

INTERNAL MEMORANDUM
Highways, Transport & Environment

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

Proposal: Hybrid planning application comprising 1) full planning application for A1 retail food store with car parking and associated ancillary development and 2) outline permission for circa 80 dwellings and associated access with all other matters reserved.	Date:	13/02/17		
Location: Former Site Of Blakeston School, Junction Road, Norton	Ref:	16/2445/FUL	Rev	2

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: 08/12/16

Executive Summary

Subject to the comments below the Highways, Transport and Environment Manager has no objection to the Hybrid planning application comprising 1) full planning application for A1 retail food store with car parking and associated ancillary development and 2) outline permission for circa 80 dwellings and associated access with all other matters reserved.

The impact of the proposed application on the highway network has been assessed by the applicant, within the Transport Assessment (TA) submitted in support of the proposed development, utilising the Council's North Stockton Aimsun Model (NorSAM). This modelling provides a more informed response regarding the impact of the proposed development on the wider network and the results show that the impact is negligible and therefore acceptable.

The proposed site access arrangements, for both the retail store and residential development, have been considered, taking account of the proposed access arrangements for the extant crematorium permission, and are considered to be acceptable. These accesses, as shown on Drawing 1412 PL105 E, would be secured through a s278 Agreement.

The applicant has submitted the framework for a Travel Plan in support of the proposed application, and this draft is considered to be broadly acceptable. The agreement of a final Travel Plan should be secured by condition.

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

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Further consideration of frontage enclosure is required along with the retention of the existing hedgerow along the eastern site boundary to minimise the visual impact upon residents on Blakeston Lane but this may be conditioned.

A gas main is shown on the submitted plans, running parallel to the site boundary, and the impact of this on existing and proposed planting should be clarified prior to discharge of conditions on retention of the existing trees and hedgerows. An arboricultural method statement will also be required to minimise the impact of the development upon existing mature trees to be retained, however this may be conditioned.

No on-site Public Open Space is proposed and as a consequence the development would have an impact on nearby open space provision at Newham Grange Park and Redbrook Park. A contribution of £172,700, towards additional play facilities and associated infrastructure at Newham Grange Park, should therefore be secured via a s106 Agreement.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development and this information can be secured by condition.

As details of the proposed renewable energy equipment is yet to be submitted this policy requirement can 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 a hybrid planning application comprising 1) full planning application for A1 retail food store with car parking and associated ancillary development and 2) outline permission for circa 80 dwellings and associated access with all other matters reserved.

Site Access / Layout - A1 retail food store with car parking and associated ancillary development

An acceptable vehicular access to the store will be taken from Junction Road, as shown on Drawing 1412 PL105 E, and will utilise the approximate location of the existing access for the school which previously occupied the site. The new access, which will take the form of a Protected Right Turn, would need to be agreed with Highway Authority as part of the Section 278 Agreement to deliver the access works and all costs would have to be met by the applicant.

If approved, the access road and internal roads would need to be constructed in accordance with the Council's Design Guide and Specification.

The internal highways layout for the proposed store shown on Drawing 1412 PL105 E, is considered acceptable and is 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).

Should the application be recommended for approval, the need to provide and agree a Construction Management Plan with the Highway Authority should be secured by planning condition to minimise the impact of any construction works on the public highway.

Site Access / Layout - circa 80 dwellings and associated access with all other matters reserved

This element of the application is outline only with some matters reserved except for access. The proposed site access, which would be taken from Blakeston Lane as shown on Drawing 1412 PL105 E, would take the form of a Priority T junction and it is considered that, for the scale of development, this would be acceptable. The works to form the new Priority T junction will be subject to detailed design and will be secured via a s278 Agreement.

If approved, the access road and internal roads would need to be constructed in accordance with the Council's Design Guide and Specification. For clarification no direct vehicular or pedestrian access to and from individual dwellings will be permitted from Junction Road.

Traffic Impact - retail food store and outline permission for circa 80 dwellings

The applicant has submitted a Transport Assessment (TA) in support of the proposed development which includes an assessment of the impact of the proposed development on the highway network using the Council's North Stockton Aimsun Model (NorSAM).

The trip rates for the proposed development have been taken to be the same as those accepted for the approved food store development at Allensway (15/0515/FUL), which are based upon information derived from TRICS (national trip rate database), which is an acceptable methodology. Table 1 shows the forecast vehicle trip generation of the proposed development.

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Table 1: Trip Rates and Trips

A1 retail food store	Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips
Morning Peak Trip Rates	1.204	30	0.809	20
Evening (1500-1600hrs) Trip Rates	3.788	94	3.879	96
Evening (1600-1700hrs) Trip Rates	3.658	90	3.807	94
Evening (1700- 1800hrs) Trip Rates	3.147	78	3.665	91
Saturday (12:00 - 13:00)	5.293	131	5.504	136

Table 1 shows that the proposed development would generate approximately 190 two-way vehicle movements (94 arrivals and 96 departures) during the weekday peak hour and 267 two-way vehicle movements (131 arrivals and 136 departures) during the Saturday peak hour.

The trips associated with the proposed development have then been broken down further to show primary new, pass-by, diverted, primary transfer and linked trips. The associated trips are shown in Table 2.

Table 2: Trip Type Summary

Trip Type	Weekday Peak Hour (15:00 – 16:00)			Saturday Peak Hour (12:00 - 13:00)		
	%age	Arrivals	Departures	%age	Arrivals	Departures
Primary New	59	56	57	71	93	96
Pass-by	13	12	12	8	10	11
Diverted	28	26	27	21	28	29
Linked	-			-		
Total	100	94	96	100	131	136

An assessment of the impact of the proposed development, taking account of the outline proposals for circa 80 dwellings, has been undertaken utilising the NorSAM for both peak periods has been undertaken and the results are included in Table 3 to Table 6 respectively.

Table 3 - Morning Peak Journey Time Results

Road	Direction	Section	Do Nothing	Do Something	Difference
B1274 Junction Road	Eastbound	Durham Road to A1027	11:03	11:54	00:51
	Westbound	A1027 to Durham Road	07:41	08:38	00:56
A1027	Northbound	Durham Road to Junction Road	04:14	04:20	00:06
	Southbound	Station Road to A177	06:48	06:55	00:07
A177 Durham Road	Northbound	A1027 to Harrowgate Lane	04:40	05:03	00:22
	Southbound	Junction Road to A1027	09:36	09:50	00:13

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Table 4 - Evening Peak Journey Time Results

Road	Direction	Section	Do Nothing	Do Something	Difference
B1274 Junction Road	Eastbound	Durham Road to A1027	08:28	10:13	01:45
	Westbound	A1027 to Durham Road	04:59	05:04	00:05
A1027	Northbound	Durham Road to Junction Road	10:18	13:30	03:13
	Southbound	Station Road to A177	04:04	04:23	00:19
A177 Durham Road	Northbound	A1027 to Harrowgate Lane	06:50	06:51	00:01
	Southbound	Junction Road to A1027	04:33	04:44	00:12

Table 5 - Morning Peak Network Statistics

Parameter	Unit	Do Nothing	Do Something	Difference
Mean Travel Time	sec/km	167.2	177.8	10.6
Mean Delay Time	sec/km	96.3	106.8	10.5
Mean Speed	km/hr	29.2	28	-1.2
Total Distance travelled	km	22228	22179	-48
Total Travelttime	Hr	1003	1060	57
Veh waiting outside		110	132	21
Veh inside network		1419	1553	134
Veh exited network		8675	8681	6
Avg Journey Distance	km/trip	2.56	2.55	-0.01
Avg Journey Time	mins/trip	6.9	7.3	0.4

Table 6 - Evening Peak Network Statistics

Parameter	Unit	Do Nothing	Do Something	Difference
Mean Travel Time	sec/km	193.1	205.2	12
Mean Delay Time	sec/km	123	134.9	11.9
Mean Speed	km/hr	25.1	23.6	-1.4
Total Distance travelled	km	22597	22778	181
Total Travelttime	Hr	1180	1272	91
Veh waiting outside		696	701	6
Veh inside network		1262	1411	150
Veh exited network		8906	9026	120
Avg Journey Distance	km/trip	2.54	2.52	-0.01
Avg Journey Time	mins/trip	8	8.5	0.5

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The NorSAM results demonstrate there would be limited practical difference in terms of traffic movements on the local road network with or without the proposed development.

A local junction assessment has also been undertaken to assess the capacity of the proposed food store access, which is included in Table 7 below, and has demonstrated that the junction will operate well within capacity.

Table 7 - B1274 Junction Road/Foodstore Access Junction

Approach/Movement	2029 Morning Peak		2029 Evening Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Food store Access	0.074	0.1	0.443	0.8
B1274 Junction Road Right Turn	0.037	0	0.122	0.1

The results clearly demonstrate that the proposed new site access junction would operate well within capacity and is therefore considered acceptable.

Service Vehicle Access

Service vehicles would utilise the same access as customers and a service access through the proposed car park has been provided which is suitable for accommodating a 16.5m articulated goods vehicle and allow vehicles to enter and exit the site in a forward gear. This has been demonstrated using Autotrack and is considered to be acceptable.

Parking

The proposed development would provide 119 car parking spaces (including 9 disabled bays and 7 parent and child bays) and 16 cycle spaces. This is in accordance with the Council's parking standards (*Supplementary Planning Document 3: Parking Provision for New Developments, 2011*) and is therefore considered acceptable.

Sustainable Travel

The proposed site is well serviced in terms of alternative means of travel and is located in close proximity to:

- existing footway network and crossing facilities on Junction Road;
- existing bus stops on Junction Road and Ragpath Lane, with the foodstore entrance within some 300m from the nearest bus stop on Ragpath Lane, whilst the proposed housing is within some 400m of the nearest bus stop on Ragpath Lane and Rosslare Road, which provide access to the following services:
 - no. 15 – Roseworth – Stockton – Thornaby / Bassleton Court – Ingleby Barwick (every 15 minutes daytime / every 60 minutes after 7pm);
 - no. 37 – Middlesbrough – Stockton-on-Tees - Hardwick (every 30 minutes daytime).

A draft Travel Plan (TP) has been submitted by the applicant, to promote the use of sustainable modes of travel, and this is considered to be acceptable. A full TP should be secured by condition.

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Enclosure

No boundary fencing is proposed to the front of the store along Junction Road. Enclosure should be provided to direct pedestrians to safe egress and road crossing points. Enclosure should also assist in prevention of 'shopper' drop offs on Junction Road.

Boundary treatment for the housing must also prevent future openings being created onto the adopted highway which could create a highway safety concern. A wall with railings has been previously recommended to create a solid and permanent barrier between the highway and the housing. Further details on the type of enclosure is proposed in the Landscape and Visual section.

Landscape & Visual Comments

The submitted arboricultural assessment now clearly demonstrates the significant losses of site trees. This assessment should have been undertaken prior to any design work to maximise the retention of site trees, which add character and amenity value to the site.

Comments relating to the two distinct areas of the site are outlined below.

Full Application for Food Store

The proposals for the foodstore require the loss of 14 no trees, 5 of which are category B which are described as being of 'moderate quality and value, and of a condition that they make a substantial contribution to the site.' The proposals also require the loss of groups 2-5 which consist of Leyland Cypress. The Highways Transport & Environment Manager is concerned at the loss of the mature broadleaved species, however the submitted soft landscape proposals include for some replacement planting.

The submitted drawings indicate the retention of Trees 5-8 on the eastern boundary. However, the development encroaches into the root protection area (RPA) of these trees. These are valuable trees worthy of retention, and an Arboricultural Method Statement is required demonstrating what construction methods will be used to minimise the impact on tree roots. These should include careful location of equipment within the plant area, no-dig construction methods etc, as well as tree protection measures during construction. This information can be conditioned.

The proposed arboricultural assessment suggests the removal of hedge H4 and part of H3 but has offered no arboricultural reasons for its removal, simply stating that it would be desirable to remove it to allow better visibility of the site. The retention of this hedge is considered essential, as the eastern boundary and delivery/loading area of the store is directly overlooked by residential properties in close proximity.

In addition the line of a gas main is shown on the submitted plan R1869/1A along the eastern edge of the site, requiring a 6m easement. It is unknown whether this is an existing or proposed pipeline and further clarity is required before any conditions can be discharged. With regard to future utility services, it is noted that all plan and trenches be positioned within hard surfaces that abut the adopted highway so that easements do not prevent the proposed landscape mitigation being implemented.

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The soft landscape proposals for the site in terms of species and stock sizes are generally acceptable.

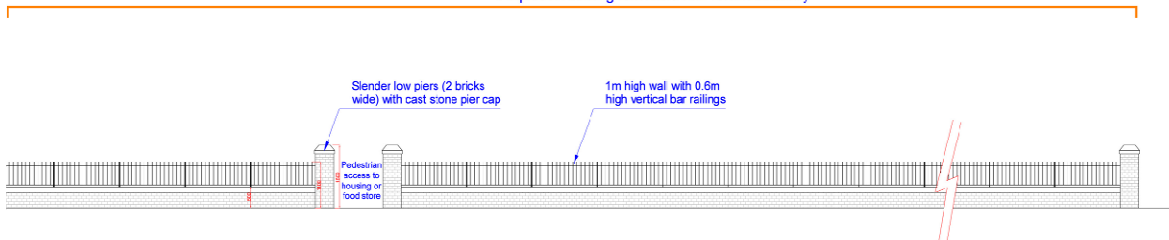
A landscape maintenance plan will be required to ensure maintenance of this area is carried out on a regular basis to minimise overhanging. It should ensure the planting establishes and all losses/gaps are made good. This plan must detail how branches that overhang the highway are to be dealt with so as to avoid damage to the highway or a safety concern arising, but this may be conditioned.

The proposed boundary treatments require some further consideration. The proposed timber acoustic barrier fencing surrounding the plant area is acceptable, and should be partially screened by the proposed soft landscaping facing Blakeston Lane. However, the proposed mesh fencing to the northern and eastern boundary must be reconsidered in line with previous comments. This fencing demarcates the boundary between the store and the proposed residential development. As such, it is not a suitable boundary to a residential dwelling, due to its industrial character and open texture which would give no privacy to residents, particularly to the west of the car park. No boundary fencing is proposed to the front of the store along Junction Road. This is unacceptable both visually and for highway safety reasons as previously noted. It is considered that a unified boundary treatment should be adopted across the whole site of the former Blakeston Lane School site (which would take its lead from the extant crematorium permission) to improve the Junction Road frontage. A wall with railings would also reduce maintenance implications for the adopted highway (footway) where plant growth may encroach on to the highway.

The following sketch proposals indicate a suitable scheme for the area, which the applicant may wish to consider.

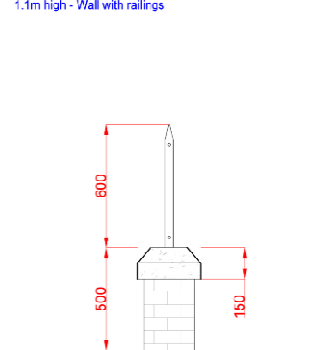
Proposed Housing and Food Store Boundary
1.1m high - Wall with railings, or railings

Proposed Housing Site and Food Store Boundary



Proposed Housing and Food Store Boundary
1.1m high - Wall with railings

Example Wall - grey coloured materials with simple block coping



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Some preliminary discussions have been held with the applicant regarding the boundary treatments, and it is considered that this could be resolved as a condition.

Outline Application for Residential Development

The proposals for the residential development are likely to require the loss of the majority of existing site trees, 5 of which are category B, which are described as being of 'moderate quality and value, and of a condition that they make a substantial contribution to the site.' It is agreed that the loss of Leyland Cypress from the site frontage will benefit the site. However, the Highways Transport & Environment Manager is concerned at the potential loss of the mature broadleaved species. Any Reserved Matters application should consider the retention of site trees within any layout plan, in addition to this, replacement planting must be included in the layout. Where possible it would be desirable to retain group G14 to retain some screening of the railway line and fencing.

The proposals include no areas of open space or provision for SuDs. It would be desirable to incorporate these elements into the detailed design for the site. A strong boundary frontage treatment is also required to Junction Road, incorporating walls and railings, to present a unified frontage to the whole of the former Blakeston School development site. A wall with railings would provide a permanent and solid boundary which would reduce instances of gate openings being created onto the highway.

As part of any reserved matters application full details of all hard and soft landscaping, enclosure, lighting and street furniture and landscape maintenance will be required.

Open Space

On the basis that the proposed residential development will comprise 80 no. 3 bedroom dwelling, according to the Public Open Space Calculator, there is no requirement for open space to be provided on site. However, the necessary off-site contribution is calculated below;

	Standard Charge per Person	Total Charge for Development
Open Space	£459	£110,090
Open Space Maintenance	£5111	£122,602
		£232,692

It is noted that no open space is provided within the site and as a consequence the development would have an impact on nearby open space provision at Newham Grange Park and Redbrook Park.

It is proposed that the monies secured are utilised to provide additional play facilities and associated infrastructure at Newham Grange as this is also identified as a Strategic Park. Notwithstanding the figure produced by the open space calculator the cost of the proposed works are £172,700 and this amount should be secured through a s106.

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 is in a Flood Zone 1 and the Environment Agency's map shows high risk of surface water flooding across a large part of the site and also along the length of the northern boundary.

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.

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 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 applicant has not provided sufficient information regarding the disposal of surface water runoff generated from the proposed development and a condition assessment survey must be undertaken if any drainage systems flowing under the railway line to the north of the development are to be used to transfer surface water from the development site to the watercourse outfall point.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development and this information should be secured by condition.

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Appendix 2 - Conditions

UDHC18b	Construction Management Plan	<p>No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:</p> <ul style="list-style-type: none"> (i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors; (iii) loading and unloading of plant and materials; (iv) storage of plant and materials used in constructing the development; (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, (vi) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site; (vii) measures to control and monitor the emission of dust and dirt during construction; (viii) a Site Waste Management Plan; (ix) details of the routing of associated HGVs; (x) measures to protect existing footpaths and verges; and a means of communication with local residents. <p>The approved Construction Management Plan shall be adhered to throughout the construction period.</p> <p>Reason In the interests of highway safety and visual amenity.</p>
UDHC18c	Site Construction Access	<p>No development shall take place (except for the purposes of constructing the initial site access) until that part of the access(es) extending 15 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the Councils Design Guide and Specification.</p> <p>Reason In the interests of highway safety.</p>
UDHC26	Travel Plans	<p>Prior to the development being brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include:</p> <ul style="list-style-type: none"> (i) the appointment of a travel co-ordinator (ii) a partnership approach to influence travel behaviour (iii) measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site (iv) provision of up-to-date details of public transport services (v) continual appraisal of travel patterns and measures provided through the travel plan

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		<ul style="list-style-type: none"> (vi) improved safety for vulnerable road users (vii) a reduction in all vehicle trips and mileage (viii) a programme for the implementation of such measures and any proposed physical works (ix) procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance. <p>The approved Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the approved Travel Plan.</p> <p>Reason To establish measures to encourage more sustainable non-car modes of transport.</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>
UDHC06d	Discharge of Surface Water	<p>The development hereby approved shall not be commenced on site, until a scheme of 'Surface Water Drainage and Management' for the implementation, maintenance and management of the sustainable drainage scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, The scheme shall include but not be restricted to providing the following details;</p> <ul style="list-style-type: none"> (i) Detailed design of the surface water management system (ii) A build program and timetable for the provision of the critical surface water drainage infrastructure (iii) A management plan detailing how surface water runoff from the site will be managed during construction Phase (iv) Details of adoption responsibilities; (v) Management plan for the Surface Water Drainage scheme and any maintenance and funding arrangement;

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		<p>The building hereby approved shall not be brought into use until the approved 'Surface Water Drainage' scheme has been implemented and the approved scheme shall be maintained in accordance with the Surface Water Management scheme for the lifetime of the development.</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, in accordance with the guidance within Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.</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>
UDLV08	Retention of Existing Trees Shrubs and Hedges	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans (whichever is applicable) a plan shall be submitted identifying the trees to be retained on the site all trees indicated for retention shall be retained and maintained for a minimum period of 25 years from practical completion of the development. No tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped other than in accordance with the approved plans. Any tree, shrub or hedge or any tree, shrub or hedge planted as a replacement that dies or is removed, uprooted or destroyed or becomes seriously damaged or defective must be replaced by another of the same size and species unless directed in writing by the Local Planning Authority.</p> <p>Reason: To protect the existing trees/shrubs and hedges 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>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until an Arboricultural Method Statement and Tree Protection Plan is approved in writing by the Local Planning Authority. This must be in close accordance with:</p> <ol style="list-style-type: none"> 1. BRITISH STANDARD 5837:2012 Trees in relation to design, demolition and construction – Recommendations 2. NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007 <p>Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being</p>

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		<p>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 all existing trees on and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.</p>
UDLV11	Maintenance Softworks	<p>No development shall commence until full details of proposed soft 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, shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plan prior to the occupation of the:</p> <p>(i) Development; (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>

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