



INTERNAL MEMORANDUM
Highways, Transport and Design

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

Proposal: Erection of class B8 industrial warehouse unit with ancillary office and associated parking, decked van storage, van staging areas and associated ancillary infrastructure, including the provision of a roundabout on Queen Elizabeth Way	Date:	20/08/21		
Location: Land South Of Lockheed Close, Preston Farm Industrial Estate, Stockton-on-Tees	Ref:	20/2759/FUL	Rev	6

Highways Transport and Design Consultation

I refer to your memo dated: 21/07/2021

General Summary

The Highways Transport and Design Manager does not object to the principle of the proposals on highway grounds. The development is supported by sufficient information to demonstrate that there are no adverse impacts subject to mitigation and conditions outlined below.

In addition, there are no landscape and visual grounds for objection to the principle of development, but there are concerns regarding the visibility of the site from the south east corner, lack of buffer planting to screen the site from viewpoints to the south and west, and the impacts of site lighting particularly associated with the top deck of the parking structure.

Sufficient information has been provided to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved, however a detailed design has not been provided and this should be secured by condition.

Highways Comments

The applicant has submitted a Transport Assessment (TA) and other supporting documents including various drawings detailing the proposals including site access and site layout.

Site Access Proposals

The site will have two key access points which are as follows:

- A new roundabout on Queen Elizabeth Way;
- A direct access on to Lockheed Close for HGVs and warehousing.

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The applicant has submitted an indicative plan and stage 1 RSA of the proposed roundabout, should the application be approved this roundabout, which would be subject to further detailed design is required to fully comply with current Design Manual for Roads and Bridges standards. This will also likely require waiting restrictions to prevent parking in this area and should be conditioned and implemented through a s278 Agreement.

Notwithstanding the above the direct access onto Lockheed Close from the development site, which would be taken from the end of the existing road, providing access to the HGV service yard is also considered to be acceptable as swept path analysis for Heavy Goods Vehicles has been provided to ensure movements can be safely undertaken. In terms of traffic generation from this access, the traffic modelling undertaken has demonstrated that Lockheed Close and the junction with Concorde Way will operate within capacity during peak traffic periods. Lockheed Close meets current highway standards for industrial use, it is however noted that Lockheed Close is subject to current on-street parking which may make it difficult for two HGVs to pass. HGV movements associated with this development are in the main overnight, however it is requested that should the application be approved, that some verges along Lockheed Close are considered for hard paving to provide an area for off-street car parking and the cost of these works, which should be met by the applicant, are secured via a s106 Agreement. The costs should also include any Traffic Regulation Orders that are required to support free flowing traffic movements along this route.

Traffic Impact

The impact of the proposals on the local highway network has been assessed, as part of the Transport Assessment, at the following junctions:

- Queen Elizabeth Way Site Access roundabout;
- Yarm Road/Concorde Way roundabout;
- De Havilland Avenue/Concorde Way roundabout;
- Lockheed Close T-junction;
- Kingfisher Way/Queen Elizabeth Way roundabout;
- The Rings roundabout.

The trip generation and arrivals and departures have been based on traffic patterns from 100 similar units operated across the UK and Europe, which is accepted as robust and based on the number of parcels that can be processed and the modal split journey to work.

The anticipated trip generation over a 24 hour period is as follows:

Daily Traffic Profile

	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1	2	3	4	5
Cars																								
Total	395	155	82	-	55	-	-	-	40	201	-	103	155	53	-	32	128	-	-	-	-	-	-	-
In	280	155	82	-	55	-	-	-	13	-	-	-	-	-	-	115	-	-	-	-	-	-	-	-
Out	115	-	-	-	-	-	-	-	27	201	-	103	155	53	-	32	13	-	-	-	-	-	-	-
Vans																								
Total	-	144	216	42	-	75	45	45	45	30	144	216	42	-	45	-	-	-	-	-	-	-	-	-
In	-	-	-	-	-	23	23	23	23	8	144	216	42	-	45	-	-	-	-	-	-	-	-	-
Out	-	144	216	42	-	52	23	23	23	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HGVs																								
Total	-	2	2	2	2	-	-	-	-	-	-	-	-	-	-	-	8	8	8	8	8	8	8	8
In	-	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	4	4
Out	-	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	4	4	4	4	4	4	4	4
Total																								
Total	395	301	300	44	57	75	45	45	85	231	144	319	197	53	45	32	136	8	8	8	8	8	8	8
In	280	156	83	1	56	23	23	23	36	8	144	216	42	-	45	-	119	4	4	4	4	4	4	4
Out	115	145	217	43	1	52	23	23	50	224	-	103	155	53	-	32	17	4	4	4	4	4	4	4

The anticipated trip rates during the morning and evening peak traffic periods that have been modelled on the highway network are as follows:

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	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Cars	82	-	82	-	103	103
Vans	-	216	216	216	-	216
HGVs	1	1	2	-	-	-
TOTAL	83	217	300	216	103	319

The traffic distribution across the highway network has also been determined using accepted methods based on the required access point, along with the modal split for employees travelling to work. Modelling is based on traffic surveys undertaken in 2018 that is considered to be a robust scenario given the changes in traffic patterns during the pandemic. One additional survey undertaken in October 2020 has been used to validate some of the previous traffic survey information. All junctions operate within capacity in the 'With Development' scenario.

The collision history of the highway network surrounding the development site has been considered and further analysis where injuries to vulnerable road users has been investigated that concludes that contributory factors are due to failure to look, disobeying traffic signs or markings or poor weather or hours of darkness leading to visibility issues. There are no highway layout contributing factors.

Site Layout

The applicant has submitted layout drawings in support of the proposals, they have been reviewed against the Councils design guide and SPD3: Parking Provision for Developments 2011 and are considered to be broadly acceptable. 245 parking spaces are available for on-site workers including 12 disabled spaces conveniently located. This means sufficient car parking is available within the site to accommodate shift changeover. It is anticipated that 190 employees will work per shift, it is accepted that the level of car ownership and other modes of travel available that this will not adversely affect the surrounding highway network and lead to additional on street parking.

In addition to the proposed car parking spaces there are 797 van storage spaces for operational needs and overnight van parking. The scale of the fleet allows for the distribution of parcels from the warehouse to operate using the most efficient use of vans and minimising journeys when they are not fully utilised.

70 cycle parking spaces will be provided that are covered and in accordance with standards. This should be conditioned, should the application be approved.

Swept path analysis demonstrating vehicle movements around the site has also been provided and is deemed acceptable.

The information submitted states that the end user of the warehouse is committed to achieve net zero carbon emissions by 2030 for 50% of all shipments. Therefore their own fleet of vans allows them to control vehicle standards including introducing electric vehicles. The proposal includes 100% van storage space to have passive EV infrastructure in place. The current constraint is the available power supply. This initiative is welcomed and electric vehicle charging infrastructure should be conditioned for both operational and staff parking.

Sustainable Connections

The site benefits from good pedestrian and cyclist facilities with a shared footway / cycleway on Concorde Way and Queen Elizabeth Way which provide connections towards the A66, Stockton town centre and Ingleby Barwick. Amendments to the cycle route on Queen Elizabeth Way that are

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required to allow the new roundabout will be subject to the S278 agreement and will need to be implemented in line with current Government guidance LTN1/20. The Teesdale Way (Public Footpath No.2) crosses the site access on Queen Elizabeth and at this point forms part of the adopted highway. The access should therefore include suitable crossing points for pedestrians that will form part of the S278 agreement.

The nearest bus stops to the site, with a regular service, are located approximately 1.2 - 1.3km north-west (circa 16-minute walk) from the site which provide access to the frequent 7 and 7A services which run between Yarm Willey Flatts and Stockton. Tees Flex also serves the Preston Farm area.

The applicant has submitted a Framework Travel Plan, in support of the proposals, which is broadly acceptable however, should the application be approved, a full Travel Plan should be secured by condition. It is therefore considered that the site is in a sustainable location.

Operational Management Plan

In order to ensure that the impact of the proposed development, on the local highway network, aligns with the information submitted in support of the proposals an Operational Management Plan (OMP) will be required however, this can be secured by condition.

The OMP should, as a minimum, include information on:

- Traffic generation, in the peak hours and daily movement, including:
 - Staff trips
 - HGV trips
- Staff numbers.
- Shift patterns.
- Operational hours.
- How the access will be controlled to prevent unauthorised access to the site without impacting on the highway network.

Construction Traffic Management

A Construction Traffic Management Plan (CTMP) has been submitted in support of the proposals which includes the following:

- Access / Egress.
- Wheel washing facilities.
- Site Compound.
- Car Parking.

The information contained within the CTMP is considered to be acceptable and, should the application be approved, a condition requiring compliance with the CTMP would be required.

Landscape & Visual Comments

The Proposed Development

The proposed development is an industrial warehouse with office accommodation and extensive parking areas at ground level and within a multi-storey decked structure. The proposed building will have a height of 16m. A new roundabout will also be required on Queen Elizabeth Way, to provide a safe site access, with a second access from Lockheed Close.

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The development site is located on the western side of Queen Elizabeth Way directly to the south of existing industrial and commercial units of Preston Farm Industrial Estate. The development site is currently undeveloped grassland, with scattered shrubby vegetation, although an existing belt of trees runs along the north western edge of the site, providing a buffer to the industrial estate. The site has an undulating topography, generally falling towards the south. At the southern edge of the site the ground level is currently approximately 3m higher than the road level.

To the west are two large agricultural fields with residential properties off Preston Lane and the Preston farm development located approximately 380m away, beyond this lie allotments and Preston Park.

To the south lies Preston Farm Nature Reserve a large open area which slopes down to the River Tees approximately 320m away. The Teesdale Way footpath skirts around the northern edge of the nature reserve providing access to Preston Lane, there are also numerous other informal footpath routes through the nature reserve.

East of the site boundary lies the Queen Elizabeth Way road corridor which comprises a dual carriageway and footway/cycleway connecting Ingleby Barwick to the south with Preston Farm and Stockton to the north. Beyond the road corridor lies the residential area of Bowesfield comprising flats and townhouses. The riverside habitat also continues with the Bowesfield Nature Reserve which is also a 'local wildlife site' stretching along the western banks of the River Tees. This area is also accessible to the public with a number of footpath routes through the area.

Site History

The site previously benefited from a planning consent for B1 units with associated car parking and landscaping, and a car showroom. Now expired, the indicative plans submitted as part of this application indicated a number of small units across the site with details provided for two storey units only. These blocks were located to the south and west of the site, whilst the eastern side close to Queen Elizabeth Way remained open and undeveloped.

The current proposals cannot be compared to this previously consented scheme and therefore, a Landscape and Visual Impact Assessment (LVIA) was requested, and has now been provided.

Landscape Character

The site itself is designated for development within the Stockton on Tees Local Plan, and as noted in the submitted LVIA, it is not subject to any landscape designations, has no recreational value and has no rare or unusual features. Although it should be noted that more attractive and valuable sites are located next to the site to the south and east alongside the River Tees.

The report does note the value of the existing buffer planting along the north western site boundary which is part of a long landscaped buffer along the southern boundary of Preston Farm Industrial Estate. This buffer clearly defines the southern extent of the industrial area, and screens views of the industrial buildings and uses beyond from viewpoints to the south.

The applicant has undertaken a fair assessment of the impacts of the development on landscape character both during construction and operation of the site. The report notes that the '*...proposed development will appear as an extension to the existing employment area at Preston Farm Industrial Estate, which already has a number of large industrial, business and distribution units. The site is contained to the east by the Queen Elizabeth Way dual carriageway and therefore the proposed development would not appear out of character for this location.*'

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The report assesses the effect on landscape character to be ‘moderate adverse’ on completion due to ‘...*the scale and level of change on the site.*’ However, with the associated landscape proposals this would reduce to ‘minor adverse’ over time, as the planting matures. The Highways Transport and Design Manager agrees with this assessment.

Visual Impacts

A visual impact assessment has been undertaken, with 9 no. receptor groups identified, and 14 no. viewpoints selected and agreed within the surrounding area. These viewpoints represent views from surrounding roads, footpaths and residential properties locally. Annotated viewpoint photographs have been prepared in accordance with current guidance, alongside a number of visualisation images including wirelines, and photomontages at completion(operation) and at 15 years into the future.

Effects During Construction

During construction, the effects of activities on the site will be limited to those locations in closest proximity to the site, including dwellings on the western edge of the Bowesfield residential area, particularly those residents of Pennyroyal Road, as well as users of the Teesdale Way footpath. Pedestrian and cycleway users of Queen Elizabeth Way will also be impacted, although these users are less sensitive due to the close proximity of the road, and the more functional use of this footpath. The report assesses that during the construction period, the effects would range from ‘...*moderate/major adverse for receptors of high sensitivity in close proximity to the site to minor adverse for receptors of low sensitivity.*’ However, the construction phase of works is considered to be temporary and will be of short duration.

Effects during construction can be limited through control of working hours, minimal lighting of the site, and appropriate screen fencing to reduce visual impacts, indeed the report notes that the ‘...*location and design of temporary site compounds, lighting, signage and perimeter screen fencing, combined with effective project management throughout all construction phases would aim to minimise the potential adverse landscape effects during the construction phase.*’ However no detailed mitigation measures have been put forward, these issues must be detailed within the construction phase management plan.

Effects During Operation

The assessment provided is considered to be a comprehensive representation of the visual effects on local receptors. Further to earlier comments some changes to the site layout have been undertaken in an attempt to reduce the visual impacts on receptors to the south and west. Despite the significant changes to the site layout there has only been a very minor improvement in the potential screening of the building as there is still a large gap in the buffer planting along the south west boundary. This will allow clear views of the building from receptors in and around Preston Lane and from Ingleby Barwick to the south. A continuous buffer which was discussed with the applicant has not been achieved. It is still considered that additional soft landscape works could be undertaken to further reduce the visual effects of the development, as four of the receptor groups identified will experience moderate or major adverse effects during construction and at completion, with some receptor groups still experiencing moderate effects at Year 15. Further consideration of these viewpoints is included below.

Receptor Group 3 - Residents of Pennyroyal Road

Viewpoint Photos B and C represent views of residents of Pennyroyal Road who have direct views of the development site to the west across Queen Elizabeth Way. Figures 16.3 and 16.4

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demonstrate visualisations of the proposed development, which is assessed to have the following level of effects:

- Construction: Moderate/Major adverse
- Completion: Moderate/Major adverse
- Year 15: Moderate adverse

Residents of Pennyroyal Way particularly those within the flats at the southern edge of the residential area will experience direct views of the eastern elevation of the new storage shed. The eastern elevation of the building itself has a plain façade with the staff car park to the north, and therefore a lower level of activity or movement, when compared to the western side of the development.

Whilst existing vegetation east of Queen Elizabeth Way will provide some screening from the ground floor when in leaf, views from first floor and higher rooms will remain open. The proposals include for some soft landscaping along the eastern edge of the development plot, although at a lower level than the building due to the proposed large gabion retaining wall. It is likely planting will only have a very limited effect due to the scale of the building, and even at maturity, the building will still be clearly visible above the proposed landscaping.

Receptor Group 4 – Users of the Teesdale Way

Viewpoint Photos F, G and H represent views of users on the Teesdale Way passing through the area, who will gain both close and longer distance views of the development along their route. Figures 16.7 and 16.8 demonstrate visualisations of the proposed development from Viewpoint F, which is assessed to have the following level of effects:

- Construction: Moderate adverse
- Completion: Moderate adverse
- Year 15: Minor/Moderate adverse

The Highways Transport and Design Manager agrees with this assessment, however, additional landscaping along the south west boundary could further reduce the level of effects.

Receptor Group 5 – Residents of Preston Farm

Residents living on the eastern edge of the Preston Farm development will experience views from both ground and first floor windows towards the development site. The western elevation of the multi storey decked structure will be visible across the landscape approximately 520m to the east.

- Construction: Moderate adverse
- Completion: Moderate adverse
- Year 15: Moderate/Minor adverse

Whilst some landscaping is proposed along the south west boundary, this is inside the site boundary and limited in its extent, with a large gap allowing views through to the decked structure. It is also located on sloping ground at the lowest level of the site. The submitted visualisation gives an indication of the proposed screen planting at Year 15, however it is considered that the planting indicated in the visualisation images may be an optimistic representation of the level of screening which can be achieved.

Receptor Group 6 – Residents of Preston Lane

Viewpoint Photo E represents the view from a small number of residents living at the eastern end of Preston Lane. Residents will gain views across the agricultural field towards the development

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from first floor windows. From this location the building will be viewed against the backdrop of existing industrial units

- Construction: Moderate/Minor adverse
- Completion: Moderate/Minor adverse
- Year 15: Minor adverse

Residents of Preston Lane have a similar view to those within Preston Farm, comments as above.

Further to earlier comments the assessment now briefly considers the visual impact of lighting on local receptors. Due to the 24hr nature of the proposed site use, and particularly the proposed use of the multi storey car park during the hours of darkness concerns were previously raised. The submitted assessment demonstrates that light spillage will not be a problem, and that headlights of moving vehicles will be obscured by the parapet walls. However, receptors viewing the site from a distance will see a concentration of column mounted lighting of the top deck at an elevated level approximately 18m above the general site ground level, which is elevated approximately 5m above the level of Queen Elizabeth Way. It is noted that there are 42 lighting columns on the top parking deck, some of which have two luminaires. Whilst lighting is a typical feature in the view as described in the lighting assessment, it is the large concentration of new lighting units and their elevated position which is still a concern. As can be seen in the night time photomontage images Figures 17.1 and 17.2 with trees in leaf, the existing visible lighting points are sparsely scattered.

The assessment concludes that *'the proposed development would not result in any significant change in the context of night-time views for receptors, given the existing illumination that is currently experienced. The proposed development would not result in any unacceptable harm on night-time visual amenity'* however the Highways Transport and Design manager does not agree with that assessment.

In the Lighting assessment report it is noted that the van deck parking lighting will have 'Set back functionality so that the lights can be programmed to set back to 10% if no motion is detected after a period of time'. Subsequently the applicant has now also submitted a memo (Ref: 15114A dated 20th July 2021) indicating that *'lighting on the top of the vehicle deck will be switched off during night time hours of 12 midnight to 6am'* with the exception of emergencies and for maintenance purposes. Whilst this is better than the original proposal, lighting will still be visible outside of these hours, which in winter could still be more than 8 hours from 4pm until midnight which is the period when local receptors are more likely to be active.

Buffer Planting

Under previous permissions for the site (Ref: 13/0366/ROT) consent was granted as soft landscaping was proposed to screen the site, particularly from viewpoints to the south and west on Preston Lane, the Teesdale Way and public footpaths within the Preston Farm Nature Reserve. A landscape buffer of between 3 and 8m was agreed along the full length of the south west boundary, to provide a clear boundary between the green wedge and the edge of the industrial estate, continuing the existing landscape buffer feature.

As noted above it is acknowledged that changes to the layout have been made to facilitate this buffer, although the resulting small increase in landscaping has had a limited effect. It is still considered that the reinstatement of this buffer planting is necessary as part of the current application, as there is still a significant gap in the buffer planting proposed along this edge of the site as demonstrated in Figures 16.8 and 16.19.

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Retaining Walls

It is noted that recently submitted levels drawing included a number of retaining walls not previously indicated on any of the submitted drawings. The most recent drawings submitted 17/08/21 indicate a large gabion retaining wall up to 3m in height at the south east corner of the new building, directly adjacent to the adopted footway/cycleway.

Due to the late submission of this information and uncertainty over the final roundabout design, it is unclear what impact these late changes will have on the proposed screening of the building at the south east corner. It is likely that planting will be reduced in depth, and visitors using Queen Elizabeth Way will experience direct views of the large wall in close proximity, with the building towering above it, at the most highly visible point of the whole development site. Having reviewed the currently submitted information, the Highways Transport and Design Manager does not have sufficient information to make an assessment of the visual impacts in this location.

Should the application be permitted, the detailed design of the wall must be conditioned, so that the appearance and materials, safety, drainage etc can be fully considered. Consideration must be given to the adopted footway to ensure surface water runoff from the development site and the retaining wall does not impact on the safety of this route. Soft landscaping must also be conditioned to secure updated details of screening in this corner.

Roundabout

No information has been provided at this stage regarding the landscape treatment of the roundabout. A high quality scheme will be required on this key route into Ingleby Barwick, including hard and soft landscaping. A condition should be included to secure the details of this roundabout at a later stage.

Summary

In summary, the Highways Transport and Design Manager does not object to the principal of the proposals on landscape and visual grounds, but still has concerns regarding the visibility of the site from the south east corner, lack of buffer planting to screen the site from viewpoints to the south and west, and the impacts of site lighting particularly associated with the top deck of the parking structure.

Should the application gain planning consent it is requested that a number of conditions be applied to any permission to secure the following information:

- Soft Landscaping - to enable the planting proposals to be reviewed and updated following the late submission of the levels and retaining wall information;
- Lighting – To enable the operational hours, and type of lighting on the top parking deck to be reviewed;
- A Tree Protection Plan, to be approved and implemented prior to commencement of any works on site;
- A landscape management plan to ensure the proposed on-site landscaping scheme thrives and is well maintained.
- Enclosure – To secure details of the appearance, materials, design and drainage of the proposed retaining walls, specifically the wall at the south east corner, and clarification regarding the treatment of the existing palisade fencing along the Queen Elizabeth Way frontage which is in poor condition.
- Roundabout – To secure details of a high quality landscape treatment of the new roundabout on Queen Elizabeth Way.

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Flood Risk Management

The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

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Informative

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. BRITISH STANDARD 3998:2010 Tree Work - Recommendations 3. 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 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> <p>Informative: Specific issues to be dealt with in the Arboricultural method statement and tree protection plan:</p> <ol style="list-style-type: none"> a) Location and installation of services/ utilities/ drainage. b) Methods of demolition within the root protection area (RPA) as defined in BS 5837: 2012) of the retained trees. c) Details of construction within the RPA or that may impact on the retained trees. d) a full specification for the installation of boundary treatment works within the RPA. e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. f) a specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing. g) a specification for scaffolding and ground protection within tree protection zones. h) any special measures for veteran and ancient tree protection and management
Soft Landscape Management and Maintenance	<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.</p> <p>The soft landscape management plan shall include, long term design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, (other than small privately owned domestic gardens), maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures</p>

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	<p>relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority.</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>
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>
Roundabout	<p>Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, details of the landscape treatment of the roundabout shall be submitted to and approved in writing by the Local Planning Authority. A high quality treatment will be delivered including hard and soft landscaping which reflects the quality of other similar features within Preston Farm Industrial Estate.</p> <p>Reason: In the interests of the visual amenities of the locality and to aid in wayfinding.</p>
Retaining Wall	Wording to be agreed
Surface Water Drainage	<p>The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water 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> <p>Detailed design of the surface water management system; A build programme and timetable for the provision of the critical surface water drainage infrastructure; A management plan detailing how surface water runoff from the site will be managed during the construction phase;</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 Local Plan Policies SD5 & ENV4 and the National Planning Policy Framework.</p>

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Drainage Maintenance and Management Plan	<p>The building hereby approved shall not be brought into use until:- A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development</p> <p>Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development</p> <p>Informative:</p> <p>Drainage Maintenance and Management Plan should include the following:</p> <ul style="list-style-type: none"> • Introduction, site description, total site area, total impermeable/permeable area, storage volume/s provided in each SuDS component/s including pipe network, agreed discharge rate and location, state all critical surface water infrastructure, description of the finale surface water system is to operate and be managed through the site; • SuDS Maintenance Requirements including a management statement to outline the management goals for the site and required maintenance, a breakdown of typical maintenance requirements and their frequency for each component/s including pumping stations; • Below-ground SuDS the manufacturer or designer should provide a copy of the installation and maintenance requirements (include as an appendix); • Details of who is responsible for the maintenance and management of each component/s for the final Surface water management scheme. (Name, Company Address, Email Address, Telephone Number and emergency 24hr call/out of hours telephone number; • Landownership Details – who will remain the landowner. Include Name, address, telephone number and e-mail; • Funding arrangements – details of how the responsible owner will be funded to undertake the management and maintenance of the SuDS; • Life expectancy and replacement costs and how any replacement costs will be funded; • Inspecting – a full site inspection of all SuDS shall be undertaken in accordance with the specified frequency. Details of the site inspections should be recorded on the inspection log; and • Appendices – Overall Drainage Layout drawing, a drawing highlighting all critical surface water infrastructure that is to be maintained, highlighting maintenance access points, easements and outfalls. Manufactures installation and maintenance specifications for proposed below-ground storage and pumping stations. Exceedance route drawing.
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