of a vacant brownfield site and the provision of additional housing in the Borough would outweigh the partial conflict with the adopted parking standards.
- 12.2 The concerns raised by local residents in relation to the impact of additional traffic being generated by the proposals and the pressure for additional on street parking in the locality are noted. Some of the properties on the eastern side of Mereside on the approach to the

site do not have on plot parking and clearly this has resulted in increased reliance on parking in the road or in the spaces adjacent to the mini roundabout, from which access would be gained into the proposed development. The level of car parking to be provided across the proposed development would be more comprehensive than is evident in the immediate locality and given the close proximity of public transport, along with the short journey time on that service to the centre of Stalybridge and Ashton, it is considered that additional on street parking arising from the development would not result in significant and demonstrable harm that would outweigh the benefits of the proposals.

- 12.3 This assessment is also made within the context of the previous use of the site as a school, and the associated traffic would have been accessing the site from these roads at peak times. The Transport Statement that accompanied the outline planning application anticipated that a development of 29 houses would generate 23 trips to and from the site in the morning at peak time and 27 trips during the evening peak period. This would represent a slight reduction against the modelled estimates associated with the previous school use – being 26 trips in the morning peak period and 29 in the evening peak period.
- 12.4 Using this data as a baseline, the approximate number of trips generated by the proposed scheme (44 dwellings) would be approximately 35 in the morning peak and 41 in the evening peak period. The anticipated impact of the development would therefore be an additional 9 trips in the morning peak period and 12 in the evening peak period. Given that the peak periods covered in the Transport Statement are each 3 hours long, this equates to 3 additional trips per hour extra in the morning and 4 in the evening, both to and from the site. This increase in trip generation is considered not to be a volume that could be considered to be significant, given that 65 trips per day were being generated by the use of the site as a school on the basis of the estimates provided. Officers acknowledge that there would be some impact arising from the increase in additional traffic. However, this impact would not be severely adverse, as evidenced by the lack of objection from the Local Highway Authority and therefore planning permission should not be refused on this basis, in accordance with the guidance in paragraph 32 of the NPPF.
- 12.5 A condition requiring the submission of a construction management plan, to include the location of vehicle parking was attached to the outline planning permission (condition 10) and this would need to be discharged prior to the commencement of development.
- 12.6 The Local Highway Authority has requested a number of conditions. Details of external lighting and the implementation of measures to prevent displacement of material from the site onto the highway during the construction phase of the development were secured at the outline stage and do not need to be repeated. Conditions requiring pedestrian visibility splays to remain free from obstruction and the laying out of the parking areas prior to the occupation of the development are reasonable and can be added to the decision notice. Conditions relating to the condition of the adopted highway and works to be undertaken within the adopted highway are considered not to be necessary as these are matters that are enforceable under the Highways Act as opposed to under planning legislation.
- 12.7 The proposed development would be confined to the western part of the overall former school site and would therefore there would be not be adverse impact on this route of the Public Right of Way (PRoW) which runs through the eastern portion of the site (within the Green Belt) as a result of the proposed development. An informative requiring this route to remain free from obstruction during the construction process can be added to any planning permission granted.

13. FLOOD RISK

- 13.1 The applicant has submitted a Flood Risk Assessment (FRA) with the application. The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. The FRA

identifies that there is an existing surface water drain in Mereside. United Utilities require the flow of water from the development site into the drainage network to be limited to 20 litres per second which will require attenuation measures, flow restrictions and the underground storage mechanisms to be installed as part of the development. The FRA calculates that up to 250 cubic metres of underground storage may be required.

- 13.2 The final details of a sustainable drainage strategy for the development are to be submitted and approved in writing by the Local Planning Authority as required by condition 8 of the outline planning permission but the measures to be employed to limit the speed of surface water run off would help to control the rate at which water flows into the drainage network and therefore avoid creating additional flood risk.
- 13.3 The FRA indicates that the foul water from the proposed development would connect into the mains sewerage network in the locality, managed by United Utilities. Concerns raised by residents in relation to sewage leaking from the network during periods of heavy rainfall are noted but UU have not raised any concern about this issue or indicated that the development should not proceed on the basis of adverse impacts on the local drainage network.
- 13.4 Taking into account the above facts, it is considered that the proposed development would not result in a harmful impact in relation to flood risk, surface water management and foul network subject to the imposition of appropriate conditions.

14. ENVIRONMENTAL HEALTH

- 14.1 The Borough's Environmental Health Officer has raised no objections to the proposals, subject to the imposition of conditions limiting the hours of operation and deliveries during the construction phase of the development and details of refuse storage. In relation to the latter, areas for the storage of bins for each plot are annotated on the proposed site plan which appear to be of an appropriate size, although there is space within plot to increase this area. Appropriate provision is therefore considered to have been made for refuse storage subject to the details of screening and final dimensions. In relation to the hours of activity on site and associated deliveries during the construction phase of the development, this is restricted by condition 13 of the outline planning permission and therefore does not need to be re-imposed at the reserved matters stage.
- 14.2 In relation to contaminated land, the assessment submitted with the planning application identifies the need for further investigation into the levels of contamination on the site, the extent of the foundations below the ground associated with the former school buildings that have since been demolished and an assessment of the risk posed by any sources of contamination that may exist in relation to the development of the site for residential purposes. This was covered on the outline planning permission and so the request from Environmental Health to impose conditions relating to this matter are unnecessary and do not need to be repeated.

15. LANDSCAPING

- 15.1 The applicant has provided a landscaping plan detailing the location, species type and the number and size of specimens to be planted as part of the proposed development. The plan has been revised to increase the number of trees that are to be planted within the public realm, outside of the curtilage of the dwellings. This revision would ensure further tree planting in the north western and south eastern parts of the site, in order to break up the areas of hardstanding to provide car parking/turning space in those parts of the site.

- 15.2 The species of trees to be planted include Birch, Hawthorn, Cherry and Rowan. The Borough Tree Officer has raised no objections to the revised proposals. Conditions relating to the timing of the implementation of the landscaping scheme and details of maintenance of the planting will be imposed on the planning permission to ensure that the amenity value of the landscaping in the public realm is maintained. Conditions limiting the timing of the removal of planting from the site and details of external lighting were included on the outline planning permission.

16. OTHER MATTERS

- 16.1 The description of the outline planning permission did not include a ceiling number of dwellings and the scale of development is a matter being decided at this reserved matter stage, where the proposal is for 44 dwellings. The proposal has to be assessed on its merits and officers consider that the proposed number of units can be accommodated on the site in a manner that satisfies all material planning considerations.
- 16.2 In relation to ecology, there was no objection to the principle of development from the Greater Manchester Ecology Unit and the proposed landscaping scheme would enhance the biodiversity value of the site, in line with the requirements of paragraph 109 of the NPPF, which indicates that a net biodiversity gain should be secured as a result of development.

17. CONCLUSION

- 17.1 The principle of residential development on the site was established through the granting of outline planning permission. The proposed layout in this reserved matters application is considered to preserve the character of the surrounding area and the openness of the adjacent Green Belt. The siting and orientation of the proposed dwellings would preserve the residential amenity of neighbouring properties and the amenity of future occupants of the development. The proposed landscaping strategy is considered to be sufficiently robust to soften the impact of the development of a site which is on the edge of the built up environment of Stalybridge and on the edge of the Green Belt.
- 17.2 Whilst the concerns regarding the impact on parking in the surrounding area are noted, the Local Highway Authority has not objected to the proposals following minor amendments to the layout of the internal access road to ensure safe access for refuse vehicles. Whilst the 2 bedroom properties would only have 1 on plot parking space each, the site is considered to be in a relatively sustainable location, with a regular bus service within a 10 minute walk of the site. The level of additional trips generated by the proposed development to and from the site in comparison with the previous school use is considered not to be of a level that would have a severe adverse impact on highway safety. Final details of a sustainable drainage strategy can be secured by condition, including flow controls and on site storage to limit the run off rates. The issue of surface water infiltrating the foul drainage network is a maintenance matter which falls within the responsibilities of United Utilities as the Statutory Undertaker and is not therefore a material planning consideration.
- 17.3 Following the above and the assessment in the main body of the report, it considered that the appearance, layout, scale and landscaping of the development are acceptable, subject to a number of details being secured by condition.

18. RECOMMENDATION

Approve planning permission, subject to the following conditions:

1. The development hereby approved shall be carried out in accordance with the following approved plans: Proposed site plan (Drawing number 02 Issue P13), proposed street elevations (1 of 2) (Drawing number 09 Issue P2), proposed street elevations (2 of 2) (Drawing number 10 Issue P2), proposed house type plans (Drawing number 05 Issue P5, Drawing number 06 Issue P5, Drawing number 07 Issue P5, Drawing number 08 Issue P4), amended floor plans (Drawing number 04 Issue P8, amended plan entitled Soft landscape Layout produced by Brooklyn Landscapes Ltd (Rev. F), proposed boundary treatment elevations plan (Drawing number 03 Issue P2)
2. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the buildings; in the construction of all boundary walls, fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.
3. The car parking spaces to serve the development hereby approved shall be laid out as shown on the approved proposed site plan (Drawing number 02 Issue P13), prior to the first occupation of any of the dwellings hereby approved and shall be retained free from obstruction for their intended use thereafter.
4. The boundary treatments shown on the approved proposed boundary treatment elevations plan (Drawing number 03 Issue P2) shall be installed in the locations shown on plan ref. proposed site plan (Drawing number 02 Issue P13), in accordance with the approved details, prior to the first occupation of any of the dwellings hereby approved.
5. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme approved in writing by the Local Planning Authority prior to the occupation of any part of the development. Any newly planted trees or plants forming part of the approved landscaping scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species by the developer unless the local planning authority gives written consent to any variation.
6. No part of the development hereby approved shall be occupied until details of a maintenance management plan for the visitor car parking spaces, and the associated landscaping as indicated on approved plan Drawing number 02 Issue P12, has been submitted to and approved in writing by, the Local Planning Authority. The management plan shall include details of the timescale for the provision of the car parking spaces. Following the first occupation of the development, the management plan shall be implemented in accordance with the approved details and retained as such thereafter.
7. Prior to the occupation of any part of the development hereby approved, visibility splays shall be provided on both sides of the site access where it meets the footway. The visibility splays shall measure 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above

ground level. The visibility splays shall be retained as such thereafter.

8. None of the dwellings hereby approved shall be occupied until details of the means of storage and collection of refuse generated by the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of the required number of bins to be stored within each plot and any communal bin storage areas and scaled plans of the means of enclosure of all bin stores, including materials and finish. The bin storage arrangements for each dwelling shall be implemented in accordance with the approved details prior to the occupation of that dwelling and shall be retained as such thereafter.

The reasons for the conditions are:

1. For the avoidance of doubt.
2. In the interests of visual amenity and preserving the character of the area.
3. To ensure adequate car parking arrangements.
4. In the interests of visual amenity and security.
5. To protect the newly created local environment in order to allow for maturity.
6. To ensure a satisfactory development and in the interests of visual amenity.
7. In the interest of maintaining highway safety..
8. To provide adequate secure bin storage to serve the development and to safeguard the general amenity of the area in accordance with UDP policy 1.12/1.13/H10.

Informatives:

1. The applicant will be required to undertake a condition and dilapidations survey of the highway fronting the site and giving access to the site and prepare and submit a report to the Engineering Operations Manager prior to the commencement of development. The developer will be responsible for making good any damage caused to the highway by the development works or by persons working on or delivering to the development. Any damage caused to the street during the development period shall be reinstated to the full satisfaction of the Highway Authority prior to the occupation of any part of the development.
2. The development hereby approved includes works on the existing adopted highway which will require licensing/securing by means of an agreement under s278 of the Highways Act 1980. Work shall not commence until technical approval of the highway works has been given and agreement signed.
3. The applicant's attention is drawn to the fact that a designated Public Right of Way (PRoW) (STA/1) which runs through the eastern part of the site. The route of the PRoW must remain free from obstruction at all times during the construction phase and once the development is occupied. If a temporary closure of this route is required during the construction process, the applicant should contact the Borough Sustainable Transport Officer prior to any obstruction of the route to arrange a temporary diversion.