

Big plans for an outstanding Borough

INTERNAL MEMORANDUM
Highways, Transport & Environment

From: Highways, Transport & Environment Manager
To: Planning Development Services Manager
FAO: Fiona Bage
CC: Planning Administration

| | | | | |
|---|-------|-------------|-----|---|
| Proposal: Redevelopment of redundant farm sites for 12 no. dwellinghouses (Use Class C3) including restoration of listed building | Date: | 13/11/15 | | |
| Location: Land At Manor House Farm ,Old Hall And Land South Of Back Lane And East Of Butts Lane,Egglescliffe | Ref: | 15/1790/FUL | Rev | 1 |

| HTE Consultation | | Consultation Other | |
|-------------------------------------|--|----------------------|--|
| Network Safety/ Connect Tees Valley | | Consultancy Practice | |
| Highways Network Management | | Community Transport | |
| | | Care for Your Area | |

I refer to your memo dated: 22nd October 2015

Executive Summary

The proposed application is for the redevelopment of redundant farm sites for 12 no. dwelling houses (Use Class C3) including restoration of listed building.

A Transport Report has been submitted in support of the application, which was considered and accepted at pre-application stage, which demonstrates that both Butts Lane and its junction with Yarm Road could accommodate additional trips associated with up to 30 executive houses.

The predicted net increase in trips associated with the residential development proposals are not considered to be severe and, as confirmed at pre-application stage, there are no reasonable grounds for an objection to the development on highway capacity grounds within the context of NPPF.

Whilst the highway impact has been demonstrated to be acceptable under NPPF, the Local Highway Authority must ensure that highway safety is not compromised. In order that the proposed development does not exacerbate the existing situation it is recommended that the following highway enhancements should be provided by the applicant, and secured through a condition, should the proposals be approved:

- make access from the proposed development to the school via Church Road a more attractive and safer route for pedestrians and noted in Figure 1. Such improvements would serve to improve the pedestrian connectivity of the existing residents and should include enhanced pedestrian signage;
- encourage greater usage of Stoney Bank Lane;

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- remove on street car parking by the provision of a dedicated resident's car park, for approximately 3 spaces, adjacent to the Old Hall site; and

The proposed development which is shown on drawing ref. 3610-10-04 Rev G1 is split into a two distinct sites, which are Site North and Site South, and the applicant has demonstrated adequate car parking provision in accordance with SPD 3: Parking provision for Developments 2011.

The proposed layout incorporates various farm access points, within Site North and Site South, and the applicant has submitted information which demonstrates that a large farm vehicle, such as a combined harvester, can access the internal road network from both Back Lane and Butts Lane and this is considered acceptable. A Farm Accessibility Plan has also been submitted which demonstrates that, should the application be approved, farm operations would still be possible without increasing the need to move the vehicles associated with the farm via Back Lane and Butts Lane and that these movements could be accommodated by the internal access tracks.

In order to minimise the impact on the residents of Egglecliffe during the construction phase of the proposed development a Construction Management Plan should be secured by condition.

It is considered that the overall visual impact of the proposed developments will be low, and can be partially mitigated through the appropriate use of high quality new and reclaimed materials which reflect the character of the village, and undertaking appropriate soft landscaping. Any works within the village should be of high quality.

The applicant should consider appropriate boundary treatments for each of the individual developments, and hard landscape materials which enhance the village character. Any new street furniture such as street lighting columns should augment the local character. Mature trees add significantly to the character of Egglecliffe Village. Any existing trees and hedgerows should be retained and protected during construction, and appropriate new soft landscape proposals implemented to enhance the village setting. Should the application be approved details of the proposed hard and soft landscape proposals for the site should be secured by condition.

In line with Adopted Core Strategy CS(3), which deals with energy consumption minimisation, a scheme is required identifying the anticipated energy demand of the properties that demonstrates how the predicted CO2 emissions of the development will be reduced by at least 10%. This should be secured by condition.

The proposed development is in Flood Zone 1 however, the EA's flood maps show a high risk of surface flooding in the centre of the northern redline boundary of this split site application. A flood risk assessment has been submitted in support of the application however, additional information regarding the full details of an appropriate surface water drainage solution should be provided and this information should be secured by condition.

Taking the above into account there are no reasonable grounds for an objection to the proposed development by the Highways, Transport & Environment Manager.

Detailed comments and conditions are included below in Appendix 1 and Appendix 2 respectively.

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Appendix 1 - Detailed Comments

Highways Comments

The proposed application is for the redevelopment of redundant farm sites for 12 no. dwelling houses (Use Class C3) including restoration of listed building.

A Transport Report (TR) has been submitted in support of the application, which was considered and accepted at pre-application stage, which demonstrates that both Butts Lane and it's junction with Yarm Road could accommodate additional trips associated with up to 30 executive houses.

Objection comments have been received relating to the validity of the TR submitted, which was considered and accepted at pre-application stage, which questions the classification of Butts Lane and the assumed capacity of the road. The TR submitted uses TA 79/99 Amendment No1 Traffic Capacity Of Urban Roads which gives the maximum hourly vehicle capacity for various types of Urban Trunk Road. The capacities provided may also be used as a guide to the capacity of existing urban roads which can be affected by a wide range of factors and may not always be accurately predicted by the road features identified. For this reason capacity flows, predicted by TA 79/99, may be up to 10% more or less than the values.

The TR submitted assumes that Butts Lane would be classified as road type UAP4, which is the lowest classification of road type available within TA 79/99, and is subject to the following:

- frontage activity including loading and unloading;
- a 30 mph speed limit;
- unlimited access to houses, shops and businesses;
- unrestricted parking and loading;
- frequent at grade pedestrian crossings and
- bus stops at kerbside.

This classification is representative of Butts Lane and is therefore considered acceptable. In order to assess the capacity of the road a range of road widths, varying from 6.1m to 10m, are available within TA 79/99 and the TR submitted assumes that Butts Lane is approximately 6.5m wide. The carriageway width of Butts Lane varies throughout its length: 5.9 metres between Yarm Road and Grisedale Crescent; 5.9 - 6.4 metres between Grisedale Crescent and Eggescliffe Parish Hall; 5.3 metres at its junction with The Glen; 6.1 metres at The Cottage; 4.4 metres between The Cottage and Back Lane; 4.1 – 4.8 metres between Back Lane and Hawthorne Place; and 5.7 metres to the southeast of its junction with Hawthorne Place. Based on the known width of Butts Lane, which varies considerable over its length the assumption that it is 6.5m appears to be flawed. It would therefore be more appropriate to use the lowest possible road width available within the range provided. Taking this into account the assumed two-way hourly capacity of Butts Lane would reduce from 1300 vehicles to 1250 vehicles. This in turn would result in a marginal reduction in the current predicted available spare two-way capacity in both the AM and PM peak periods from 80% to 78% and 85% to 84% respectively.

Therefore, the Highways, Transport & Environment Manager has concluded that this is not a material consideration as amending the assumptions used within the TR would have a negligible effect on the available capacity on Butts Lane and would not alter the conclusion that Butts Lane

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is operating well within its current available capacity and would still be capable of accommodating an additional 30 dwellings.

The trip generation, for the cumulative impact of the proposed development of 12 dwellings, is shown in Table 1 below.

Table 1 - Trip Rates and Trips

| | Arrivals | | Departures | |
|----------------------|-----------|-------|------------|-------|
| | Trip Rate | Trips | Trip Rate | Trips |
| Weekday AM Peak Hour | 0.243 | 3 | 0.491 | 6 |
| Weekday PM Peak Hour | 0.495 | 6 | 0.355 | 4 |

It can be seen from the Table 1 above that the predicted net increase in trips associated with the residential development proposals are not severe and, as confirmed at pre-application stage, there are no reasonable grounds for an objection to the development on highway capacity grounds within the context of NPPF.

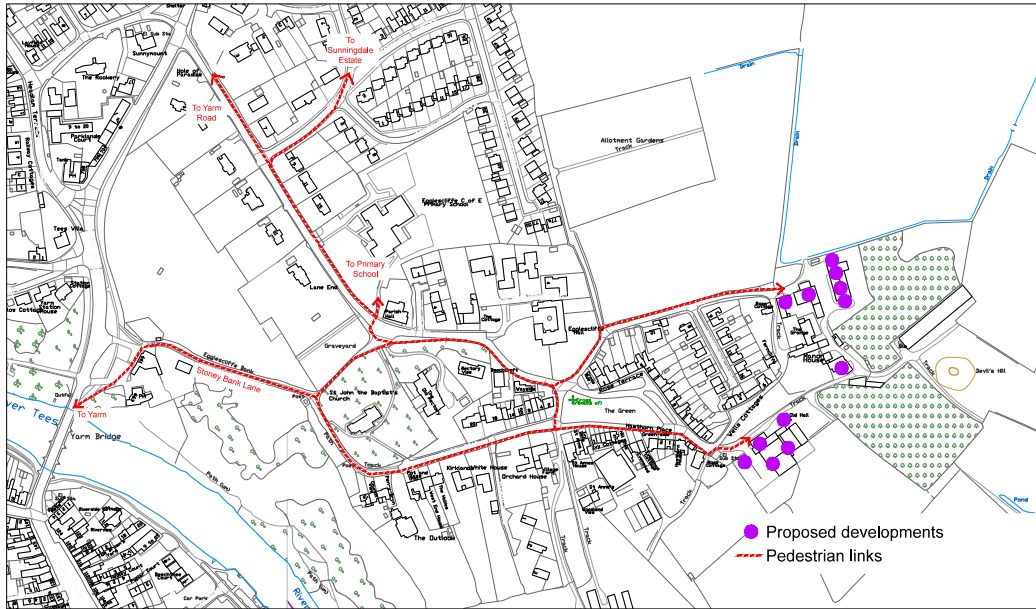
Whilst the highway impact has been demonstrated to be acceptable under NPPF, the Local Highway Authority must ensure that highway safety is not compromised. Whilst Egglecliffe village benefits from strong pedestrian and cycle linkages with the Sunningdale Estate and Yarm via Stoney Bank Lane, the new dwellings will add traffic movements onto shared access routes.

In order that the proposed development does not exacerbate the existing situation it is recommended that the following highway enhancements should be provided by the applicant, and secured through the planning process, should the proposals be approved:

- make access from the proposed development to the school via Church Road a more attractive and safer route for pedestrians and noted in Figure 1. Such improvements would serve to improve the pedestrian connectivity of the existing residents and should include enhanced pedestrian signage;
- encourage greater usage of Stoney Bank Lane; and
- remove on street car parking by the provision of a dedicated resident’s car park, for approximately 3 spaces, adjacent to the Old Hall site.

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Figure 1 – Egglecliffe Village Pedestrian Links



It should also be noted, that in order to minimise the impact on the residents of Egglecliffe during the construction phase of the proposed development a Construction Management Plan should be secured by condition.

Layout / Access

The proposed development which is shown on drawing ref. 3610-10-04 Rev G1 is split into a two distinct sites, which are Site North and Site South, and therefore have been considered separately.

Site North (SN)

This site is accessed via Back Lane and includes plots SN1 to SN6 (inclusive). The proposed site plan (Ref 3610-10-04 rev G1) indicates that Back Lane is to be extended to provide a new turning head which is welcomed. The proposed dwellings within this location all have dedicated car parking provided, which is in accordance with SPD 3: Parking provision for Developments 2011, and there is an additional provision for 6 visitor spaces and this is considered acceptable.

It is also noted that parking provision for The Grange has been indicated, to the north of plots SN2 and SN6, and whilst this is acceptable it is outside of the redline boundary.

Back Lane currently provides access to Manor Farm and would therefore be used by large agricultural vehicles. The proposed layout incorporates a farm access point and an internal road network, some of which is outside of the redline boundary, which provides a connection between Back Lane and the exiting farm buildings as shown on drawing ref. 3610-10-04 Rev G1. The applicant has submitted vehicle tracking information which demonstrates that a large farm vehicle, such as a combined harvester, can access the internal road network from Back Lane

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and this is considered acceptable. A Farm Accessibility Plan has also been submitted, drawing ref IL20785/001, showing the internal connections between both Back Lane and Butts Lane and the various elements of the farm. This demonstrates that, should the application be approved, farm operations would still be possible without increasing the need to move the vehicles associated with the farm via Back Lane and Butts Lane and that these movements could be accommodated by the internal access tracks.

Site South (SS)

This site is accessed via Butts Lane and includes plots SS1 to SS6 (inclusive). The proposed site plan (Ref 3610-10-04) indicates that Butts Lane is to be extended to provide a new turning head which is welcomed. The proposed dwellings within this location all have dedicated car parking provided, which is in accordance with SPD 3: Parking provision for Developments 2011, and there is an additional provision for 5 visitor spaces and this is considered acceptable.

The proposed layout incorporates a farm access, located to the south of plot SS6, and an internal road layout, some of which is outside of the redline boundary, which provides a connection between Butts Lane and the exiting farm buildings as shown drawing ref. 3610-10-04 Rev G1. The applicant has submitted vehicle tracking information which demonstrates that a large farm vehicle, such as a combined harvester, can access the internal road network from Butts Lane can negotiate the internal road network between Butts Lane and this is considered acceptable.

Landscape & Visual Comments

There appears to be little change to the layout, and none of the comments raised previously with regard to visitor parking, extent of hard landscaping, and soft landscaping have been addressed. Therefore, there are no further landscape and visual comments. For completeness the previous comments issued in September have been included below.

The proposed developments are located on the eastern edge of Egglecliffe Village. The application was not supported by a landscape and visual impact assessment. However the submitted Design and Access Statement outlines the impact on the character of the village and heritage assets, and very briefly describes the visual impacts of the proposed developments.

Site North (SN)

Plot SN1 – Conversion of an existing farm building to a residential property

The proposed new residential property is located adjacent to the public highway, with the north and east elevations clearly visible from the road and public footpath. More distant views are limited due to the existing intervening built form. A public footpath connecting to the River Tees in the east runs immediately adjacent to Plot SN1 along the northern side of the building. Users of the footpath would gain views of the renovated building at close proximity, however from more distant viewpoints on the path, the building will be screened by other parts of the development and the mature trees and hedgerow along the northern boundary.

Residential receptors impacted by the proposed development of Plot SN1 would include the adjacent properties ‘The Grange’ and ‘Rose Cottage’, with some potential glimpsed views of the roofline from other properties locally. The development would also be visible from Plot SN2.

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The visual impact of the development of Plot SN1 is considered to be low as this is a renovation of an existing building and the limited visibility.

Plot SN2 – Conversion of an existing farm building to a residential property

The proposed new residential property is located within an area of privately owned land. It is not visible from the public highway, due to the existing intervening built form. A public footpath connecting to the River Tees to the east runs immediately adjacent to Plot SN2 along the northern side of the building. Users of the footpath would gain views of the renovated building at close proximity, however from more distant viewpoints on the path, the building will be screened by other parts of the development and the mature trees and hedgerow along the northern boundary.

Residential receptors impacted by the proposed development of Plot SN2 would include the adjacent properties ‘The Grange’ and ‘Manor House’, with some potential glimpsed views of the roofline from other properties locally. The development would also be visible from the proposed new properties Plots SN1, SN3, SN4, SN5 and SN6.

The visual impact of the development of Plot SN2 is considered to be low as this is a renovation of an existing building, and due to the enclosed nature of the site, and limited visibility

Plot SN3-SN6 – New residential properties on the footprint of an existing farm building

The proposed new residential properties are located within an area of privately owned land. There is some limited visibility from the public highway at the eastern end of Back Lane along the private access track. The majority of the site is screened from viewpoints in the village by the existing intervening built form. A public footpath runs immediately adjacent to the site to the north west connecting to the River Tees. Users of the footpath will gain views of the new building at close proximity, however from more distant viewpoints on the path, the building will be partially screened by existing mature trees and hedgerow along the northern boundary. The proposed carports at the extreme eastern edge of the plots introduce unnecessary tall urban structures on the edge of the village, away from the main concentration of buildings. Their location on the edge of the development site (red line boundary) limits the potential space for screening.

Residential receptors will include the adjacent properties ‘The Grange’ and ‘Manor House’, with some potential views of the roofline from other properties locally. More distant views of the new building may be gained by properties on the eastern edge of Ingleby Barwick and the southern edge of the Sunningdale Estate. Mitigation screen planting to the north and east would strengthen the existing boundary and filter views of the new properties. The development will also be visible from the proposed residential property at Plot SN2.

The visual impact of the development at Plots SN3-SN6 is considered to be medium/low due to the enclosed nature of the site, should additional screen planting be undertaken, this would reduce to low, due to the limited visibility from the surrounding area.

Site South (SS)

Plot SS1 – New residential property

The proposed new residential property is located at the south east corner of the village adjacent to Rose Cottage. The house is located on a storage area and therefore does not replace an existing building. Plot SS1 will be clearly visible from Hawthorn Place and the extreme south east

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corner of the village green with views directly towards the building, interrupting the more open views from this location. Residential receptors impacted by the development would include Rose Cottage, Wells Cottages, and new developments at Plot SS2 and SS3.

The visual impact of the development of Plot 1 is considered to be medium/high due to the clear visibility of the site from the south east corner of the village. However, due to the close proximity of existing residential properties, the addition of this plot to the edge of the village is not considered to be adverse.

Plots SS2 and SS3 – New residential properties on the footprint of an existing farm building

The proposed new residential properties are located at the south east corner of the village on the footprint of existing brick barns. Plot SS2 will be clearly visible from Hawthorn Place with Plot SS3 partially hidden behind it. Residential receptors impacted by the development would include Rose Cottage, Wells Cottages, and new developments at Plots SS1, SS4 and SS5.

The visual impact of the development of Plots SS2 and SS3 is considered to be low/medium due to the clear visibility of the site from the south east corner of the village. However, due to the close proximity of existing residential properties and the Old Hall (SS5), the addition of this plot to the edge of the village is not considered to be adverse.

Plot SS4 – New residential property

Plot SS4 is partially located on the footprint of an existing farm building. Its location south of Plots SS2 and SS5 allow for some screening from viewpoints to the north. Residential receptors impacted by the development will include properties within the village to the north and west. There may also be more distant views from properties south east of Yarm at Denevale and Valley Drive. The development will also be visible from the residential developments proposed at Plots SS1, SS2, SS3 and SS5.

The visual impact of Plot SS4 is low due to its location partially screened by intervening buildings. It is recommended that some mitigation planting be undertaken along the southern boundary to filter distant views from the south and east.

Plot SS5 – New residential property

The proposed property for renovation is located on the southern edge of the village alongside an existing farm access track, and is currently in a poor state of repair. The property is located within an area of privately owned land and is partially visible from the extreme eastern end of Hawthorn Place on the edge of the village green. The visual impacts of the development are largely confined to local residential receptors, which include neighbouring properties to the north and west. The development will also be visible from the residential developments proposed at Plots SS2-SS4 and SS6.

The visual impact of the development at Plot SS5 is considered to be negligible due to minimal change from the baseline.

Plot SS6 - Replacement of an existing farm building with a new residential property

The proposed new residential property is located within an area of privately owned land. It is not visible from the public highway, due to the existing intervening screening from trees and hedgerows. Residential receptors impacted by the development would include the adjacent properties 'The Grange' and 'Manor House', with some potential glimpsed views of the roofline

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from other properties locally. The development would also be visible from the two proposed new properties at Plot SS4, and the restored Old Hall at Plot SS5.

The visual impact of the development at Plot 6 is considered to be negligible as this replaces an existing building and the limited visibility from outside the applicant’s land.

In summary, it is considered that the visual impact of the proposed developments will be low, and can be partially mitigated through the appropriate use of high quality new and reclaimed materials which reflect the character of the village, and undertaking appropriate soft landscaping. Any works within the village should be of high quality.

The applicant should consider appropriate boundary treatments for each of the individual developments, and hard landscape materials which enhance the village character. Any new street furniture such as street lighting columns should augment the local character. Mature trees add significantly to the character of Egglecliffe Village. Any existing trees and hedgerows should be retained and protected during construction, and appropriate new soft landscape proposals implemented to enhance the village setting. Details of the proposed hard and soft landscape proposals for the site are required to be submitted for approval.

General Comments

Car parking within the site also raises concern, as the allocated parking spaces and carports are all located at some distance from each property. The proposed carports are tall freestanding structures located away from the main cluster of buildings, and at the extreme edges of the proposed development site, therefore increasing the spread of the urban elements of the development. It is recommended that parking be reviewed.

The limited plans provided so far also indicate significant areas of hard standing within the development which is also not appropriate to the village character, which generally consists of narrow roads and lanes, and limited areas of parking. These surfaced areas should be reduced to allow for soft landscaping and incidental tree planting to be introduced, to reflect the mature trees scattered throughout the village.

Environmental Policy

A statement or strategy identifying the anticipated energy demand of the properties that demonstrates how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or low to zero carbon technologies is required. This should be secured by condition.

Flood Risk Management

The proposed development is in Flood Zone 1 however, the Environment Agency’s flood maps show a high risk of surface flooding in the centre of the northern redline boundary of this split site application.

The proposed development must not increase the risk of surface water runoff from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the proposed development or existing surface water / groundwater issues on the site must be alleviated by the installation of sustainable drainage system within the site.

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A flood risk assessment has been submitted in support of the application, which provides information relating to the brownfield surface water runoff rates and the proposed surface water discharge rates. Whilst it states that the proposed discharge rates have been reduced by 50% based on existing brownfield runoff rates, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event **should be as close as reasonably practicable to the greenfield runoff rate** from the proposed development for the same rainfall event. Therefore the discharge rates from both north and south site should be restricted to greenfield runoff rates.

It is also noted that the proposed discharge point of surface water for the south site is into Northumbrian Waters combined sewer subject to approval. The north site proposes to discharge surface water via an existing drainage ditch which requires an additional survey and the results of the survey must be provided to the Local Authority.

If the applicant proposes to discharge surface water into an ordinary watercourse a land drainage consent will be required from the Lead Local Flood Authority (LLFA). A land drainage consent is a separate application that could take up to **8 weeks** for completion and no works on the watercourse can proceed until consent has been approved by the LLFA.

The proposed drainage solution must be designed with sufficient storage within the system to accommodate a 1 in 30 year storm. The design should also ensure that storm water resulting from a 1 in 100 year event surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or watercourse.

The applicant has not provided sufficient information regarding the full details of an appropriate surface water drainage solution. This should be secured by condition.

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Appendix 2 – Conditions

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| UDHC06a(ii) | Discharge of Surface Water | <p>Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. Final details of an appropriate surface water drainage solution shall be submitted to and approved by the Local Planning Authority before development commences and the development shall be completed in accordance with the approved scheme. The discharge rates from the site must be agreed with Northumbrian Water and approved by the Local Planning Authority. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event plus 30% climate change should also be provided.</p> <p>Reason To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area</p> |
| UDHC18b | Construction Management Plan | <p>A Construction Management Plan shall be submitted and agreed, prior to the commencement of development on each phase, with the Local Planning Authority to agree the routing of all HGVs movements associated with the construction phases and to effectively control dust emissions from the site works, this shall address earth moving activities, control and treatment of stock piles, parking for use during construction and measures to protect any existing footpaths and verges, vehicle movements, wheel cleansing, sheeting of vehicles, offsite dust/odour monitoring and communication with local residents.</p> <p>Reason In the interests of the occupiers of adjacent and nearby premises.</p> |
| UDEP01 | 10% Renewables | <p>Prior to the commencement of any of the development hereby approved a written scheme shall be submitted to and approved in writing by the local planning authority which details how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment as approved shall have been installed and brought into use to the written satisfaction of the local planning authority. The approved scheme shall be maintained in perpetuity thereafter unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: In the interests of promoting sustainable development in accordance with Stockton on Tees Core Strategy Policy CS3 (Sustainable living and climate change).</p> |
| UDLV01 | Landscaping Hardworks | <p>No development shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours,</p> |

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| | | <p>finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority and in accordance with the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.</p> <p>Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.</p> |
| UDLV03 | Enclosure | <p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, (whichever is applicable) prior to the commencement of development, details of the enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.</p> <p>Reason: In the interests of the visual amenities of the locality.</p> |
| UDLV06 | Landscaping softworks | <p>No development shall commence until full details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed in the first planting season following:</p> <ul style="list-style-type: none"> (i) Commencement of the development ; (ii) or agreed phases; (iii) or prior to the occupation of any part of the development; <p>and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.</p> <p>Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.</p> |
| UDLV07 | Tree Assessment | <p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans (whichever is applicable) all trees on site and within 10m of its external boundary shall be indicated on the Site Survey Plan. These trees shall be assessed in accordance with BS5837:2005 Trees in Relation to Construction. The assessment should concur with the latest site plans and include for the following information:</p> <ul style="list-style-type: none"> a) A plan to scale and level of accuracy appropriate to the proposal showing the position of every tree on and adjacent to the site with a stem diameter over the bark measured at 1.5 metres above ground level at 75mm and all root protection areas. |

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| | | <p>b) A tree schedule as detailed in Ref. 4.2.6 BS5837:2005;</p> <p>c) A schedule of all tree works specifying those to be removed, pruning and other remedial or preventative work.</p> <p>d) Details of any ground level changes or excavations within 5 metres of the Root Protection Area (Para 5.2.2. of BS5837) of any tree to be retained including those on adjacent land.</p> <p>e) A statement setting out long term future of the trees in terms of aesthetic quality and including post development pressure.</p> <p>f) Details of any statutory of domestic services shall be designed in accordance with Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007</p> <p>Reason: To assess the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality and should be appropriately maintained</p> |
| UDLV09 | Tree Protection | <p>No development shall commence until full details of proposed tree protection has been submitted to and approved in writing by the Local Planning Authority. Such protection shall comply with (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007). The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request.</p> <p>Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.</p> <p>Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality that should be appropriately maintained and protected.</p> |

| Approval | | Date | Approval | | Date | Approval | | Date |
|-------------|-----------|----------------------|-------------|--|------|-------------|--|------|
| UD Officer: | SW MJP | 02/11/15 13/11/15 | Authorised: | | | Authorised: | | |