

Application Number 19/00245/REM

Proposal Reserved matters approval sought for the mean of access, appearance, layout, scale and landscaping of a development of 37 dwellings approved under outline planning application 16/00948/OUT.

Site Land to the west of Milverton Avenue, Hattersley

Applicant BDW Trading Ltd (Barratt Manchester)

Recommendation Grant planning permission subject to conditions

Reason for report A Speakers Panel decision is required because the application constitutes major development.

1.0 APPLICATION DESCRIPTION

1.1 The application seeks reserved matters approval for a scheme for 37 no. dwellings. The outline planning permission was not specific in terms of the number of units and no condition was imposed setting a limit.

1.2 The applicant has provided the following documents in support of the planning application:

- Crime Impact Statement;
- Design and Access Statement;
- Ground investigation report
- Surface and foul water drainage strategy
- Planning Statement;
- Flood Risk Assessment
- Statement of Community Involvement
- Hard and Soft Landscaping scheme and,
- Phase I Ecological Assessment

1.3 As this is a reserved matters application, the matter of developer contributions is not being revisited as this relates to the principle of development, which was established under the outline planning permission. In this case, the outline permission was not subject to a Section 106 Agreement as this parcel of land represents one part of a wider phase of the original masterplan for the regeneration of Hattersley, for which outline planning permissions originally granted in 2006. Contributions to green space across the masterplan area have since been secured through separate agreements with the Council.

2.0 SITE & SURROUNDINGS

2.1 The application site is a parcel of land to the west of Milverton Avenue in Hattersley. Terraced rows of properties front onto the northern and southern sides of Milverton Avenue. The semi-detached properties at 12 and 14 Milverton Avenue stand separate from the remainder of the street, with the land to the east of that pair of units forming part of the application site. The land to the north, south and west of the site is undeveloped and includes relatively dense areas of tree coverage. The land levels on the site in the eastern portion of the site are relatively flat but begin to fall

away in the western portion and then drop steeply beyond the western boundary of the site down to the railway line.

3.0 PLANNING HISTORY

- 3.1 16/00948/OUT - Outline application (All matters reserved) for the residential development of 1.07 hectares of land – approved

4.0 RELEVANT PLANNING POLICIES

- 4.1 National Planning Policy Framework (NPPF)

- 4.2 Planning Practice Guidance (PPG)

4.3 Tameside Unitary Development Plan (UDP) Allocation

Not allocated, within the settlement of Hattersley

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
- 1.6 Securing Urban Regeneration
- 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
- H7: Mixed Use and Density (Density being relevant to this proposal)
- H10: Detailed Design of Housing Developments
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management.
- T10: Parking
- T11: Travel Plans.
- C1: Townscape and Urban Form
- 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 2018;

The Greater Manchester Combined Authority (GMCA) has consulted on the draft Greater Manchester Spatial Framework Draft 2019 (“GMSF”) which shows possible land use allocations and decision making policies across the region up to 2038. The document is a material consideration but the weight afforded to it is

limited by the fact it is at an early stage in its preparation which is subject to unresolved objections

Residential Design Supplementary Planning Document; and,
Trees and Landscaping on Development Sites SPD adopted in March 2007.
Hattersley and Mottram SPG (dated April 2004) (Policy H1 (14) is the broad policy applying to the land of which this site is one parcel)

4.5 National Planning Policy Framework (NPPF)

Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 11: Making efficient use of land
Section 12: Achieving well designed places
Section 15: Conserving and enhancing the Natural Environment

4.6 Planning Practice Guidance (PPG)

- 4.7 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.

5.0 PUBLICITY CARRIED OUT

- 5.1 Neighbour notification letters were issued in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement.

6.0 RESPONSES FROM CONSULTEES

- 6.1 Local Highway Authority – concerns raised initially regarding the vehicular access arrangements to serve the development. Milverton Avenue is a narrow highway and if vehicles are parked either side (a likely scenario given the lack of on-site parking for the existing properties), there would not be sufficient width for moving vehicles to pass each other. Following the submission of a Unilateral Undertaking securing the offer of a driveway to be provided within the front curtilage of the 10 properties on the main section of Milverton Avenue (which has been signed by Onward Homes, who own 6 of these dwellings), the initial objection has been withdrawn.
- 6.2 United Utilities – No objections to the proposals. Relevant conditions were attached to the outline planning permission.
- 6.3 Greater Manchester Ecological Unit - No objections to the proposals, subject to conditions requiring a precautionary assessment in relation to badger activity on the site, restricting the timing of tree/vegetation removal and the provision of biodiversity enhancement measures within the development.

- 6.4 Borough Contaminated Land Officer - No objections to the proposals. Relevant conditions were attached to the outline planning permission.
- 6.5 Borough Environmental Health Officer - No objections to the proposals subject to conditions. Relevant conditions were also attached to the outline planning permission.
- 6.6 Borough Tree Officer – No objections to the proposals. The proposed landscaping scheme is considered to be appropriate.
- 6.7 Lead Local Flood Risk Authority – No objections to the proposals. Relevant conditions were attached to the outline planning permission.
- 6.8 Environment Agency - No objections to the proposals. Conditions relating to the means of draining surface water from the development (including a sustainable drainage system) were attached to the outline planning permission.
- 6.9 Greater Manchester Police (Design Out Crime Officer) – no objections to the proposals as no communal parking areas or rear alleyways are proposed.
- 6.10 Coal Authority – No objections to the proposals as the site is considered to be in a low risk area. Standing advice to the applicant can be attached to the decision notice, informing the applicant of their responsibilities in relation to coal mining legacy during the construction process.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 One representation has been received from a resident but this relates to issues associated with the construction work currently being undertaken by the applicant on sites adjacent to Weavers Place. Complaints regarding noise and the hours of construction on those plots can be investigated but are matters that are separate to the assessment of this planning application, which is located approximately 0.5 miles away, to the west of Hattersley Road West

8.0 ANALYSIS

- 8.1 The issues to be assessed in the determination of this planning application are:
- 1) The principle of development;
 - 2) The impact of the design and scale of the development on the character of the site and the surrounding area;
 - 3) The impact upon the residential amenity of neighbouring properties;
 - 4) The impact on highway safety;
 - 5) The impact on flood risk/drainage;
 - 6) The appropriateness of the proposed landscaping scheme; and,
 - 7) Other matters

9.0 PRINCIPLE OF DEVELOPMENT

- 9.1 The principle of residential development on the site was established at the outline stage, at which point a number of dwellings was not established either in the description of development or by condition. Policy H1(14) of the Hattersley and Mottram SPG and H7 of the UDP indicate that a density between 30 and 50 dwellings per hectare should be achieved to make efficient use of land. This reserved

matters scheme would equate to approximately 35 dwellings per hectare and would therefore fall within the required range. The density of development is therefore considered to be appropriate, subject to all other material considerations being satisfied.

10.0 CHARACTER

- 10.1 The main access road into the development would connect to the western end of Milverton Avenue. The existing pair of semi-detached dwellings encircled by the application site boundary and 3 of the plots within the proposed development would provide active frontage to this access road, providing a sense of activity on entry into the development.
- 10.2 A terrace of 4 properties would front onto Hattersley Road West in the south eastern corner of the site. This would provide an active frontage to the arterial route through this part of Hattersley and this element would therefore contribute positively to the regeneration of the wider area.
- 10.3 The dwellings on the western edge of the development would front onto the western boundary of the site, providing an outward facing development across the open but undevelopable land which drops steeply down towards the railway line which lies further west of the site. Provision of an active frontage to this land is considered to be an important benefit of the scheme in place-making terms, ensuring that the land beyond does not become isolated or enclosed, circumstances in which the risk of crime may become a concern.
- 10.4 The proposed internal access road in the northern portion of the development would be actively surveyed by properties on both sides, as would the internal access road in the southern portion, connecting from the main access road into the development. The orientation of the properties would ensure appropriate definition is given each of the routes through the site, resulting in a permeable layout to the development.
- 10.5 In relation to the proposed house types, the dwellings would be predominantly 2 storey, with taller units including former windows in the front roof plane to be sited in the northern part of the development. The scheme proposes an appropriate mix of semi-detached and short terraces of units which would respond to the layout of the other recent developments across the Hattersley area.
- 10.6 Following the above assessment, it is considered that the proposals would not result in an adverse impact on the character of the area, subject to conditions requiring compliance with the materials, boundary treatments and hard and soft landscaping details submitted with the application.

11.0 RESIDENTIAL AMENITY

- 11.1 There would be windows at ground and first floor level in the southern elevation of plot 9, which faces the rear elevations of the semi-detached properties at 12-14 Milverton Avenue. Both windows would serve bathrooms and could therefore reasonably be obscurely glazed to prevent unreasonable overlooking into the rear of those neighbouring properties. Such a requirement can be secured by condition. The

separation distance to be retained between the corresponding elevations would be sufficient to avoid any unreasonable overshadowing of those neighbouring properties.

- 11.2 The same house type (Kenley) is also proposed in the south eastern corner of the site, with two terraces of 4 units aligned north-south to be located to the rear of the existing properties which front the southern side of Milverton Avenue. Given that the windows in the northern gable of the two terraces could be obscurely glazed without harming the amenity of the future occupiers, it is considered that no unreasonable overlooking would result into those neighbouring properties due to the separation distance to be retained. This separation distance is also considered to be sufficient to avoid any unreasonable overshadowing of those existing properties.
- 11.3 The terrace of units proposed on plots 7-9 of the development would face across the eastern boundary of the site towards the existing dwellings which back on to dwellings on the northern side of Milverton Avenue. There are windows at ground and first floor level in the western gable of the end terrace of that row of units.
- 11.4 However, the intervening distance between the corresponding elevations would include the location of one of the internal access roads within the development and the 3 bay wide car parking area proposed adjacent to the eastern boundary of the site for use by residents of the existing residents on Milverton Avenue. Given this situation, it is considered that the separation distances to be retained between the corresponding elevations would be sufficient to avoid any harmful overlooking into or overshadowing of that neighbouring property. This conclusion is reached as the distance exceeds the 14 metres distance required by the Residential Design Guide where habitable room windows face each other across an intervening highway.
- 11.5 The eastern side elevation of plot 1 within the development would face the corresponding gable elevation of the end terraced property located beyond the north eastern corner of the application site. The ground floor window in the proposed dwelling would be a secondary window to a habitable room, the first floor window would serve a bathroom. Both of these windows could therefore be obscurely glazed to prevent overlooking into the neighbouring property without harming the amenity of the future occupiers of the development. The existing neighbouring property is set back behind the front building line of the proposed dwelling at plot 1, ensuring that unreasonable overshadowing of that neighbouring property would be avoided.
- 11.6 Adequate separation distances between plots within the development would be achieved to ensure that the residential amenity of future occupants would be preserved.
- 11.7 Following the above assessment, it is considered that the proposed scheme would preserve the residential amenity of neighbouring properties and the future occupants of the development.

12.0 HIGHWAY SAFETY

- 12.1 The scheme would be accessed via an extension to the western end of Milverton Avenue. The Local Highway Authority initially raised concerns regarding the intensification of the use of Milverton Avenue, highlighting the fact that the street is a narrow highway. If vehicles are parked either side (a likely scenario given the lack of on-site parking for the existing properties), there would not be sufficient width from moving vehicles to pass each other.
- 12.2 In recognition of this concern, officers held discussions with the applicant and as a result, the applicant has submitted a Unilateral Undertaking (UU) to make the offer to each of the occupants of the 10 existing properties on the main section of Milverton Avenue that a private driveway would be constructed within the front part of their curtilage, at the expense of the applicant. Of these 10 dwellings, 6 properties are within the ownership of Onward Homes (Registered Social Landlord) who are also a signatory to the UU. The provision of the driveways within those properties is dependent upon the consent of the tenant and so the UU does not guarantee that these driveways will be provided.
- 12.3 The UU does however require the offer of the installation of a driveway within each of the 6 properties to be made, as well as the 4 privately owned properties. This situation is acceptable to the Local Highway Authority as, if the offer has been made, this would provide evidence that reasonable mitigation has been pursued by the applicant at the point where the Local Highway Authority would be seeking to impose a Traffic Regulation Order (TRO) on Milverton Avenue, restricting the ability to park on sections of that road. This would ensure that vehicles entering and leaving the development could pass each other in a safe manner. Highways Engineers have surveyed the site and are satisfied that there is sufficient space to the front of the existing dwellings to provide adequate driveway space. On the basis of the contents of the UU, the Local Highway Authority has withdrawn its initial objection to the proposals.
- 12.4 The proposal also includes provision of 14 vehicle parking spaces adjacent to the eastern edge of the development, to be used by the occupants of the existing properties on Milverton Avenue, which currently do not benefit from any on plot-provision, replacing the hardstanding areas currently used for parking by some residents, located at the western end of Milverton Avenue.
- 12.5 This is an informal situation at present as the properties do not have allocated spaces within the areas covered by hardstanding and those residents have no control over the use of that land as it is not within their ownership. The proposed development would formalise parking provision for the existing dwellings through the offer to provide a private drive to each property and provide an option for off street parking. A condition relating to the management of these spaces to ensure that they are allocated to the existing residents of Milverton Avenue is attached to the recommendation, to ensure that these spaces do provide mitigation of the impact of the development.

- 12.6 Milverton Avenue is a two lane highway, ensuring that there is sufficient space for vehicles to pass each other when vehicles are not parked within the highway. The provision of dedicated spaces beyond the confines of the highway would reduce demand for on-street parking and the Unilateral Undertaking provided by the applicant would give the residents of Milverton Avenue the option to have a private driveway installed within their plot, at the expense of the applicant.
- 12.7 There are powers available to the Local Highway to introduce parking restrictions within the highway which would be a more realistic proposition with the provision of the proposed dedicated spaces.
- 12.8 Given the two lane nature of the road, such restrictions would not need to apply to the full length of both sides of the highway to avoid a highway safety hazard. It is also the case that the scheme proposes a turning head at the end of the proposed access road, which, along with the formalisation of parking arrangement for existing residents, would result in a safer access arrangement for refuse collection wagons, which currently access Milverton Avenue in reverse.
- 12.9 Within this context, officers consider that the harm arising from the proposed access arrangements in relation to highway would not be sufficient to warrant refusal of the application.
- 12.10 A condition requiring full details (including construction materials, levels and details of drainage infrastructure) of the construction of the new sections of the access road, parking areas and associated highway can be secured by condition to ensure that the proposed means of access preserves highway safety. A condition requiring the submission of an external lighting scheme was imposed at the outline stage and therefore does not need to be re-imposed.
- 12.11 The scheme makes provision for 2 car parking spaces per dwelling, in addition to the 14 spaces to be provided for the existing residents of Milverton Avenue referred to previously, meeting the requirements of the Residential Design Guide.
- 12.12 The applicant has agreed to the principle of establishing temporary access arrangements from Hattersley Road West into the site, during the construction phase of the development. This would minimise the impact of the works on the highway safety of Milverton Avenue, as well as the residential amenity of the properties on that street. Condition 10 of the outline planning permission required the submission and approval of details associated with the construction phase but a more specific condition is recommended to ensure that a suitable phasing approach is adopted
- 12.13 On the basis of the above assessment and given the relatively low density of the scheme, it is considered that the proposals would not result in a severe impact on highway safety. In accordance with the guidance contained within paragraph 109 of the NPPF, planning permission should not be refused on highway safety grounds.

13.0 FLOOD RISK/DRAINAGE

- 13.1 The site is in Flood Zone 1 and is therefore considered to be at a lower risk of flooding. United Utilities have raised no objections to the proposals and condition 8 of

the outline planning permission required the submission and approval of a sustainable system for draining surface water from the site. Condition 9 requires that surface and foul water are drained from the site via different systems. These conditions do not need to be re-applied at this reserved matters stage.

14.0 LANDSCAPING

- 14.1 The applicant has submitted details of the proposed hard and soft landscaping scheme. The species mix on this parcel include Maple and Hornbeam trees and the plans detail the location of shrub and hedge planting and areas to be grassed. Details are also provided in relation to the number of each type of species to be planted, their height on planting and protection of the hedge and tree planting to be installed.
- 14.2 The Tree Officer has no objections to the proposals. The scheme would focus tree planting on the northern and western edges of the development, effectively referencing the undeveloped nature of the land beyond those boundaries of the site. Trees would also be planted adjacent to the internal roads and to break up the mass of the hardstanding in the proposed parking area to be provided for existing residents on Milverton Avenue. Subject to a condition requiring the implementation of the landscaping scheme prior to occupation of the development and stipulating on-going management requirements, the soft landscaping scheme is considered to be acceptable.
- 14.3 In relation to hard landscaping, the plans indicate that the private access roads serving the properties on the western edge of the development would be constructed from Brindle block pavements, with grey paving located around the external edges of the dwellings. In terms of boundary treatments, following revisions to the scheme, those boundaries that would be prominent being treated by either brick/stone walls, metal railings or hedges. Close boarded fencing would be limited to the rear and less visible side boundaries of plots. The proposed hardstanding and boundary treatments are considered to be acceptable.
- 14.4 Following the above assessment, the soft and hard landscaping proposals are considered to be acceptable.

15.0 OTHER MATTERS

- 15.1 A condition requiring an investigation into sources of contamination on the site was attached to the outline planning permission and therefore does not need to be re-imposed at the reserved matters stage. The Coal Authority has confirmed that it has no objections to the proposals as the site is considered to be low risk in relation to the legacy of coal mining.
- 15.2 In relation to ecology, the Greater Manchester Ecology Unit has raised no objections to the proposals, subject to the imposition of conditions limiting the timing of tree/vegetation removal and requiring the inclusion of biodiversity enhancements within the scheme. A condition requiring a precautionary survey of the site for badger activity prior to the commencement of development is also recommended and is

considered to be reasonable given that badgers have been recorded within the vicinity of the site.

- 15.3 Whilst the inclusion of soft landscaping would represent a partial enhancement, given the fact that a large part of the site is currently open grassland, it is considered that further measures to enhance biodiversity are required and that this condition is reasonable, applying the principles stated in paragraph 175 of the NPPF. Condition 15 on the outline planning permission imposed limits on the timing of tree/vegetation removal. This condition does not need to be re-imposed at this reserved matters stage therefore
- 15.3 In relation to designing out crime, Greater Manchester Police have not raised any concerns in relation to the layout of this parcel, which does not include any alleyways providing access to the rear of plots and no communal parking areas are proposed.
- 15.6 In relation to bin storage, there is considered to be sufficient space within each of the plots to ensure adequate provision for each dwelling. The details of the exact location and means of enclosure must be submitted and approved in order to comply with condition 12 of the outline planning permission.

16.0 CONCLUSION

- 16.1 The principle of residential development on the site was established at the outline stage. That the density of development complies with the parameters set out in local policy (which was not prescribed at the outline stage), the quantum of development proposed is considered to be acceptable.
- 16.2 The proposed layout would preserve the character of the site and surrounding area and would positively contribute to the wider regeneration of this part of Hattersley. The development would preserve the residential amenity of neighbouring residents and the proposed soft and hard landscaping schemes are considered to be appropriate.
- 16.3 Following the submission of the UU which includes a commitment by the applicant to offer the provision of driveways to each of the 6 existing properties owned by Onward Homes and the 4 privately owned dwellings on Milverton Avenue, the Local Highway Authority has withdrawn its initial objections to the proposals. The objection has been withdrawn on the basis that even if this offer is not accepted by the tenants of the properties, this offer would provide an evidence base for a future TRO to restrict parking within Milverton Avenue, to ensure safe access and egress into the proposed development.
- 16.4 Given this situation, the fact that the scheme would provide 2 spaces per plot and also 14 spaces to compensate for the loss of the existing informal parking area within the site, it is considered that the proposals would not result in a harmful impact on highway safety.
- 16.5 There are no objections to the proposals from the statutory consultees in relation to flood risk/drainage, landscaping, contaminated land or any of the other material considerations.

16.6 The application is therefore considered to accord with the relevant national and local planning policies listed earlier in this report.

RECOMMENDATION

Grant planning permission, subject the following conditions:

1. The development hereby approved shall be carried out in accordance with the following approved plans received on 2 March 2018:

1:1250 Site location plan (Drawing no. 476-P-LP11-01)

Amended proposed boundary treatments layout plan (Drawing no. 476-P-BLT11-01 Rev. 2)

Amended proposed hard landscaping layout plan (Drawing no. 476-P-HLL11-01 Rev. 1)

Amended proposed materials layout plan (Drawing no. 476-P-ML11-01 Rev. 1)

Amended proposed planning layout plan (Drawing no. 476-P-PL11-01 Rev. 3)

Proposed soft landscaping plan (Drawing no. c-1663-01 Rev. A)

Proposed Ennerdale Classic Detached plans and elevations (Drawing no. 01 Rev. D)

Proposed Kenley Classic (Mid) plans and elevations (Drawing no. 01 Rev. D)

Proposed Kenley Classic (End) plans and elevations (Drawing no. 01 Rev. D)

Proposed Kingsville (Mid) plans and elevations (Drawing no. 01 Rev. E)

Proposed Kingsville (End) plans and elevations (Drawing no. 01 Rev. E)

Proposed Kingsville (Mid - 2nd) plans and elevations (Drawing no. 01 Rev. E)

Proposed Kingsville (End - 2nd) plans and elevations (Drawing no. 01 Rev. E)

Proposed Lutterworth plans and elevations (Drawing no. 01)

Proposed Maidstone Front gable Classic Detached plans and elevations (Drawing no. 01 Rev. D)

Proposed Maidstone Classic (Hipped End Terrace) plans and elevations (Drawing no. 01 Rev. D)

Proposed Maidstone Classic (Mid) plans and elevations (Drawing no. 01 Rev. D)

Proposed Maidstone Classic (Terrace End) plans and elevations (Drawing no. 01 Rev. D)

Proposed Maidstone Classic (Terrace End – 2nd) plans and elevations (Drawing no. 01 Rev. D)

Proposed Maidstone Classic (Terrace - Mid) plans and elevations (Drawing no. 01 Rev. D)

Proposed Moresby Classic (End) plans and elevations (Drawing no. 01 Rev. C)

2. No development shall commence until details of the construction of the vehicular and pedestrian access arrangements to serve the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans of the access (including sections and existing and proposed ground levels) indicating the visibility splays to be achieved on either side of the proposed access into the existing highway

3. The materials to be used in the construction of the external elevations of the buildings, boundary treatments and hard surfaced areas shall be carried out in accordance with the details shown on the following approved plans:

Amended proposed materials layout plan (Drawing no. 476-P-ML11-01 Rev. 1)

Amended proposed hard landscaping layout plan (Drawing no. 476-P-HLL11-01 Rev. 1)

Amended proposed boundary treatments layout plan (Drawing no. 476-P-BLT11-01 Rev. 2)

The development shall be retained as such thereafter.

4. No development shall commence until a precautionary survey in relation to badger activity on the site has been undertaken and a method statement detailing any necessary mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be implemented on the first commencement of development and shall be retained as such thereafter.
5. The car parking spaces to serve each dwelling as part of the development hereby approved and the 14 car parking spaces to be provided on the eastern edge of the development for the existing residents on Milverton Avenue shall be laid out as shown on the approved site plan (Drawing no. 476-P-PL11-01 Rev. 3) prior to the first occupation of that dwelling and shall be retained free from obstruction for their intended use thereafter. Driveways shall be constructed on a level which prevents displacement of materials or surface water onto the highway and shall be retained as such thereafter.
6. The boundary treatments to be installed on each of the plots within the development hereby approved shall be installed in accordance with the details as shown on Drawing no. 476-P-BLT11-01 Rev. 2 (boundary treatments plan) prior to the occupation of that dwelling. The brickwork used in the construction of the boundary walls and piers shall match in colour and external appearance the materials detailed on approved Drawing no. 476-P-ML11-01 Rev. 1 (materials plan). The railings shall be painted black (RAL9005) and shall be retained as such thereafter.
7. The approved scheme of soft landscaping scheme detailed on approved Drawing no. c-1663-01 Rev. A shall be implemented in accordance with the approved details before the first occupation of any part of the development or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved 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.
8. No development above ground level shall commence until details of Biodiversity enhancement measures to be installed as part of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved enhancement measures shall be installed in accordance with the approved details, prior to the first occupation of any of the dwellings and shall be retained as such thereafter.
9. Prior to the occupation of the dwellings located on plots 1, 9, 33 and 34 of the development hereby approved (as labelled on approved layout plan Drawing no. 476-P-PL11-01 Rev. 3), the windows in the following elevations of those units shall be fitted with obscured glazing (meeting Pilkington Standard Level 3 in obscurity as a

minimum) and shall be non-opening below a height of 1.7 metres above the internal floor level of the room that they serve:

- eastern side elevation of plot 1
- southern elevation of plot 9
- northern elevation of 33 and 34

The development shall be retained as such thereafter.

10. Prior to the first occupation of any of the dwellings hereby approved, details of a management plan to ensure that the 14 car parking spaces adjacent to the eastern boundary of the site (as indicated on approved site plan (Drawing no. 476-P-PL11-01 Rev. 3) are retained for the use of the existing properties on Milverton Avenue only shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall be implemented in accordance with the approved details on occupation of the first dwelling and shall be retained as such thereafter.
11. No development shall commence until a scaled plan showing the phasing of the construction of the development hereby approved and indicating the location of the temporary access road to be installed during the construction phase (showing a direct connection to Hattersley Road West, south of Milverton Avenue) and a management plan detailing the measures to be employed to enforce the use of this access only by contractors have been submitted to and approved in writing by the Local Planning Authority. The construction phase of the development shall be carried out in accordance with the approved details.