

INTERNAL MEMORANDUM
Highways, Transport and Design

From: Highways, Transport and Design Manager
To: Planning Development Services Manager
FAO: Gregory Archer
CC: Planning Administration

Proposal: Application for outline planning application with all matters reserved except access for the erection of up to 130 dwellings and new local centre with associated landscaping and ancillary works	Date:	18/11/20		
Location: Land West Of Maynard Grove, Wynyard ,TS22 5SP	Ref:	20/2408/OUT	Rev	

Highways Transport and Design Consultation

I refer to your memo dated: 02/11/2020

General Summary

The Highways, Transport and Design Manger has no objections to the proposals and the principle of development in this location would be supported subject to:

- The A19 / A689 junction improvements being secured via a s106 Agreement;
- A Grampian condition being imposed, restricting occupation of dwellings in line with the delivery of the agreed A689 junction improvements;
- A Grampian condition being imposed, restricting occupation of dwellings in line with the delivery of the Cycleway / Footway Bridge over the A689, and linkages up to Wynyard Road;

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

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Appendix 1 – Detailed Comments

Highways Comments

The applicant has submitted a Transport Assessment, an Illustrative Layout, drawing N81:2192 002-P3, and a layout of the proposed site access, drawing D-1001 Rev A, in support of the proposals.

Traffic Impact

The development proposals comprise an outline planning application with all matters reserved except access for the erection of up to 130 dwellings and new local centre with associated landscaping and ancillary works.

The trips rate used for the residential element of the development reflect those used previously for the Wynyard Village application (13/0342/EIS), which this site sits within, as set out in Table 1 below.

Table 1: Residential Trip Rates (130 dwellings)

	AM			PM		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rates	0.114	0.534	0.648	0.380	0.169	0.549
Trip Generation	15	69	84	49	22	71

The trips rate used for the local centre within the development, which comprises of a convenience store, local shop and gym totalling circa 1000m² of floor space, have been derived from TRICS and are set out in Table 2 below.

Table 2: Local Centre Trip Rates (convenience store, local shop and gym)

	AM			PM		
	Arrival	Departure	Total	Arrival	Departure	Total
Convenience Store	20	18	38	30	32	62
Local Shop	9	8	17	11	12	23
Gym	0.5	0.5	1	1	1	2
Total	29.5	26.5	56	42	45	87

The total trip generation associated with both the residential element of the proposals and the local centre are set out below in Table 3.

Table 3: Residential and Local Centre Trip Rates

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way

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Residential Development	15	69	84	49	22	71
Other Development	29.5	26.5	56	42	45	87
Total	44.5	95.5	140	91	67	159

The traffic set out in Table 3, has then been distributed on to the local road network as follows:

- 100% of the predicted residential trips to gain access to the A689 network via the A689 Hartlepool Road, The Wynd, The Meadows roundabout;
- 10% of the residential trips to be distributed to the future employment opportunities at Wynyard Park;
- 100% of the local centre trips will be internal to Wynyard Village with:
 - 70% coming from the western side of Wynyard Village site and
 - 30% originating from the eastern side and using the Wynyard Woods/ The Wynd junction.

The proposed traffic distribution is considered to be acceptable.

Using the traffic generating and distribution set out above the impact on the local highway network has been assessed, taking account of both the current committed developments and the Local Plan allocations within Stockton and Hartlepool, utilising both local junction models and the Wynyard VISSIM micro-simulation model.

The results of the modelling undertaken, for the with development scenario in 2020 and 2025, are set out below.

Table 4: Wynyard Woods / The Wynd southern priority junction

	2020				2025			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Wynyard Woods Left Turn (B - C)	0.54	1	0.23	0	0.55	1	0.24	0
Wynyard Woods Right Turn (B – A)	0.17	0	0.13	0	0.18	0	0.13	0
The Wynd Southbound (C – AB)	0.37	1	0.40	1	0.39	1	0.41	1

Table 5: Wynyard Woods / The Wynd northern priority junction

	2020				2025			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Wynyard Woods Left Turn (B - C)	0.45	1	0.17	0	0.46	1	0.17	0
Wynyard Woods Right Turn (B – A)	0.06	0	0.02	0	0.07	0	0.02	0

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The Wynd Southbound (C – AB)	0.17	0	0.34	1	0.17	0	0.35	1
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Table 6: Wynyard Woods / Coppice Lane priority junction

	2020				2025			
	AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Coppice Lane Left Turn (B – C)	0.23	0	0.18	0	0.23	0	0.19	0
Coppice Lane Right Turn (B – A)	0.00	0	0.00	0	0.00	0	0.00	0
Wynyard Woods Westbound (C – AB)	0.17	0	0.18	0	0.17	0	0.18	0

It can be seen from the results that the internal junctions within Wynyard village will continue to operate within capacity with only negligible levels of queuing anticipated.

Table 7: Wynyard VISSIM model - Average Journey Time AM

	Base + Committed + Local Plan with 3 lane overbridge		Base + Committed + LP + Wynyard Village 130 with 3 lane overbridge	
	Sec	Mins	Sec	Mins
Average Journey Time AM				
A689 Eastbound	550	9:10	561	9:21
A689 Westbound	326	5:26	354	5:54

Table 8: Wynyard VISSIM model - Average Journey Time PM

	Base + Committed + Local Plan with 3 lane overbridge		Base + Committed + LP + Wynyard Village 130 with 3 lane overbridge	
	Sec	Mins	Sec	Mins
Average Journey Time AM				
A689 Eastbound	360	6:00	405	6:45
A689 Westbound	344	5:44	378	6:18

The results show that in the AM peak, the average journey time for the eastbound route along the A689 increases by 10 seconds, westbound the increase is 28 seconds. In the PM peak, the average journey time for the eastbound route along the A689 increases by 45 seconds, westbound the increase is 34 seconds.

Table 9: Wynyard VISSIM model – Queueing Results AM

	Base + Committed + Local Plan with 3 lane overbridge		Base + Committed + LP + Wynyard Village 130 with 3 lane overbridge	
	Average	Max	Average	Max
Queueing Results in PCUs				

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A689 Eastbound	45	60	47	66
A19 Northbound off-slip	3	15	4	15
A689 Westbound	8	21	5	19

Table 10: Wynyard VISSIM model – Queueing Results PM

Queueing Results in PCUs	Base + Committed + Local Plan with 3 lane overbridge		Base + Committed + LP + Wynyard Village 130 with 3 lane overbridge	
	Average	Max	Average	Max
A689 Eastbound	17	35	21	36
A19 Northbound off-slip	3	15	4	18
A689 Westbound	4	15	5	13

The results of the queuing mirror those of the journey times, where the additional 130 units have a marginal impact queue length.

Considering the journey time and queue length results, for both the AM and PM peak periods, it cannot be demonstrated that the proposed development would have a severe impact on the local road network, within the context of the NPPF.

It should however be noted that the proposed development is reliant on the mitigation at the A19 / A689 junction which has been identified as a requirement, as a part of the Local Plans for both Hartlepool and Stockton Borough Councils, to enable the Local Plan allocations within Wynyard to come forward.

The current pre-tender estimated costs of the works are circa £5M and would allow, including this application, a further 1475 dwellings (1345 Local Plan + 130 current application) to be built.

Therefore, should this application be approved as a standalone application, it will, in the absence of external grant funding or other legal agreement to deliver the improvements be required to fund the interchange mitigation.

The Wynyard Masterplan includes this application site. Whilst the land north of the A689 will be delivered in accordance with the Masterplan it will also be subject to a pan s106. Should this s106 be agreed this current application for 130 dwellings and new local centre, will only be required to contribute on an equitable basis to the funding of the proposed mitigation at the A19 / A689 junction.

The traffic modelling that informs the TA also confirms that this application is also reliant on the A689 highway improvements (approved for application 13/0342/EIS and 14/2993/EIS which, in combination with the proposed mitigation at the A19 / A689 junction, will provide enough highway capacity for all the relevant extant permissions plus this application without creating a severe impact.

However, as this site is over and above the original capped level of housing for the A689 highways improvements, should planning consent be granted for this site, it cannot come forward if the proposed triggers for the A689 mitigation measures (as set out in the approval decision for applications 13/0342/EIS and 14/2993/EIS) have been hit but the improvements have not been delivered.

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Therefore, should this application be approved, there would be no highways objections in terms of the traffic generation and journey time impacts from the proposals subject to:

- The A19 / A689 junction improvements being secured via a s106 Agreement, with a mechanism, if necessary, to re-coup monies from subsequent developments that benefit from the identified mitigation;
- A Grampian condition being imposed, restricting development build out in line with the triggers for the delivery of the A689 junction improvements stating that:
 - *‘No more than 50 dwellings shall be occupied prior to:*
 - *the “Highway Works” as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS, having been secured in their entirety via a s278 Agreement and / or*
 - *none repayable external funding having been secured to deliver the Highway Works as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS in their entirety, and the works having commenced on site.*

whichever is the sooner.

Vehicle Access

Access to the proposed development will be via the existing Wynyard Village extension, connecting into Wynyard Village via Coppice Lane and as set out above the proposals would have a negligible impact on the internal junctions within Wynyard village.

A site access layout plan has been submitted, drawing D-1001 Rev B, showing the connection from the site to the spine road within the existing Wynyard Village extension and a crossing point to provide a connection to the cycleway on the opposite side of the spine road.

The site access proposals are therefore considered to be acceptable.

Layout/Parking

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

The applicant has submitted an Illustrative Masterplan, drawing N81:2192 002-P3, which is broadly acceptable as a layout in highway terms. It is noted that as part of any Reserved matters application that there will be the need for potential traffic calming to be developed in accordance Section 8 of the TVDG. It is recommended that such features be designed to improve the street scene promoting gateway features, priority systems and/or chicane stagger designs rather than raised tables and humps.

Sustainable Links / Public Right of Way

In order to promote sustainable modes of travel a Travel Plan should be secured by condition. This should include the following:

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- What measures are proposed;
- When the measures will be implemented by and until;
- Who responsible for each measure;
- The source of funding for each of the proposed measures;
- The amount of funding allocation for each measure.

The inclusion of a monitoring strategy within the TP is supported however, the TP should also include plans in the event that the targets aren't being met (e.g. additional funding).

The original proposals for applications 13/0342/EIS and 14/2993/EIS, and the now adopted Wynyard Masterplan, required a Cycleway / Footway Bridge over the A689 and linkages up to Wynyard Road (and onwards via the existing highway network to Billingham).

As this application is also reliant on the provision of the Cycleway / Footway Bridge over the A689, and the linkages identified, to provide connectivity to the wider area restrictions will be placed on the development build out, via a Grampian condition, until these works have;

- been secured via a s278 Agreement and / or
- none repayable external funding has been secured to deliver the works.

Application 13/0342/EIS, and the now adopted Wynyard Masterplan identifies the creation of a cycle / pedestrian connection to the former railway footpath (National Cycle Network Route 1/ Bridleway No. 14), known locally as the Castle Eden Walkway. The current application must provide a connection, through the site, that links the cycleway within the current development (17/277/REM), to the west of the proposed development.

In order to facilitate use of this connection, by both pedestrians and cyclists, a minimum surfaced width of 3m will be required to be constructed to adoptable standards, including Street Lighting.

As the submitted Illustrative Masterplan, drawing N81:2192 002-P3, does not show any links between the cycleway within the existing development (17/277/REM), to the west of the proposed development, and the former railway footpath, known as the Castle Eden Walkway, these works should be secure via a s106 Agreement.

There are currently no commercial bus service serving Wynyard Village however, a shuttle bus service has been secured through the s106 Agreements for applications 14/2993/EIS and 14/0342/EIS which operates between Wynyard Park, Wynyard Village, Billingham town centre and Billingham train station.

The nearest bus stop to the proposed development is located at The Stables pub / restaurant, which is located approximately 1km (15-minute walk) from the site location.

In order to provide a more sustainable development, should this application be approved, the existing shuttle bus service should be extended to incorporate the currently ongoing development to the west

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of the proposals which would bring the bus service within the recommended 400m walking distances of the proposals. This requirement should be secured via a s106 Agreement.

Construction Management Plan

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

- The plan shall be prepared to take into full account other adjacent sites where works are ongoing and CMPs agreed;
- Maintaining safe and unrestricted public access to the adopted highway and other recreational routes;
- Access proposals (including HGV routes) and HGV trip profile;
- Details of staff parking proposals during construction;
- Hours of construction;
- Appropriate mitigation measures including wheel washing facilities.

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

Design Code

Should the Outline application be approved, any Reserved Matters application must comply with the Design Codes previously established for Wynyard Village. Compliance with some of these codes will result in additional commuted sums which will be agreed as part of the s38 Agreement.

Further details on the design code are noted in the Landscape and Visual section.

Landscape & Visual Comments

Landscape and Visual Impacts

The site is located on the western edge of the Wynyard residential development. It is a site allocated for housing within the Wynyard Masterplan, and therefore the principle of residential development is already established.

The indicative layout reflects the character, layout and style of development already found within Wynyard, which comprises pockets of residential development surrounded by woodland buffers, which largely screen the site from external viewpoints.

Drawing ref: N81-2192-003-P1 'Development Area Plan' shows the route of the ordinary watercourse passing through the southern section of the site. This 'blue corridor' together with the proposed storage basin shall inform the residential layout and landscape proposals.

The proposed development will lie near the Castle Eden Walkway on the western boundary of the site. The submitted Landscape Statement indicates that this cycle/footway is the primary viewpoint

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from which receptors can gain views of development on this site. It also states that the route is in a vegetated cutting close which will provide screening of the development. However, as shown in the submitted photographs that form part of the statement this buffer is quite thin and following deciduous leaf fall its effectiveness as a buffer is significantly reduced. An enhanced buffer is necessary to completely screen the full height of any dwellings.

The indicative masterplan includes for a 15m depth of buffer planting along the western edge of the site to separate the residential area from the rural character of the Castle Eden walkway corridor. It is considered that this increased buffer is essential to maintain the separation of land uses and should be conditioned as part of this application and undertaken as soon as possible in the construction period to allow for early establishment of the buffer as initial phases of the development progress.

The Wynyard Masterplan requires a pedestrian / cycle connection to the former railway footpath through a narrow-landscaped corridor at the south western edge of the development site. This route should to connect to the retained track known as The Racecourse, to provide a legible and circular route through the site. This footpath connection must be included as part of this development, in case no further development is forthcoming, however this information could be conditioned. The details of any pedestrian connection down the railway embankment must be agreed with SBC. It is also recommended that any routes such as this should be included on the Council's Definitive Map of Public Rights of Way, for which there is a small charge.

Site Trees

The Landscape Strategy identifies significant mature broadleaved trees on the site particularly along The Racecourse. Along the western edge of this route there are a significant number of mature and veteran trees of significant age, potentially over 200 years old which are protected by a preliminary Tree Preservation Order. These trees have heritage value due to their age and location within the former Wynyard Hall Estate alongside one of the historic carriage drives. The trees also have high amenity value due to the linear grouping, number, scale and age of the trees. It is also likely that they will support a range of bird, bat and insect species, and therefore their ecological value requires further consideration.

The current proposals indicate the retention of the majority of these mature trees. It is requested that the layout on the northern part of the site is reconsidered as part of any Reserved Matters application to retain more of these mature trees, and a longer section of The Racecourse extending towards the northern boundary. For example; could the access road be realigned along the route of The Racecourse for a short section, with mature trees retained on the western side in a landscaped corridor.

It is requested that additional survey work be undertaken prior to commencement of any detailed design to provide more detail regarding these mature and veteran trees. It is suggested that an area of 10m either side of The Racecourse should be surveyed covering all trees with a diameter greater than 250mm DBH. A detailed arboricultural impact assessment, method statement and tree protection plan will also be required for this area of the site. These documents must be used to inform the site layout. It should be noted that the results of this survey may result in a reduction to the proposed number of dwellings which can be accommodated on the site.

The retention of these mature trees is essential, and will be a unique feature within the development, contribute to a sense of place and provide an attractive walking route for residents linking to the wider residential area and the former railway footpath.

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There are also existing broadleaved species along both sides of Black Squares Drive. These trees are relatively young but comprise a mix of species some of which have potential to develop into attractive and valuable trees. The current proposals indicate that these trees will be cleared, and the area replanted as part of the new scheme. It is requested that this clearance be reconsidered, and the existing trees retained although significantly thinned to retain the best specimens at approximately 5m spacings. It is considered that possibly up to 80% could be coppiced to retain only 20% of the best quality trees. Retention of trees rather than replanting, will represent a cost saving and provide a more established and mature character to the road corridor which is the main access point into this part of the residential area. In order to control the removal of vegetation and trees on site, it is proposed that a condition be applied to prevent tree removal/clearance until a plan has been agreed in writing by the local authority.

No additional survey information is necessary for this area of the site, but it is requested that a method statement/management plan be prepared to cover the retention and management of this tree belt.

Should the Outline application be approved, any Reserved Matters application must comply with the Design Codes previously established for Wynyard Village, which includes details of site boundary treatments, materials, street furniture and lighting columns, buffer planting and other design details. This will ensure that the established character of Wynyard Village is maintained and the new development is well integrated and has a strong sense of place.

The Highway Transport and Design Manager raises no landscape and visual objections to the proposals for residential development on this plot. The majority of the comments above relate to design details which can be resolved as part of the reserved matters application, however, a number of conditions are recommended to ensure the necessary pedestrian and cycle links to the former railway footpath are provided, and that tree survey and protection works are built into the detailed design process.

Flood Risk Management

The applicant has provided sufficient information to satisfy the Local Lead 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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Appendix 2 - Conditions

FRM01	FRM - Discharge of Surface Water	<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> <ol style="list-style-type: none"> I. Detailed design of the surface water management system; II. A build programme 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 the construction phase; IV. Details of adoption responsibilities. <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>
FRM02	FRM - Discharge of Surface Water	<p>The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) & Surface Water Management Strategy Rev B dated 19th August 2020 and the following mitigation measures detailed within the FRA;</p> <ul style="list-style-type: none"> • Discharge to watercourse restricted to 43.82l/s • 5197m3 storage volume included <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>
FRM03	FRM - Discharge of Surface Water	<p>The building hereby approved shall not be brought into use until:-</p> <ol style="list-style-type: none"> I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building II. As built drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and

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		<p>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>
	Proposed Grampian for A689 works	<p>No more than 50 dwellings shall be occupied prior to:</p> <ul style="list-style-type: none"> the "Highway Works" as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS, having been secured in their entirety via a s278 Agreement and / or none repayable external funding having been secured to deliver the "Highway Works" as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS in their entirety, and the works having commenced on site. <p>whichever is the sooner.</p>
	Proposed Grampian for A689 Cyclebridge	<p>No dwellings shall be occupied until:</p> <ul style="list-style-type: none"> the "Bridge" as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS, has been secured in its entirety via a s278 Agreement and / or none repayable external funding having been secured to deliver the "Bridge" as defined in a section 106 agreement dated 27 January 2017 in relation to application 13/0342/EIS in its entirety, and the works having commenced on site. <p>whichever is the sooner.</p>
ULHC07	Construction Management Plan	<p>Within each phase, no development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:</p> <ul style="list-style-type: none"> (i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors; (iii) loading and unloading of plant and materials including any restrictions on delivery times; (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, including but not limited to wheel washing facilities and the use of mechanical road sweepers operating at regular intervals or as and when necessary, to avoid the deposit of mud, grit and dirt on the public highway by vehicles travelling to and from the site;

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		<p>(vii) measures to control and monitor the emission of dust and dirt during construction;</p> <p>(viii) a Site Waste Management Plan;</p> <p>(ix) details of the HGVs routing including any measures necessary to minimise the impact on other road users;</p> <p>(x) measures to protect existing footpaths and verges; and</p> <p>(xi) a means of communication with local residents.</p> <p>The approved Construction Management Plan shall be adhered to throughout the construction period.</p> <p>Reason In the interests of highway safety and residential amenity.</p>
UDLV14	Landscape Buffer	<p>No development shall commence until full details of a soft landscape buffer have been submitted to and approved in writing by the Local Planning Authority. The buffer shall be a minimum width of 15m. This should include a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type.</p> <p>All works shall be undertaken in accordance with the approved plans, and completed in the first planting season following commencement of the development and to the satisfaction of the Local Planning Authority.</p> <p>Reason: To ensure a high quality planting scheme is provided to screen development early in the construction process, in the interests of visual amenity, and which contributes positively to local character and enhances bio diversity.</p>
	Tree Removals	<p>Notwithstanding the proposals detailed in the submitted plans no vegetation or tree removals shall be undertaken anywhere on site until a detailed scheme has been agreed in writing with the Local Authority</p> <p>Reason: To control the removal of vegetation and trees on site.</p>
UDLV09	Tree Protection	<p>Notwithstanding the proposals detailed in the submitted plans an Arboricultural Survey, Impact Assessment, Arboricultural Method Statement and Tree Protection Plan Must be provided as part of any Reserved Matters application. This must be in close accordance with:</p> <ol style="list-style-type: none"> 1. BRITISH STANDARD 5837:2012 Trees in relation to design, demolition and construction – Recommendations 2. NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007 <p>The report should cover all trees within 10m of the centre line of 'The Racecourse' with a diameter greater than 250mm DBH unless otherwise agreed with the Principal Tree and Woodlands Officer.</p> <p>Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials</p>

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		<p>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>
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