

**APPENDIX 5 –HTDM COMMENTS**  
**Application 17/0511/OUT**

INTERNAL MEMORANDUM  
Highways, Transport and Design

From: Highways, Transport and Design Manager  
To: Planning Development Services Manager  
FAO: Elaine Atkinson  
CC: Planning Administration

Proposal: Outline application with some matters reserved (appearance, landscaping, layout and scale) for a residential development comprising eleven dwellings, including two affordable homes	Date:	25/07/17		
Location: Land At 18A Braeside, Kirklevington, Yarm	Ref:	17/0511/OUT	Rev	3

HTD 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: 17/07/17

**Executive Summary**

Flood Risk Management information submitted in support of the application is currently unacceptable, due to the proposed location of the attenuation for the surface water flows for up to the 1 in 100 year plus 40% climate change, and the proposed management of surface water flows for up to 1 in 100 year plus 40% climate change should be reviewed and a suitable design should be provided in accordance with National Standards.

The Highways, Transport and Design Manager is therefore currently unable to support this application.

Notwithstanding the above the following comments are made in relation to the proposed development.

Whilst the applicant has not submitted any information to assess the impact of the proposed development on the highway network, the cumulative impact of this and other applications within Kirklevington awaiting determination has been considered by the Council as the Local Highway Authority using the Yarm Traffic model.

The Yarm traffic modelling provides an informed response regarding the impact of this proposed development on the wider network and its impact as part of a cumulative assessment of highway impact from other planning applications that affect the same sections of highway.

The traffic modelling shows that there would be limited practical difference in terms of traffic impact on the local road network for all the proposed developments within Kirklevington, which includes the proposed site, with or without all the proposed developments within Kirklevington.

Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation to the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at

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the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured by a legal agreement.

The applicant proposes to demolish 18A Braeside to form the proposed access which would extend Braeside and result in the creation of a T junction. The development would, therefore, alter the road layout and change the nature of the road. This may require changes to the road, including the addition of road markings, to make users aware of the changes in traffic priorities. Whilst these access proposals are acceptable in principle, the detailed design of the layout would have to be undertaken to the satisfaction of the Highway Authority and agreed as part of a Section 278 Agreement. All costs of the highway works would have to be met by the applicant.

An indicative site layout, drawing ref AJR17:08 01, has been submitted and this is considered to be broadly 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 details of the site layout will be considered fully at Reserved Matters stage.

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

Views of the development site are limited due to its location at the rear of existing properties. There may be glimpsed views from the A67 for pedestrians and vehicles using this route to travel south towards the A19, however views will be oblique and glimpsed against the existing residential backdrop.

The proposal has no incidental green space to incorporate tree planting. A design which retains existing boundary vegetation and introduces new tree planting into private gardens will reflect the rural character and integrate the development into the edge of the settlement.

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

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**Appendix 1 – Detailed Comments**

**Highways**

All developments should be designed and constructed in accordance with SBC Design Guide and Specification (current edition) (Design Guide) and SPD3: Parking Provision for Developments 2011(SPD3).

The proposed development is an outline application for the construction of 11 dwellings with all matters except access reserved.

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

**Traffic Impact**

Whilst the applicant has not submitted any information to assess the impact of the proposed development on the highway network, the cumulative impact of this and other applications within Kirklevington awaiting determination has been considered by the Council as the Local Highway Authority using the Yarm Traffic model.

The Yarm traffic modelling provides an informed response regarding the impact of this proposed development on the wider network and its impact as part of a cumulative assessment of highway impact from other planning applications that affect the same sections of highway.

**Yarm Traffic Modelling**

The Yarm traffic model assesses the likely impact of the development on the wider network, in the forecast year which assumes all dwellings associated with both the extant approvals and the proposed development(s) would be built out i.e. occupied, giving a worst case scenario.

Prior to assessing development impact the Yarm model (previously referred to as the YIBAM) was rebased and uses survey results from traffic surveys undertaken in the autumn of 2016. To this base the current ‘approved’ situation which includes the traffic associated with the committed developments such as the Tall Trees, Morley Carr Farm, Green Lane and Mount Leven were added to predict a future base model.

The development traffic associated with the proposed development of up to 10 houses was then tested as a part of the highways impact assessments, utilising the Yarm Traffic model, undertaken by others (Application references 16/3035/OUT and 17/0224/FUL) to establish the cumulative impact of all the proposed developments within Kirklevington which are awaiting determination namely:

- Site 1 - Land At 18A Braeside (17/0511/OUT) for 11 Dwellings;
- Site 2 - 24 Forest Lane (17/0224/FUL) for 19 Dwellings;
- Site 3 – Consented Development (15/1643/OUT)
- Site 4 - Land West Of St Martins Way (16/3035/OUT) for 90 Dwellings;
- Site 5 - Knowles Farm, Grove Bank (16/3146/OUT) for 10 Dwellings.

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**Plan 1 – Proposed and Consented Developments**



A comparison of the results from each scenario, which are reported as journey times, has then been undertaken to ascertain the residual cumulative impact all the proposed developments within Kirklevington, which includes the proposed site, on the highway network which are included below in Table 3.

**Table 3 - Journey Time Results**

AM Peak 07:30 - 09:30

Route	Description	Com Dev	Com Dev + All	Diff to CD
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	04:59	05:27	00:28
1b	A67 The Spital - Leven Road to Worsall Road	06:45	06:50	00:04
1c	A67 High Street - Worsall Road to Bridge Street	03:54	03:51	-00:03
<b>Route 1 Total</b>	<b>A67 Northbound – A1044 Green Lane to Bridge Street</b>	<b>15:38</b>	<b>16:08</b>	<b>00:29</b>
2a	A67 Urlay Nook Road - Durham Lane to A135	04:40	04:40	-00:00
2b	A67 High Street - A135 to Worsall Road	03:13	03:10	-00:03

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2c	A67 The Spital - Worsall Road to Leven Road	00:50	00:50	00:00
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:18	00:03
2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:50	00:50	00:00
<b>Route 2 Total</b>	<b>A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive</b>	<b>10:47</b>	<b>10:48</b>	<b>00:01</b>
3a	Green Lane - Tall Trees to Yarm Rail Bridge	04:29	04:58	00:29
3b	Green Lane - Yarm Rail Bridge to A67	01:51	02:08	00:17
3c	A1044 Green Lane - A67 to Glaisdale Road	00:54	00:54	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00
<b>Route 3 Total</b>	<b>Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village</b>	<b>07:28</b>	<b>08:14</b>	<b>00:46</b>
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:17	00:18	00:01
4b	A1044 Green Lane - Glaisdale Road to A67	01:48	02:02	00:14
4c	Green Lane -A67 to Yarm Rail Bridge	01:24	01:28	00:04
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:17	01:18	00:01
<b>Route 4 Total</b>	<b>Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees</b>	<b>04:46</b>	<b>05:06</b>	<b>00:21</b>
<b>Route 5 Total</b>	<b>Worsall Road Eastbound - Allerton Balk to A67 High Street</b>	<b>11:50</b>	<b>10:24</b>	<b>-01:26</b>
<b>Route 6 Total</b>	<b>Leven Road Westbound – Kirk Road to A67 The Spital</b>	<b>04:05</b>	<b>05:02</b>	<b>00:57</b>

PM Peak 16:00 - 18:00

Route	Description	Com Dev	Com Dev + All	Diff to CD
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	02:36	02:18	-00:17
1b	A67 The Spital - Leven Road to Worsall Road	07:43	07:57	00:14
1c	A67 High Street - Worsall Road to Bridge Street	04:28	04:28	-00:00
<b>Route 1 Total</b>	<b>A67 Northbound – A1044 Green Lane to Bridge Street</b>	<b>14:47</b>	<b>14:43</b>	<b>-00:03</b>

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2a	A67 Urlay Nook Road - Durham Lane to A135	11:49	12:06	00:17
2b	A67 High Street - A135 to Worsall Road	05:31	05:34	00:03
2c	A67 The Spital - Worsall Road to Leven Road	00:51	00:52	00:01
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:13	-00:02
2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:51	00:52	00:01
<b>Route 2 Total</b>	<b>A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive</b>	<b>20:17</b>	<b>20:36</b>	<b>00:19</b>
3a	Green Lane - Tall Trees to Yarm Rail Bridge	01:36	01:35	-00:01
3b	Green Lane - Yarm Rail Bridge to A67	01:12	01:09	-00:03
3c	A1044 Green Lane - A67 to Glaisdale Road	00:55	00:55	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	-00:00
<b>Route 3 Total</b>	<b>Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village</b>	<b>03:57</b>	<b>03:53</b>	<b>-00:04</b>
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:20	00:20	-00:00
4b	A1044 Green Lane - Glaisdale Road to A67	01:27	01:28	00:01
4c	Green Lane -A67 to Yarm Rail Bridge	02:32	02:36	00:03
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:16	01:16	-00:00
<b>Route 4 Total</b>	<b>Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees</b>	<b>05:36</b>	<b>05:40</b>	<b>00:04</b>
<b>Route 5 Total</b>	<b>Worsall Road Eastbound - Allerton Balk to A67 High Street</b>	<b>06:09</b>	<b>06:50</b>	<b>00:42</b>
<b>Route 6 Total</b>	<b>Leven Road Westbound – Kirk Road to A67 The Spital</b>	<b>01:44</b>	<b>01:43</b>	<b>-00:02</b>

The results show that there would be limited practical difference in terms of traffic impact on the local road network for all the proposed developments within Kirklevington, which includes the proposed site, with or without all the proposed developments within Kirklevington.

This is because the developments would be a small proportion of both the population and the overall future development proposals within the Yarm area and within this, it is reasonable to predict that ‘peak spreading’ would occur as users stagger journey times to avoid traffic congestion.

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It is, therefore, accepted that the highways network within the vicinity of Yarm, would suffer some congestion, however, it cannot be demonstrated, within the context of NPPF, that the residual impact of this development, which forms a part of the residual cumulative impact all the proposed developments within Kirklevington, on the highways network would be severe.

The model also assumes that all dwellings associated with both the extant approvals and the proposed development would be built out within a 10 year time-frame, however, it is considered that this is unlikely to be the case due to the proximity of the various competing developments to each other.

Further Yarm Traffic Modelling undertaken by the Council

In order to validate the traffic modelling work undertaken by the developer, in support of the proposed application, the Council as Local Highway Authority have carried out a series of further sensitivity tests to ensure the results being report are robust.

These have included the following:

- Journey time assessments with additional traffic growth to take account of the continued economic growth within the area;
- Assessments of the A67 / Forest Lane junction and the Crathorne Interchange with all traffic from the proposed development routing via the A19.

The work undertaken by the Council have confirmed that:

- There would be limited practical difference in terms of traffic impact on the local road network with or without the proposed developments as report by the developer;
- The junctions assessed operate within practical capacity in all scenarios tested.

Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation to the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured via a legal agreement.

Access

The applicant proposes to demolish 18A Braeside and create an adoptable road to serve 11 dwellings. The submitted plan, reference AJR17:08 01, shows the road to 4.8m wide with 2m footways on either side. The road and footways should be designed and constructed in accordance with the Design Guide and Specification (current edition). The proposed access would extend Braeside and result in the creation of a T junction. The development would therefore alter the road layout and change the nature of the road. This may require changes to the road, including the addition of road markings, to make users aware of the changes in traffic priorities. Whilst the access proposals are acceptable in principle, the detailed design of the layout would have to be undertaken to the satisfaction of the Highway Authority and agreed as part of a Section 278 Agreement. All costs of the highway works would have to be met by the applicant.

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).

Whilst the application is outline for erection of 11 no. dwellings with associated means of access the applicant has submitted an indicative site layout, drawing ref AJR17:08 01, and this is

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considered to be broadly 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 details of the site layout will be considered fully at Reserved Matters stage.

**Landscape and Visual Comments**

The proposed development is for 11 new dwellings within an agricultural field on the northern edges of Kirklevington village. Access to the site requires the demolition of a single property on Braeside to facilitate a new access road into the site.

Landscape Character

The development is located on a level site on the edge of the village and bordered on the western edge by a wooded area, and on the southern edge by existing residential properties. The proposed development does not extend beyond the northern limits of the existing developed area of the village. It is considered that the proposed extent of residential development within this application is the maximum that would be acceptable in this part of Kirklevington with respect to landscape character and visual impacts.

The proposal is contained within a single field, and the development must retain the existing hedgerow boundary and trees to the east as this would provide essential screening of the development from viewpoints to the east.

Visual Impact

Views of the development site are limited due to its location at the rear of existing properties. The majority of residences in close proximity to the site will gain direct views of upper stories and roof lines of the new dwellings. The site will be visible from the new entrance on Braeside where the existing property will be demolished to facilitate access. Receptors will gain views of residential properties and gardens within the development.

There may be glimpsed views from the A67 for pedestrians and vehicles using this route to travel south towards the A19. Views will be oblique and glimpsed across the existing field boundaries, against the existing residential backdrop. It is likely that receptors would perceive only minimal change in their view from this location. Receptors travelling north are unlikely to gain views of the development.

Layout

The development site is rectangular in shape with properties grouped around a ‘u-shaped’ road layout and facing different directions. Existing development on the adjacent site to the south is predominantly bungalows, and the proposal for dormer bungalows reflects that character.

The site has no incidental green space, therefore should a Reserved Matters application come forward it is essential to secure an attractive streetscape by introducing trees and soft landscaping within private gardens. The viable location of the trees, in terms of canopy and root spread will influence the final building locations. Consideration should be given to different boundary treatments, which will help to create a sense of place within the development. Treatment of the access road into the site is particularly important to create an attractive entrance. External boundaries facing out to the north and east should also be considered to maintain the edge of village character. The retention and protection of the existing boundary vegetation should be secured by condition.

Public Open Space

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The development includes no incidental green space. Kirklevington Parish Council has an equipped play area located off Forest Lane within the village and the extant planning consent for residential development (15/1643/OUT) proposes to enhance this play provision by constructing a MUGA for older children. In the event that application 15/1643/OUT does not come forward or other recreational improvements are required it is desirable to secure funding of up to £75,000 for improvements to the existing play provision. However, should other housing applications in Kirklevington currently awaiting determination be granted planning consent then the level of contribution would be made pro-rata to the development impact.

**Flood Risk Management**

The revised drainage strategy dated July 2017 proposes that the attenuation that takes surface water flows for up to 1 in 100 year plus climate change for the whole site, is to be located across 11 plots and will require 7.8m<sup>3</sup> of attenuation at each plot. This proposal does not comply with National Standards and would result in access being restricted to facilitate all reasonably foreseeable future inspections, monitoring, and maintenance or repair works.

The guidance set out in National Standards states ‘under these arrangements, in considering planning applications, local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning condition or planning obligations that there are clear arrangements in place for on-going maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate’. This means the future maintenance requirements should be considered at all stages in the design, construction process and suitable access provided to facilitate all reasonably foreseeable future inspections, monitoring, and maintenance or repair works.

In accordance with National Standards any critical drainage assets should be located within public open space/highway to ensure that suitable access is provided at all times to undertake future inspections, monitoring, long term maintenance or repair works.

The proposed management of surface water flows for up to 1 in 100 year plus 40% climate change should be reviewed and a suitable design should be provided in accordance with National Standards.

The Highways, Transport and Design Manager is therefore currently unable to support this application.

Notwithstanding the above the following comments are made in relation to the proposed development.

Details of the maintenance responsibilities for the proposed attenuation provided for up to 1 in 100 year plus 40% climate change should also be considered and provided.

Drawing No. 01 is not in accordance with comments provided within Northumbrian Waters pre-development enquiry dated 12 July 2017.

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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"> <li>(i) the site construction access(es)</li> <li>(ii) the parking of vehicles of site operatives and visitors;</li> <li>(iii) loading and unloading of plant and materials;</li> <li>(iv) storage of plant and materials used in constructing the development;</li> <li>(v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,</li> <li>(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;</li> <li>(vii) measures to control and monitor the emission of dust and dirt during construction;</li> <li>(viii) a Site Waste Management Plan;</li> <li>(ix) details of the routing of associated HGVs;</li> <li>(x) measures to protect existing footpaths and verges; and a means of communication with local residents.</li> </ul> <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>
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 BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations section 4.</p> <p>The assessment should concur with the latest site plans and include for the following information:</p> <ul style="list-style-type: none"> <li>(i) 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.</li> <li>(ii) A tree schedule as detailed in BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations</li> </ul>

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		<p>(iii) A schedule of all tree works specifying those to be removed, pruning and other remedial or preventative work.</p> <p>(iv) Details of any ground level changes or excavations within 5 metres of the Root Protection Area of any tree to be retained including those on adjacent land.</p> <p>(v) A statement setting out long term future of the trees in terms of aesthetic quality and including post development pressure.</p> <p>(vi) 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>
UDLV08	Retention of existing trees shrubs hedge	<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>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>

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