

Big plans for an outstanding Borough

+INTERNAL MEMORANDUM
Highways, Transport & Environment

From: Highways, Transport & Environment
To: Planning Development Services Manager
FAO: Simon Grundy
CC: Planning Administration

Proposal: Outline application with some matters reserved for a residential development of up to 65 no houses and associated access	Date:	16/05/16		
Location: Land Off Roundhill Avenue, Ingleby Barwick, Stockton-on-Tees	Ref:	15/2531/OUT	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: 12th January 2016

Executive Summary

Subject to the comments below Highways, Transport & Environment has no objections to the outline planning application with some matters reserved for a residential development of up to 65 no houses and associated access.

The proposed site access would take the form of a simple priority T junction, as shown on drawing ref JN0992-Dwg-0001(A) and this is it is considered acceptable for the scale of development. In order to facilitate pedestrian and cycle movements at the site access a raised table should also be included. The provision of the site access junction and raised table would be secured through a s278 Agreement.

A Transport Statement (TS) has been submitted in support of the application and this has demonstrated that an additional 47 trips in the morning peak / 49 trips in the evening peak hour on Roundhill Avenue. This scale of trip generation would be unlikely to have a significantly adverse impact on the highway network and therefore no objection is raised on highway capacity grounds.

The development should be designed and constructed in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3).

The development is well served by public transport options with the nearest bus stops being located on Blair Avenue which provide access to services towards Thornaby, Stockton, Middlesbrough and Yarm.

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A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition.

A public right of way (PRoW) runs through the site which is part of a defined corridor through the estate which connects to the central area of the estate, and other footpath and cycleways throughout the settlement. There should be clear separation between the bridleway and PRoW, and the proposed new vehicular access whilst still maintaining the desire line to the exiting footpath / cycle network. The submitted information does not yet demonstrate the entrance details and how this can be achieved and will need to be resolved as part of any Reserved Matters application.

There is no public open space provision within the proposed development. However, the plans indicate that a large area of land to the west of the development site that may be transferred to the Council. The developer may also wish to transfer areas of open space within the development to the Council for long term management and maintenance, and should the open space be transferred to the Council a contribution, secured through a s106 Agreement, will be required towards the future maintenance of the area. Based on the current information available the contribution for the area to the west of the development site has been estimated at £115,000. It should be noted that, as no details of the open space are available at this stage, this figure may be subject to change. The proposed soft landscaping information provided is generally acceptable however these details would be fully considered as part of any Reserved Matters application.

An Energy Statement is required identifying how the predicted CO₂ emissions of the development will be reduced by at least 10%, through the use of onsite renewable energy equipment and/or design efficiencies, over and above what is required to comply with Part L (2013) building regulations. This information should be secured by condition.

The proposed development site is situated within flood zone 1 and not at risk of either tidal or fluvial flooding. Surface water should be managed to ensure that run-off from the site is restricted to existing greenfield runoff rates, with flows in excess of this rate attenuated on site for the 1 in 100 year storm event, plus an allowance for climate change. A detailed surface water management plan is yet to be submitted and this should be secured by condition.

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

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Appendix 1 – Detailed Comments

Highways Comments

The proposed development is an outline planning application with some matters reserved for a residential development of up to 65 no houses and associated access. As the proposal is outline with some matters reserved Highways, Transport & Environment will only be considering the principle of development and the proposed site access arrangements. The development should be designed and constructed in accordance with the Council’s Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3).

Vehicle Access / Traffic Impact

As stated the application is outline only with some matters reserved however, the applicant has submitted a Transport Assessment in support of the application which includes the Proposed Site Access Arrangement (drawing ref JN0992-Dwg-0001(A)) which would be taken from Roundhill Avenue. The proposed site access would take the form of a simple priority T junction and it is considered that, for the scale of development, this would be acceptable. The current connection for the cycleway, across Roundhill Avenue which provides access to the Tees Heritage Park, is affected by the position of the new junction and this must be re-provided as a part of the works to form the new junction. Further comments are provided in the Sustainable Links / PRoW section below.

A Transport Statement (TS) has been submitted in support of the application. All traffic accessing the site would do so via Roundhill Avenue and vehicular trip generation from the site has been calculated using the following average trip rates derived from TRICS:

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	0.174	0.548	0.463	0.296
Vehicle Trips	11	36	30	19

This scale of trip generation would be unlikely to have a significantly adverse impact on the highway network and is not considered to be severe within the context of NPPF.

Parking/Layout

The development should be designed and constructed in accordance with the Council’s Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3). The Indicative Masterplan, Rev B is broadly in compliance with the Council’s requirements.

Sustainable Links / PRoW

The development is located within walking distance of bus stops on Blair Avenue which provide access to services towards Thornaby, Stockton, Middlesbrough and Yarm via the no. 15, 17 and X17 bus services. The indicative site layout (drawing ref 14005 P100) shows there is potential to connect the site with existing footways on Roundhill Avenue and Marchlyn Crescent.

The Tees Heritage Park Trail, which provides a traffic-free cycle path, also passes through the site, which connects to the wider cycle network, which provides access to Preston Farm Industrial Estate and Bowesfield Industrial Estate to the North, and Teesside Industrial Estate to the East.

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To facilitate the layout for the development, it will be necessary to divert the existing PRoW and bridleway around the western edge and this will require a Diversion Order should the development be approved. It will also be necessary to re-provide the link, across Roundhill Avenue, to the existing footway/cycle on the eastern side of Roundhill Avenue which connects to the controlled crossing on Blair Avenue. The proposal to divert this section of the existing PRoW, as it approaches Roundhill Avenue, is not acceptable as it would result in an indirect link which would not get utilised. It will therefore be necessary to continue the PRoW along the southern edge of the proposed site access road and install a raised table at the junction of the site access road and Roundhill Avenue to facilitate a connection to the existing footway/cycle on the eastern side of Roundhill Avenue which connects to the controlled crossing on Blair Avenue. The works to provide the raised table at the junction of the site access road and Roundhill Avenue, should the application be approved, should be secured through a s106 Agreement.

The existing public transport, pedestrian and cycle connections make the site reasonably accessible by sustainable modes and therefore no additional measures are required.

Construction

A Construction Management Plan should be agreed prior to construction commencing on the site and this should include:

- Access proposals (including HGV routes) and HGV trip profile;
- Details of staff parking proposals during construction;
- Hours of construction; and
- Appropriate mitigation measures.

The implementation and approval of the final Construction Management Plan, should the development be approved, should be secured by condition to ensure the impact on the highway is minimised during the construction phase.

Landscape & Visual Comments

The outline application is for up to 65 new properties on land to the west of Marchlyn Crescent, which currently forms part of the western boundary to Ingleby Barwick. The proposed development is located within a single field with vehicular access proposed from Roundhill Avenue at the southeast corner of the site.

The site is enclosed by residential properties to the north, east and south. To the west the landscape is undulating with small linear fields leading down to the River Tees. Views extend beyond the river towards the Eaglescliffe area. Established mature hedgerows, with some small gaps, define the north, west and southern boundaries whilst the eastern boundary is defined by timber close board fencing marking the rear property boundaries of dwellings on Marchlyn Crescent. The site is heavily constrained by the existing service easements, leading to the NWL pumping station at the centre of the site. Vehicular access to the pumping station is currently via a narrow track from Marchlyn Crescent.

The site is criss-crossed by a network of informal footpaths popular with local residents who currently use the site for recreation. A public right of way skirts the eastern edge of the site, entering from Roundhill Way along a narrow corridor, before turning north then west through the site, exiting at the northwest corner, close to White House Farm. Land designated as part of the Tees Heritage Park is located immediately west of the proposed development.

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Landscape Character

The proposed development site is contained by existing development to three sides, a mature hedgerow and the rural landscape beyond demarcate the western edge. Within the Stockton Borough Council Landscape Character Assessment the site is part of the ‘River Tees Corridor’ Character Area. Dominated by the River Tees, this part of the character area is described as a wide river valley with unbroken field boundary fences and hedgerows which are gappy in places. The area is heavily influenced by the settlements of Yarm, Eaglescliffe and Preston to the west and Ingleby Barwick and Thornaby to the east, which create a sense of enclosure. It also notes that ‘... protection of the green wedge is essential to prevent the merger of the settlements on either side of the river and enable each settlement to retain its own character.’

The proposed housing layout is in keeping with the character of the wider residential area, comprising detached properties set within small plots. The properties are served by a network of small cul-de-sac, which follow the route of the existing service easements. Vehicular access to the site from Roundhill Avenue follows the existing Public Right of Way (PRoW) along a narrow corridor. This PRoW is part of a defined corridor through the estate which connects to the central area of the estate, and other footpath and cycleways throughout the settlement. Within the site this corridor is bounded by residential properties to the north and an existing mature hedgerow to the south. It is imperative to retain the green character of this corridor including retention of this hedgerow. There should be clear separation between the bridleway and public right of way, and the proposed new vehicular access. The submitted information does not yet demonstrate the entrance details and how this can be achieved and will need to be resolved as part of any Reserved Matters application.

Visual Impact

The proposed development would form the new western edge to Ingleby Barwick infilling the current fragmented line of housing, thus bringing the edge of development nearer the river corridor and reducing the distance to residential properties in Egglecliffe.

Opportunities to screen the new housing should be taken to prevent any increased inter-visibility between the two communities. This is considered key to ensuring that new developments can be accommodated in the landscape. The submitted landscape and visual impact study demonstrates that views of the proposed development are limited by existing topography, and vegetation on and around the site. From viewpoints 1, 2 and 4 receptors may gain views of the proposed development, particularly of first floor windows and rooflines, although these will be seen against the existing residential backdrop of other properties.

The proposed berm between 1.2m and 1.8m in height, along the western edge of the development, and supplemented by screen planting will provide mitigation screening of the development at maturity, screening views almost completely by Year 20. Prior to the planting reaching maturity, it is expected that receptors on the Teesdale Way and those using the public footpaths east of Egglecliffe village will gain some views of the proposed new development, particularly of the upper storey and rooflines of new properties in closer proximity to the viewpoint. However these new properties are viewed against the existing backdrop of residential development and therefore the change in the view from the baseline will be minimal.

The submitted information demonstrates that the proposed berm and landscape planting can be accommodated within the blue line boundary, but outside of the application site.

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Public Open Space

There is no public open space provision within the proposed development. Based on the size of the development and potential number of future residents there is no requirement to provide public open space on-site. This could be provided elsewhere within the local area to serve this community however, having reviewed the site and surrounding area it would be preferable to locate this within the applicants blue line boundary.

The plans indicate that a large area of land to the west of the development site may be transferred to the Council. The developer may wish to transfer areas of open space within the development to the Council for long term management and maintenance, and this would be the subject of a separate commuted lump sum. Further information is included below. However it should be noted that, if planning consent is given, it does not automatically follow that Title Transfer of such Public Open Space will be accepted by the Council.

Should the open space be transferred to the Council a contribution, secured through a s106 Agreement, will be required towards the future maintenance of the area. Based on the current information available the contribution has been estimated at £115,000.00. It should be noted that, as no details of the open space are available at this stage, this figure may be subject to change.

In addition and in line with emerging open space maintenance policy SBC would require to know if any areas are to be offered to the local authority for Title Transfer. If Title Transfer to the Council is part of the long term management strategy for the housing, SBC would require a 1:200 scale plan indicated all areas of open space itemised in m2 in a schedule of typologies:

- (i) Street Trees;
- (ii) Woodland buffer planting;
- (iii) Shrub and hedge planting;
- (iv) Amenity and other grassland;
- (v) Retaining structures;
- (vi) Other enclosure including non-adoptable street furniture;
- (vii) Play areas;
- (viii) Sports fields;
- (ix) Footpaths and any other hard surfacing.

All requests for title transfer will be considered in line with Supplementary Planning Policy - Open Space, Recreation and Landscaping 2009 - <https://www.stockton.gov.uk/media/2828/open-space-spd.pdf>

PRoW

As noted previously, to facilitate the best layout for the development, it would be prudent to divert the existing PRoW and bridleway around the western edge of the site. A diversion would provide a more attractive route for walkers allowing views over the river towards Eaglescliffe and Yarm, and would eliminate the requirement for a narrow and enclosed corridor through the development, with views of garden fences. A diverted route would also allow better connection to the Tees Heritage Park area. The internal footways should provide a continuous but shorter route through the housing to tie into the PRoW at either end so that those preferring a quicker journey can use this alternative route. This will require amendments to the layout plan.

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Throughout Ingleby Barwick there is an extensive network of cycle routes. The network currently stops approx. 120m from the site to the east of Blair Avenue. Connection of this cycleway to the new development and to the Tees Heritage Park beyond is requested, as this would facilitate easy access to the central shopping area, schools and other facilities less than 1km away.

Soft Landscaping

The proposed soft landscaping information provided is generally acceptable. Although it is recommended that the following amendments are considered as part of a reserved matters application to ensure a successful planting scheme is achieved.

Hedging - The proposed native species hedging should be more densely planted to ensure successful establishment. We recommend 300mm spacings between plants, and between rows. It is also considered that *Viburnum lantana* should be replaced with *Acer campestre*.

Berm Planting - The proposed berm planting should be more widely spaced to minimise future maintenance requirements and thinning operations. We recommend planting at 1.5m spacings.

Native Tree Planting - The proposed native tree planting for the scheme included *Alnus incana* within the mix. This is not considered to be a native species and should be removed from the planting scheme. This could be replaced with oak, should the applicant wish to introduce another species into the scheme.

Residential Tree Planting - With regard to tree planting within the residential area of the site, the following notes are provided:

- *Alnus glutinosa* 'Imperialis' - use in very small numbers only, and well away from properties
- *Alnus incana* 'Laciniata' - use in very small numbers only, and well away from properties.
- *Betula pendula* 'Purpurea' – use *Betula pendula*, *jacquemontii* or *ermanii*.
- *Malus sylvestris* – other varieties are more successful e.g. *trilobata*, 'Rudolph' or 'Profusion'.
- *Sorbus aria* 'Lutescens'- is very limited, propose *Sorbus intermedia* as an alternative.
- *Sorbus vilmorinii* – is very weak, and is not recommended for use.

Details of the soft landscaping will be required as part of any Reserved Matters application, but comments on the information provided so far are included in the Informative below. Tree planting within private gardens should be located a minimum 5-6m from individual properties, and any trees should be located so as not to cause undue shading over adjacent properties.

Environmental Policy

An Energy Statement is required identifying how the predicted CO₂ emissions of the development will be reduced by at least 10%, through the use of onsite renewable energy

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equipment and/or design efficiencies, over and above what is required to comply with Part L (2013) building regulations.

These calculations will need to be assessed and agreed by the local authority prior to commencement, and before the development is occupied the equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day to day operation will provide energy for the development for so long as it remains in existence.

This information should be secured by condition.

Flood Risk Management

The proposed development site is situated within flood zone 1 and not at risk of either tidal or fluvial flooding. Surface water should be managed to ensure that run-off from the site is restricted to existing greenfield runoff rates, with flows in excess of this rate attenuated on site for the 1 in 100 year storm event, plus an allowance for climate change. A detailed surface water management plan is yet to be submitted and this should be secured by condition.

The Flood Risk Assessment/Statement should include the following:

- total area of the site,
- estimated impermeable surface area of the developed site existing Greenfield/Brownfield rates,
- proposed surface water discharge rates,
- point of discharge,
- estimated storage volumes
- A drainage statement with sketch layout plan including existing Green / Blue Corridors.
- Preliminary ‘Outline’ hydraulic calculations, this should include existing Greenfield/Brownfield runoff rates, proposed surface water discharge rates, estimated storage volumes.
- Evidence of third party agreement for discharge to their system (in principle or consent to discharge).

If the applicant proposes to discharge surface water into an ordinary watercourse this will require a land drainage consent to be issued, from the Lead Local Flood Authority (LLFA), which requires 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.

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Appendix 2 – Conditions

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>
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, 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>
UDVL02	Existing and Proposed Levels	<p>EXISTING AND PROPOSED LEVELS</p> <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 existing and proposed levels of the site including the finished floor levels of the buildings to be erected and any proposed mounding and or earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the LPA. Development shall be carried out in accordance with the approved details. Attention should be given to existing vegetation and surrounding landform.</p> <p>Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity of the area, the living conditions of nearby residents or integrity of existing natural features and habitats.</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</p>

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		<p>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>
UDLV04	Street Furniture	<p>Prior to the commencement of development, details of any street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority Such street furniture as agreed shall be erected before the development hereby approved is occupied.</p> <p>Reason: In the interests of the visual amenities of the locality.</p>
UDLV05	Scheme for Illumination	<p>Prior to the commencement of development full details of the method of external LED illumination:</p> <p>(x) Siting; (xi) Angle of alignment; Light colour; (xii) Luminance.</p> <p>of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.</p> <p>Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of</p> <p>(xiii) Adjoining residents; (xiv) Highway Safety; (xv) Protection of sensitive wildlife habitats.</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> <p>(i) Commencement of the development ; (ii) or agreed phases; (iii) or prior to the occupation of any part of the development; 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</p>

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		<p>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> <p>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.</p> <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>
UDLV11	Maintenance Softworks	<p>No development shall commence until full details of proposed oft landscape management has been submitted to and approved in writing by the Local Planning Authority.) The soft landscape management plan shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden [delete as required] shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plan prior to</p>

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		<p>the occupation of the</p> <p>(i) Development ;</p> <p>(ii) or approved phases.</p> <p>Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.</p> <p>Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved</p> <p>Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.</p>
UDLI101	Title Transfer of POS	<p>The developer may wish to transfer areas of open space within the development to the Council for long term management and maintenance, and should the open space be transferred to the Council a contribution, based on formula in SPD 6 will be required towards the future maintenance of the area. Based on the current information available the contribution has been estimated at £115,000.</p> <p>It should be noted that, subject to agreeing the final details of the area to be transferred, this figure may be subject to change.</p> <p>If Title Transfer to the Council is part of the long term management strategy for the housing, SBC would require a 1:200 scale plan indicated all areas of open space itemised in m2 in a schedule of typologies:</p> <ul style="list-style-type: none"> (i) Street Trees; (ii) Woodland buffer planting; (iii) Shrub and hedge planting; (iv) Amenity and other grassland; (v) Retaining structures; (vi) Other enclosure including non-adoptable street furniture; (vii) Play areas; (viii) Sports fields; (ix) Footpaths and any other hard surfacing. <p>All requests for title transfer will be considered in line with Supplementary Planning Policy - Open Space, Recreation and Landscaping 2009 - https://www.stockton.gov.uk/media/2828/open-space-spd.pdf</p>

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