

APPENDIX F – Highways Transport and Design Comments

INTERNAL MEMORANDUM
Highways, Transport and Design

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

Proposal: Outline planning application for erection of 10 no. detached dwellings with associated means of access (demolition of existing farmhouse and outbuildings).	Date:	30/07/18		
Location: Knowles Farm, Grove Bank, Kirklevington	Ref:	16/3146/OUT	Rev	4

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: 14/12/16

Executive Summary

Subject to the comments below the Highways, Transport and Design Manager has no objections to the outline planning application, with all matters reserved except for means of access, for the construction of 10 dwellings.

It was determined that permission for this site was dependent upon the outcome of the application for the adjacent development (16/3035/OUT). This application has been recently upheld at appeal. When viewed in conjunction with this adjacent development, it is considered that the application site will appear as part of the village, and therefore there are no landscape and visual objections to the proposal.

The applicant has submitted a Highways Statement (HS) in support of the proposed development; however, due to the scale of the proposed development this does not assess the impact of the development on the highway network or the cumulative impact of other applications within Kirklevington which, at the time of submission, were awaiting determination.

The traffic generation for the proposed site has been included within the highways impact assessments, utilising the Yarm Traffic model, undertaken by others (Application refs 16/3035/OUT and 17/0224/FUL).

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, which includes the proposed site, 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 site will be accessed from Forest Lane, via Grove Bank, and will form an extension of Grove Bank. The proposed access arrangements are considered to be acceptable.

An indicative site layout, drawing ref 1623/001C, has been submitted however the road serving the proposed development is shown as a 5.5m shared surface, with a narrow hard margin to either side, which is not in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition. A suitable layout must be provided 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.

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.

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 10 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

The applicant has submitted a Highways Statement (HS) in support of the proposed development; however, due to the scale of the proposed development this does not assess the impact of the development on the highway network or the cumulative impact of other applications within Kirklevington which, at the time of submission, were awaiting determination.

The HS includes the traffic generation for the proposed site, as set out below in Table 1, and this has been included within the highways impact assessments, utilising the Yarm Traffic model, undertaken by others (Application 16/3035/OUT and 17/0224/FUL).

The trip rates in the HS, which are based upon information derived from TRICS (national trip rate database), are lower than those previously accepted and agreed for the previously approved residential development within Kirklevington (15/1643/OUT). The previously agreed trip rates and the traffic distribution have therefore been utilised within the highways impact assessment undertaken as this provides a robust assessment of the impact of the proposed development on the highway network. Table 1 and Table 2 respectively show the forecast vehicle trip generation and distribution of the proposed development.

Table 1: Vehicle Trip Generation (for 10 dwellings)

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.243	0.491	0.734	0.495	0.355	0.850
Trips	2	5	7	5	4	9

Table 2: Traffic Distribution

	Development Traffic Flows (PCU)	
	Weekday AM Peak Period	Weekday PM Peak Period

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To A67 North	2	2
To A67 South	3	2
From A67 North	1	2
From A67 South	1	3

Yarm Traffic Modelling

The Yarm traffic modelling provides a more informed response regarding the 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 refs 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.

Plan 1 – Proposed and Consented Developments

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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
Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	15:38	16:08	00:29
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
2c	A67 The Spital - Worsall Road to Leven Road	00:50	00:50	00:00

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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
Route 2 Total	A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive	10:47	10:48	00:01
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
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	07:28	08:14	00:46
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
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	04:46	05:06	00:21
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	11:50	10:24	-01:26
Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	04:05	05:02	00:57

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

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1c	A67 High Street - Worsall Road to Bridge Street	04:28	04:28	-00:00
Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	14:47	14:43	-00:03
2a	A67 Urray 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
Route 2 Total	A67 Southbound – A67/Urray Nook Road Roundabout Kirklevington Hall Drive	20:17	20:36	00:19
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
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	03:57	03:53	-00:04
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
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	05:36	05:40	00:04
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	06:09	06:50	00:42
Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	01:44	01:43	-00:02

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, which includes the proposed site, 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

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predict that ‘peak spreading’ would occur as users stagger journey times to avoid traffic congestion.

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 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 site will be accessed from Forest Lane, via Grove Bank, and will form an extension of Grove Bank.

Speed surveys have been undertaken which demonstrate that visibility splays of 2.4 x 33m are required in either direction at the junction of Bank grove and Forest Lane, for the actual speed of vehicles on this section of Forest Road, which can be achieved. The exiting access arrangements are therefore considered to be acceptable for the scale of the proposed development.

Layout

Whilst the application is outline, for erection of 10 no. detached dwellings with associated means of access the applicant has submitted an indicative site layout, drawing ref 1623/001C, and the following comments are provided.

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Whilst the access location and width is acceptable to the Local Highway Authority, the final road width and hard standings/footways will have to accord the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition. A suitable layout must be provided at Reserved Matters stage and this layout may require the locations of the proposed dwellings to be revised to reflect the adopted highway requirements.

Landscape and Visual

The development is located on the southwest edge of Kirklevington village close to the recently consented applications for up to 145 dwellings (15/1643/OUT) on the southern edge of the village, and a second application on the adjacent site for up to 90 dwellings (16/3035/OUT).

Landscape Character

Kirklevington is a small linear village set within an agricultural landscape of small fields surrounded by field fences and intermittent hedgerows with an occasional mature hedgerow tree. A number of farms are located across the landscape, but largely hidden from viewpoints on the southern edge of the village. The topography around the southern side of the village is generally flat. There are few visible urban interventions in the landscape, with the exception of a line of pylons, which run south of the site. The Stockton Borough Council Landscape Character Assessment lists this site as 'Urban Fringe Farmland', and has a medium level of landscape sensitivity, and medium landscape capacity, but high visual sensitivity. The report suggests that at the time of the study, only development associated with the existing agricultural use should be accepted.

When viewed in isolation this application site is a linear finger at the western edge of the settlement separated from the residential areas of the Green and St Martin's Way, by two fields. The development site follows the railway line south away from the village, and visually connects the buildings of Knowles Farm to the village.

Visual Impact

The proposed development is located within an area of farmland on the southwest edge of Kirklevington village; the landscape is generally flat with no elevated views in close proximity. The busy Yarm to Northallerton railway line runs adjacent to the site, along the western boundary. The site is surrounded by established mature hedgerows, and these should be retained and enhanced where necessary to maximise their screening potential. A Landscape and Visual Impact Assessment (LVIA) has been submitted with the outline application. The assessment is based on the proposals as laid out in the indicative site layout drawing. The findings of this study should be used to inform the final site layout and landscape proposals.

Representative viewpoints overlooking the site have been described in the submitted LVIA and are reviewed below:

View from residential properties on Grove Bank and Knowles Close

A number of residential properties on the southern edge of Kirklevington adjoin the development site. Properties 18 and 7 Grove Bank lie closest to the development site although the impact on 7 Grove Bank has not been assessed within the LVIA. Both properties currently have oblique views from the front of their dwellings across farmland towards Knowles Farm, with mature field and hedgerow boundaries bordering the view. 18 Grove Bank has windows on the southern elevation looking directly towards the site.

On completion of the development (based on the indicative layout) receptors would view new residential properties in close proximity. Residents would experience a change in their view from an open view across the rural grassed field, to an urban development of residential properties..

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Should any mitigation planting be undertaken on the northern site boundary the openness of the view would be further reduced, particularly west of Grove Bank.

The submitted LVIA assesses that 18 Grove Bank will experience a medium negative visual impact. It is considered that no. 7 will also experience a low-medium negative impact, as front windows look more directly towards the most northerly property on the development site.

Properties 3 and 5 Grove Bank will experience a similar change in their view although more distant from the development site. It is agreed that these properties will experience a minor negative visual impact.

Properties in Knowles Close may gain some glimpsed views of the development dependent upon the final style and height of dwellings to be constructed. However the existing mature hedgerow along the eastern edge of the site provides valuable screening.

View from Public Footpath 16 (Moor House Farm to Kirklevington)

Public footpath number 16 runs across the development site and into Kirklevington village. Footpath users currently have views across fields interrupted by hedgerow boundaries and occasional trees, to the southern edge of the village. Views of the village edge are filtered, by existing mature trees and shrubs within private gardens which soften the edge of the village.

The proposed development would be visible in the distance beyond the buildings of Knowles Farm. No additional planting to filter views or soften the edges of the development is proposed within the indicative layout.

View from the railway line

Receptors using the railway line would gain glimpsed views through vegetation, at speed, from trains passing the development site. Dwellings would be viewed in close proximity to the line, however, it is considered that the development would be viewed as part of the settlement.

Layout

The following comments relate to the indicative proposed site layout drawing 1623/P/008

The development is accessed from Grove Bank and is arranged as a linear street with an offshoot serving the existing farm and a single new dwelling. The development is laid out across a linear field, with a minor intrusion into the adjacent field, resulting in the loss of an existing hedgerow.

Existing mature planting such as the boundary hedgerows and trees should be retained and these buffers enhanced within the final layout to assist in the assimilation of the development into its surroundings. The indicative layout also proposes occasional tree planting throughout the development to reflect its village setting. Tree positions must be viable and be at least 5 - 6m from properties generally. A shade parameter plan would also be required as part of any reserved matters application to inform the final layout so as to ensure that the amenity of the properties and gardens of existing and proposed homes would not be adversely affected by shading from any existing or proposed planting.

Within the development there should be a mix of housing types, varying the height, aspect and form, with attention paid to small details which make the houses unique. It is not appropriate to locate a development of 'off the shelf' house types seen nationally, that do not reflect the character of their location. It is essential that the final layout does not result in a car dominated street scene. This should be avoided in any reserved matters application. The alignment of new dwellings should follow the existing building line. Any new dwellings west of the proposed new access road should follow the existing alignment of properties 12-18 Grove Bank.

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As part of the reserved matters application a full landscaped scheme will be required detailing hard and soft landscaping, boundary treatments, street furniture and lighting.

There is a no public open space (POS) within the development site, nor any SUDS proposed

Public Open 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 approved then the level of contribution would be made pro-rata to the development impact.

Sustainable urban drainage (SuDS) should be incorporated into the design and provide amenity benefit as well as flood storage. Designs may include access footpaths and small bridges, seating where appropriate and attractive planting. Opportunities for ecological enhancement, such as reed beds, water's edge habitat etc. should also be explored, and incorporated into the SuDS scheme.

When viewed in conjunction with the adjacent consented development 16/3035/OUT, it is considered that the proposed residential development would be viewed as part of the village and there would be no landscape and visual objections to the proposed.

Flood Risk

A Flood Risk Assessment has been submitted in support of the application which has identified the proposed discharge point and rate of discharge from this development, however the applicant has not provided an outline drainage strategy explaining how on site storage will be provided and this information should be secured by condition.

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Appendix 2 – Conditions

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> <ol 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. <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>
UDHC06e	Discharge of Surface Water	<p>The development permitted by this planning permission shall be implemented in line with the information contained within the submitted document entitled "Flood Risk Assessment" dated "16th September 2016" reference H76226/ FRA001 rev B, prepared by jnpgroup and the following mitigation measures detailed within the FRA</p> <p>Surface water discharges to the sewer at manhole 4602 at a maximum restricted rate of 5 l/sec.</p> <p>Limiting the surface water run-off generated by the impermeable areas of the development up to and including the 100 year critical storm plus an allowance for climate change, so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.</p> <p>The mitigation measures shall be fully implemented prior to the occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.</p>
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>

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		<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>
UDLV08	Retention of existing trees shrubs 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 and hedges to be retained on the site. All those 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 and around the site that the Local Planning Authority consider to be an important visual amenity in the locality and should be appropriately maintained</p>

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