

## PLANNING COMMITTEE – 14<sup>th</sup> May 2024

**Reference Number:** 24/00275/FL

**Application expiry:** 27/06/2024

**Application Type:** FULL

**Proposal Description:** Modifications to an existing public car park including provision of a new access from High Street (A61) (Conservation Area)

**At:** Masterplan Site Covering Land, Roads and Buildings To The North And West Of Broadleys, Clay Cross

**For:** North East Derbyshire District Council

**Third Party Reps:** No comments

**Parish:** Clay Cross

**Ward:** Clay Cross North

**Report Author:** Graeme Cooper

**Date of Report:** May 2024

**MAIN RECOMMENDATION:** Grant permission, subject to conditions



*Figure 1: Location plan, with site edged in red*

## 1.0 Reason for Report

1.1 As determined by the Planning Manager, this application is being considered at planning committee due to the strategic importance of the proposed development.

## 2.0 Proposal and Background

### Site Description

2.1 The application site consists of a stretch of the A61, an open green space containing a number of mature trees and a public car park.

2.2 The site is located partially within the Clay Cross Conservation Area (brown hatched area) and in an area designated in the Local Plan as a town centre (blue hatched area), see Figure 2 below.

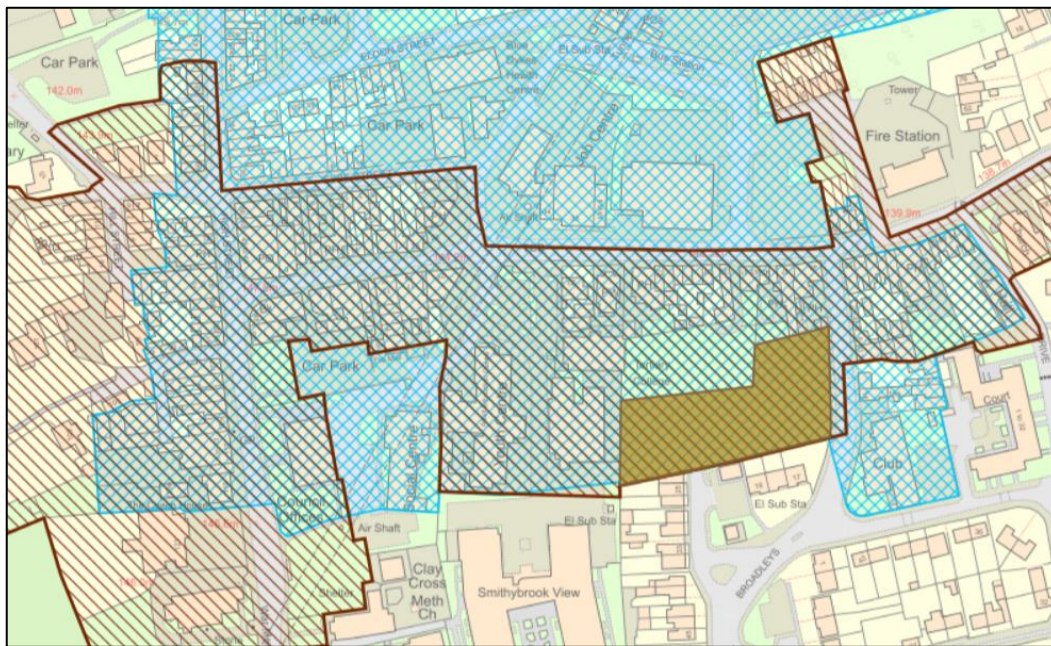


Figure 2: Extract from Local Plan mapping

2.3 Most of the application site is made up of a public car park which serves the town centre and is accessed from Market Street to the north east.

2.4 Buildings to the north back onto the application site and include access and parking which leads out onto Market Street to the north.

2.5 To the west is the A61, High Street which is an important route connecting to Chesterfield to the north and Alfreton to the south. A signalised pedestrian crossing is located close to the car park.

2.6 To the south and south east are parish council offices, a medical centre and the clocktower building. The latter forms part of the wider Clay Cross Town Deal development site.

### Proposal

2.7 This application seeks permission to create a new vehicular access from the A61 (High Street) into an existing public car park. The car park will be made up of 21 car parking spaces, two of which will include EV charging points. Bollards will be installed to the east of the car park to prevent vehicles from accessing Market Street.

2.8 To accommodate the access onto the A61, 5 trees will be removed and 2 retained on a reduced area of green space. Two footpaths will be formed from the car park to the A61 to aid pedestrian connectivity.

2.9 On the A61, the signalised, pedestrianised crossing will be moved north towards the junction with Market Street. Figure 3 below illustrates the proposal in more detail.

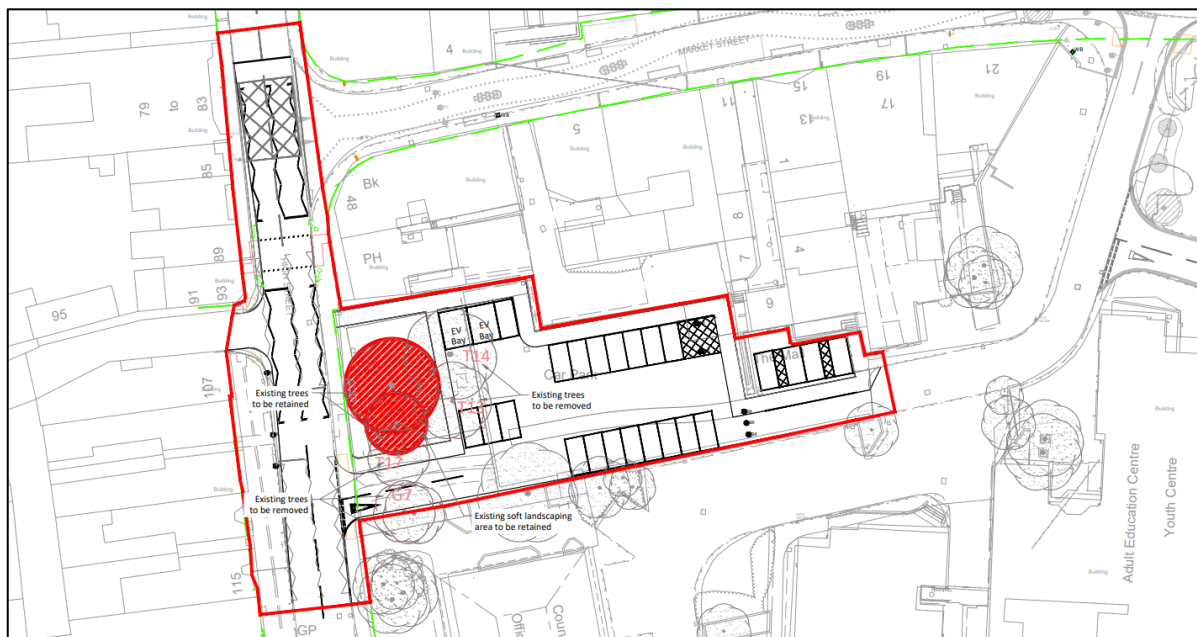


Figure 3: Proposed site layout

### Amendments

2.12 None.

### 3.0 Relevant Planning History (not the full site history)

3.1 23/00601/FL | Reconfiguration and erection of new extensions to both the Clay Cross Adult Community Education Centre and former DACES building including limited demolition within the Clay Cross Conservation Area. Erection of 16no new build commercial units. Extensive hard and soft landscape proposals around the buildings

including enhancements and modifications to Market Street and Bridge Street (Major Development/Affecting Setting of a Listed Building/Conservation Area/Affecting Public Right of Way/NEDDC) (Amended Plans) (Conditionally Approved – S106 Complete)

- 3.2 24/00074/DISCON | Application to discharge conditions 10 (Levels), 13 (mitigating climate change), 26 (Phase 1 - Land contamination), 29 (Coal Mine Risk), 37 (Written Scheme of Investigation) and 44 (Construction Management Plan) pursuant to planning application 23/00601/FL (Pending Consideration)
- 3.3 24/00078/DISCON | Application to discharge condition 45 (Works in Highway) pursuant to planning application 23/00601/FL (Approved)

#### **4.0 Consultation Responses**

4.1 **Ward member** raised no comments.

4.2 **Parish Council** raised no comments.

4.3 **Highways Authority** (HA) have reviewed the Drawing titled A61 Junction Engineering Plan (06847-PL-B-0101 Revision P04) and note the proposals include the creation of a new priority junction into the site from the A61, providing access to a public car parking area with a total of 25 spaces including EV and disabled parking spaces.

4.4 A continuous footway will be provided along the northern side of this access, tying into the existing provision on the A61 and continuing to link through to Market Street. Additionally, a separate pedestrian link directly from the car park to the A61 footway will be provided slightly further north. A relocated signalised pedestrian crossing point is proposed immediately south of Market Street (approximately 22m north of its existing location), accommodated by widening the existing footway to leave a minimum carriageway width of 6.8m.

4.5 Whilst the HA question the merit of the vehicular access junction off the A61 High Street, given it only serves a car park, it is satisfied with the junction geometry and note visibility splays of 2.4m by 43m can be achieved from the proposed access, in line with the Delivering Streets and Places Design Guide (DSPDG). The required 43m signal head visibility splay is also achievable for the relocated pedestrian crossing.

4.6 The swept path analysis for a car and a 7.5 tonne panel van at this access has also been provided and the HA are satisfied with the vehicular tracking, which demonstrates the access and turning areas can be negotiated successfully.

4.7 The HA note the proposed access was previously assessed as part of application 23/00601/FL, however, was removed from the final proposals. The site access was

modelled based on 30 vehicular arrivals in the AM peak and 30 vehicular departures in the PM peak. This is expected to provide a robust assessment, with it being more likely that the parking spaces will be filled and emptied over a longer period of time. The modelling results in Table 6-6 of the PJA Transport Assessment (23/00601/FL) show that the proposed development access onto the A61 is expected to operate within capacity with minimal queuing and delays.

- 4.8 The HA advice is that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with the National Planning Policy Framework, subject to conditions requiring the works approved being constructed in line with the approved details, providing the access with adequate visibility splays and the submission of a construction management plan.
- 4.9 **DCC Archologist** raised no comments.
- 4.10 **Coal Authority** raised no comments.
- 4.11 **The Planning Policy and Environment Team (Trees)** was consulted and notes the proposed development requires the removal of T13, T14, T17 and G7. It shall also require a reduction in size of the area of soft landscaping which separates the existing car parking from High Street. Two trees are planned for retention, these are T15 and T16.
- 4.12 T15 and T16 are both species of Cherry. T15 appears to be an early-mature Wild Cherry (*Prunus avium*), and T16 appears to be a small ornamental and cultivated form of Cherry. T15 is significantly larger than T16 and will require a greater RPA than T16. Using the recommended calculations within BS5837:2010, the RPA for T15 is around 50m<sup>2</sup> with the radius of the nominal circle being 4m. The recommended RPA for T16 is 28m<sup>2</sup> with the radius of the nominal circle being 3m. The proposed reduction in size of the area of soft landscaping shall reduce the available space to 200m<sup>2</sup>. As such, there appears sufficient area around both T15 and T16 which could remain protected throughout the development of the site.
- 4.13 A shortcut between the pedestrian crossing on High Street and Market Street Car Park, has created a frequently used desire line across the area of soft landscaping and directly between T15 and T16. The desire line appears parallel to the existing footpath immediately south. As the desire line makes its way between the stems of T15 and T16, it also crosses the rooting areas of both trees. The repeated passing of pedestrians walking along this desire line has caused some localised compaction of the soil profile along the route, and this localised compaction is apparent by the limited growth of grass along this line.
- 4.14 Species of Cherry are known to be extremely sensitive to poor soil aeration. As such, they seldom do well in soils which become compacted as this can inhibit soil aeration



and adequate drainage. Compacted soils can also inhibit root development as the increased bulk density of the soil prevents the ability of the growing root to ramify through the soil profile. In addition, intentionally planted examples of Cherry are often bought from nurseries specialising in amenity planting. As such, they are often grafted forms which promote rapid establishment and these type often appear to develop roots close to the soil surface. This habit of surface rooting can result in displacement of nearby hard surfaces. Footpaths with inflexible finishes which are laid in close proximity to amenity planting of Cherry are often displaced.

4.15 The officer recommends that consideration is given to ameliorate the soil conditions within the RPAs of T15 and T16 to improve the rooting environment for both T15 and T16. Consideration should be given to installing root barriers, or root deflectors, along the length of the proposed footpath which appears to surround the quadrant of soft landscaping within the current proposal. The installation of root barriers or root deflectors would prevent the potential of surface roots displacing the hard finish of the footpath in future years. The addition of root barriers or root deflectors at the offset would safeguard against costly repairs to the proposed footpath in the future. It would also safeguard against future pressures to prematurely remove the trees because of concerns of continued damage.

4.16 The officer therefore recommends that a tree protection condition is included in any decision along with a number of informative notes relating to British standards of tree works.

## **5.0 Representations**

5.1 The application was publicised by way of neighbour letters and the display of a site notice. A site notice was placed adjacent to the application site on the A61 which expired on 1<sup>st</sup> May 2024.

5.2 No third-party representations have been received.

## **6.0 Relevant Policy and Strategic Context**

### **North East Derbyshire Local Plan 2014-2034 (LP)**

6.1 The following policies of the LP are material to the determination of this application:

SS1 Sustainable Development  
SS7 Development on Unallocated Land within Settlements with Settlement Development limits  
WC4 Retail Hierarchy and Town Centre Uses  
SP2 Clay Cross  
SDC2 Trees and Hedgerows  
SDC4 Biodiversity and Geodiversity  
SDC5 Development within Conservation Areas

SDC6 Development Affecting Listed Buildings  
SDC7 Scheduled Ancient Monuments and Archaeology  
SDC9 Non-Designated Heritage Assets  
SDC11 Flood Risk and Drainage  
SDC12 High Quality Design and Place Making  
SDC14 Land Potentially affected by Contamination or Instability  
ID3 Sustainable Travel

### **National Planning Policy Framework (NPPF)**

- 6.3 The overarching aims of the National Planning Policy Framework (NPPF) have been considered in the assessment of this application.

### **Other Material Planning Considerations**

- 6.4 Clay Cross Regeneration Framework 2025  
Key priorities and projects outlined in the framework include (and are not limited to) better physical links between buildings, protection of existing urban quality in the conservation area, high quality landscaping, prioritising pedestrian access, implement town centre parking accessed directly off the A61, protect views of St. Bartholomew's church, improve public realm; and focus public realm improvements including public spaces on the key movement routes, regeneration areas, and parks.
- 6.5 Clay Cross Conservation Area Character Statement; 2010
- 6.6 "Successful Places" Design Guidance, adopted December 2013

## **7.0 Planning Issues**

### **Principle of Development**

- 7.1 Local Plan policy SS1 is an overarching policy and requires all development to contribute to sustainable development in North East Derbyshire, promote the efficient use of land and re-use of buildings and locate development where it is accessible by foot, cycle or public transport, reducing the reliance on the private car. Development should support the local economy by contributing towards business expansion and growth, attracting and supporting a skilled labour force, and improving skills and access for local people to job opportunities. Development should reduce the need for energy in new development and energy efficiency through its lifetime. Any development should promote social and economic well-being of communities and reduce social disadvantages and inequalities. Proposals should create well designed places that are accessible, durable, adaptable and enhance local distinctiveness. They should also protect and enhance the character, quality and settings of towns and villages and heritage assets. Ecological and biodiversity assets should also be protected and/or enhanced. Finally, all development should play a positive role in adapting to and mitigating the effects of climate change by incorporating sustainability

techniques, including through the use of sustainable drainage systems, to contribute to the health and wellbeing of communities and the environment through the location, design and operation of development. These matters should be positively incorporated into the proposed development.

- 7.2 Local Plan policy SP2 focusses on Clay Cross and seeks to ensure that the town maintains its role as the main social and economic focus of the south of the District. Development proposals will be expected to demonstrate how they contribute to the successful delivery of the Clay Cross Regeneration Framework's key priorities and projects. The intention of this policy is to protect and enhance the church of St Bartholomew's including views to and from the church; Protect the existing urban quality within the conservation area; increase accessibility to town centre parking from the A61; Improve the Public Realm by focusing on key movement routes, regeneration areas and the bus station; Encourage uses within the town centre that enhance the offer of the town as an evening destination, particularly arts and cultural uses and social/leisure facilities for young people; and works with partners to deliver regeneration and place-making projects and innovative service delivery for the town centre to benefit the most deprived members of the community.
- 7.3 Policy WC4 of the Local Plan seeks to ensure that development ensures the vibrancy and economic health of the town centre is not harmed. Development will be permitted where it contributes to the diversity of leisure and cultural attractions; helps to create an active, well-used and safe evening environment, with acceptable impacts on residential amenity; helps to address vacant, under-used or derelict buildings within centres; and contribute to an appropriate mix of licensed premises. Proposals for retail and other town centre uses should be consistent in scale with the size and function of the centre and safeguard the retail character and function of the centre.
- 7.4 In view of the above, it is considered by officers that the proposal would result in a positive benefit to Clay Cross and as such the principle of the redevelopment of this part of Clay Cross in the manner set out in the application is considered acceptable, subject to an assessment against the various strands of planning policy as outlined above.

### **Heritage Considerations**

- 7.5 The proposal would see the formation of a new vehicular access from the A61 into an existing car park. The green space included in the application site falls within the Clay Cross Conservation Area. The nearest listed building to the application site is St. Bartholomew's Church, which is a Grade II listed building.
- 7.6 Local Plan policy SDC5 states that development proposals within or impacting upon Conservation Areas will be permitted where they preserve or enhance the character or appearance of the area and its setting. Development proposals should take into account the characteristics and context of the area, in terms of important buildings, spaces, landscapes, walls, trees, and views within, into or out of the area and the



form, scale, size and massing of nearby buildings, together with materials of construction.

- 7.7 Local Plan policy SDC6 supports development that preserves the significance of the heritage asset and its setting.
- 7.8 The NPPF requires Local Planning Authorities to consider the potential direct or indirect impact on heritage assets. Greater weight should also be given to considering the impact of a proposed development where designated heritage assets are involved. A suitable heritage assessment should be submitted to clearly assess the harm to such assets. Substantial harm or loss of significance to assets of the highest significance (i.e. scheduled monuments) should be 'wholly exceptional'.
- 7.9 Section 66 of the 1990 Act states that '...in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.
- 7.10 Furthermore, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Local Authorities have a duty to preserve or enhance the character or appearance of a Conservation Area. Moreover, paragraph 199 of the National Planning Policy Framework (July 2021) (the Framework) states that when considering the impact of development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Any harm to Designated Heritage Assets should require clear and convincing justification in line with paragraph 200 of the Framework. At para 202 of the NPPF, it is stated that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.11 A Heritage Assessment has been prepared by Buttress dated June 2023 and was submitted as part of the wider Clay Cross Town Deal application (ref: 23/00601/FL). The Heritage Assessment provides a background to the history of Clay Cross, the conservation area and buildings affected by the proposed development. There is an assessment of significance of the buildings, a summary of works and assessment of the heritage impacts, along with a justification statement.
- 7.12 Works to provide an enhanced area of public open space and new access create an opportunity to enhance the character and appearance of the Conservation Area. St Bartholomew's Church is located approx. 80m to the south of the proposed access and is not considered impacted by this proposal. Whilst some trees would be lost as a result of the proposal, two mature trees would be retained along with the green open space. As such, overall officers conclude that the proposed development would preserve the character or appearance of the conservation area and its setting, and that of St Bartholomew's Church.

## **Design/Street Scene Considerations**

- 7.13 Local Plan policy SDC12 (High Quality Design and Place-Making) requires all new development to be of a high-quality design and make a positive contribution to the quality of the local environment. Development should respond positively to local character and context to preserve and enhance its quality and local identity, create well connected spaces that are easy to navigate and prioritise pedestrian movement facilitating access to public transport. It should also provide well-considered and legible public realm, utilising landmark features and incorporates measures to minimise crime.
- 7.14 The proposal involves the formation of a new vehicular access from the A61 (High Street). This will involve the removal of five trees and loss of a 7.5m wide section of green space which includes an informal public footpath. The scheme also includes bollards placed within the site to prevent traffic from accessing Market Street to the north east. Car parking spaces would be rearranged, with disabled and EV charging points provided. A new footpath will be provided around the car park connecting with High Street. Also included in the scheme are plans to move the pedestrian crossing on High Street approx. 20m north closer to the Market Street junction.
- 7.15 It is proposed that the car park and associated pathways to be created will be constructed from tarmac and paving. The rearranged spaces will be marked out with white lines and bollards will be formed to the east. Existing soft landscaping will be retained but no new landscaping areas are proposed.
- 7.16 During the course of the original application (23/00601/FL) to redevelop the wider town centre, the proposed access from the A61 and works to improve the car park were removed from the scheme. Permission was instead granted for works elsewhere in the town centre to form a new pedestrianised area from Broadleys, pedestrianise Market Street and bring back into use the Clocktower building and the former DACIES building.
- 7.17 The scheme now before members is of much more sympathetic design and retains a large amount of green space and two mature trees. The scheme also includes enhanced pedestrian connectivity, EV charging points and disabled parking spaces. The proposal would ensure town centre parking can be accessed directly off the A61, improve public realm and key pedestrianised routes from the A61 into the town centre in line with the Clay Cross Regeneration Framework.
- 7.18 Subject to the inclusion of conditions relating to the submission of the finished hardstanding details, officers are of the view that the proposed development would respond positively to local character and context to preserve its quality and local identity. The access formation and new footpaths created through the car park onto A61 (High Street) would improve connectivity and connect the car park to the main arterial road running through Clay Cross.

## **Amenity Considerations**

- 7.19 Local Plan policy SDC12 states that development will only be permitted where it protects the amenity of existing occupiers and create a good quality of amenity for future occupants of land or buildings including in relation to privacy, overlooking, overshadowing and/or any overbearing impacts.
- 7.20 Furthermore, policy SDC13 also requires all development proposals will be assessed in relation to their impact on air, light, noise, ground and water pollution.
- 7.21 The proposed development would result in the loss of a modest area of green space and trees, however it will provide a more user friendly access to car parking which will reduce journey lengths for some. The green space will mostly be retained and can continue to be used as an informal green space. New footpaths will provide an enhanced user experience and connectivity through the car park than is currently enjoyed.
- 7.22 There are no residential properties immediately opposite the proposed access which would be adversely impacted by this revised road layout.
- 7.23 Officers therefore conclude that the proposed development would not give rise to a detrimental impact on existing residents, businesses and future users of the site from air, light and noise pollution.

## **Highway Safety Considerations**

- 7.24 The proposed development will involve the formation of a new vehicular access from High Street (A61), rearranged car parking and relocated pedestrianised crossing.
- 7.25 The Highways Authority (HA) were consulted on the proposed plans and note the proposals include the creation of a new priority junction into the site from the A61, providing access to a public car parking area with a total of 25 spaces including EV and disabled parking spaces. A continuous footway will also be provided along the northern side of this access, tying into the existing provision on the A61 and continuing to link to the through to the Market Street. They also note a relocated signalised pedestrian crossing point is proposed immediately south of Market Street (approximately 22m north of its existing location).
- 7.26 The HA are satisfied with the application and the proposed junction geometry at this stage and note adequate visibility splays can be achieved from the proposed access. The required signal head visibility splay is also achievable for the relocated pedestrian crossing. The swept path drawings provided are also considered to demonstrate access and turning areas can be negotiated successfully.
- 7.27 During the course of dealing with application 23/00601/FL the HA noted that the proposed access was modelled based on 30 vehicular arrivals in the AM peak and

30 vehicular departures in the PM peak. The HA consider this a robust assessment and modelling shows that the proposed access onto the A61 is expected to operate within capacity with minimal queuing and delays.

- 7.28 Overall, the HA consider that the impacts of the development on highway safety would be acceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Therefore, subject to conditions requiring the works approved being constructed in line with the approved details, providing the access with adequate visibility splays and the submission of a construction management plan there is no objection to the proposal from the HA.

### **Ecological Considerations**

- 7.29 The proposed development would result in the loss of some trees and a modest area of green space.
- 7.30 The application was submitted prior to the 2<sup>nd</sup> April so is exempt from the new Government Biodiversity Net Gain requirements.
- 7.31 Given the location, size of the land affected, and level of the works proposed framed by a main road, two storey buildings and busy car park, officers conclude that the proposed development would not have an overall adverse impact on biodiversity or geodiversity.
- 7.32 The PPET (Tree) officer notes the removal of T13, T14, T17 and G7, along with the retention of T15 and T16. The trees to be retained are Wild Cherry. No objection is made to the proposed development subject to the inclusion of a tree protection condition on any decision. The condition seeks to introduce a root protection area around the retained trees, include protective fencing and methods to improve the rooting environment.

### **Archaeological Considerations**

- 7.33 Local Plan policy SDC7 states that proposals for development that affect heritage assets with archaeological interest will be permitted provided that it can be demonstrated that the development will not be harmful to the archaeological interest of the heritage assets or their settings, having regard to their significance.
- 7.34 The application site lies adjacent to the former route of Ryknield Street roman road. This follows the alignment of High Street and is not within the main body of the application site.
- 7.35 The County Council's Archaeologist has raised no comments.
- 7.36 Officers conclude that the proposed development would not be harmful to any archaeological interest.

## 8.0 Summary and Conclusion

- 8.1 The proposed development involves the formation of a new access, relocated crossing, new footpaths and rearranged car park arrangement which includes EV car charging points and disabled spaces. It forms part of the wider Clay Cross Town Investment Plan (TIP).
- 8.2 The overall proposal would, in this now amended form, preserve the significance of the nearby Grade II listed St Bartholomew's Church and its setting. It would also preserve the character of the Clay Cross Conservation Area.
- 8.3 In design terms, whilst losing some trees and a modest area of green space it would enhance the connectivity of the car park with the wider town centre and respond positively to local character and context to preserve its quality and local identity.
- 8.4 There are no amenity issues resulting from the proposed development that would lead officers to conclude that the scheme should be refused.
- 8.5 In highway safety terms, no objection has been received from the County Council's Highways Authority and, subject to conditions, it is officers view that the proposed development would not lead to an unacceptable impact on highway safety and the residual cumulative impact on the wider road network would not be severe.
- 8.6 Given the nature of development, officers consider that the proposed development would not have an adverse impact on biodiversity or geodiversity. Furthermore, subject to a condition relating to tree protection measures there is no objection to the works to the trees.
- 8.7 Accordingly, the proposed development is supported by policies of the Development Plan.

## 9.0 Recommendation

- 9.1 That planning permission is **CONDITIONALLY APPROVED subject to the following conditions**, with the final wording delegated to the Planning Manager (Development Management):-

### Conditions

- 1) The development hereby permitted shall be started within 3 years from the date of this permission.

*[Reason: To comply with the provision of Section 91 (as amended) of the Town and Country Planning Act 1990.]*

2) The development hereby approved shall be carried out in accordance with the following submitted plans, unless otherwise specifically agreed in writing by the Local Planning Authority or otherwise required by any other condition in this decision notice:

- 06847-PL-B-0100 REV P05 (A61 Junction General Arrangement)
- 06847-PL-B-0101 REV P04 (A61 Junction Engineering Plan)
- 06847-PL-B-0105 REV P0 (Existing Site Plan)
- 06847-PL-B-0120 REV P03 (A61 Junction Vehicle Tracking)
- 06847-PL-B-3000 REV P03 (A61 Junction Landscaping)
- 06847-PL-B-S38 REV P03 (A61 Junction Land Dedication Plan)

*[Reason: For clarity and the avoidance of doubt.]*

3) Notwithstanding the submitted details, before any above groundwork commences on the new access, a scheme of hard landscaping (including surfacing to the car park, footpaths, bollards, etc) along with a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed as agreed.

*[Reason: In the interest of the character and appearance of the site and the surrounding Conservation Area.]*

4) The Development hereby approved shall not be brought into use until the highway improvements/offsite works/site access works comprising:

- A61 Junction Engineering Plan as shown on drawing no. 06847-PL-B-0101 Revision P04
- A61 Junction General Arrangement as shown on drawing no. 06847-PL-B-0100 Revision P05

Have been constructed and completed.

*[Reason: To ensure the safe and free flow of traffic onto the highway.]*

5) The development hereby approved shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4m back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 43m in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6m from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

*[Reason: In the interests of highway safety.]*



- 6) Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
  - Advisory routes for construction traffic;
  - Any temporary access to the site;
  - Locations for loading/unloading and storage of plant, waste and construction materials;
  - Method of preventing mud and dust being carried onto the highway;
  - Arrangements for turning vehicles;
  - Arrangements to receive abnormal loads or unusually large vehicles;
  - Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

*[Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.]*

- 7) Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a. Location and installation of services/ utilities/ drainage.
- b. Details of any construction within the RPA or that may impact on the retained trees.
- c. A full specification for the installation root barriers and root deflectors.
- d. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- e. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- f. details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- g. Boundary treatments within the RPA
- h. Methods to improve the rooting environment for retained and proposed trees and landscaping.

The development thereafter shall be implemented in strict accordance with the approved details.

*[Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy SDC2: Trees, Woodland and Hedgerows and pursuant to section 197 of the Town and Country Planning Act 1990.]*