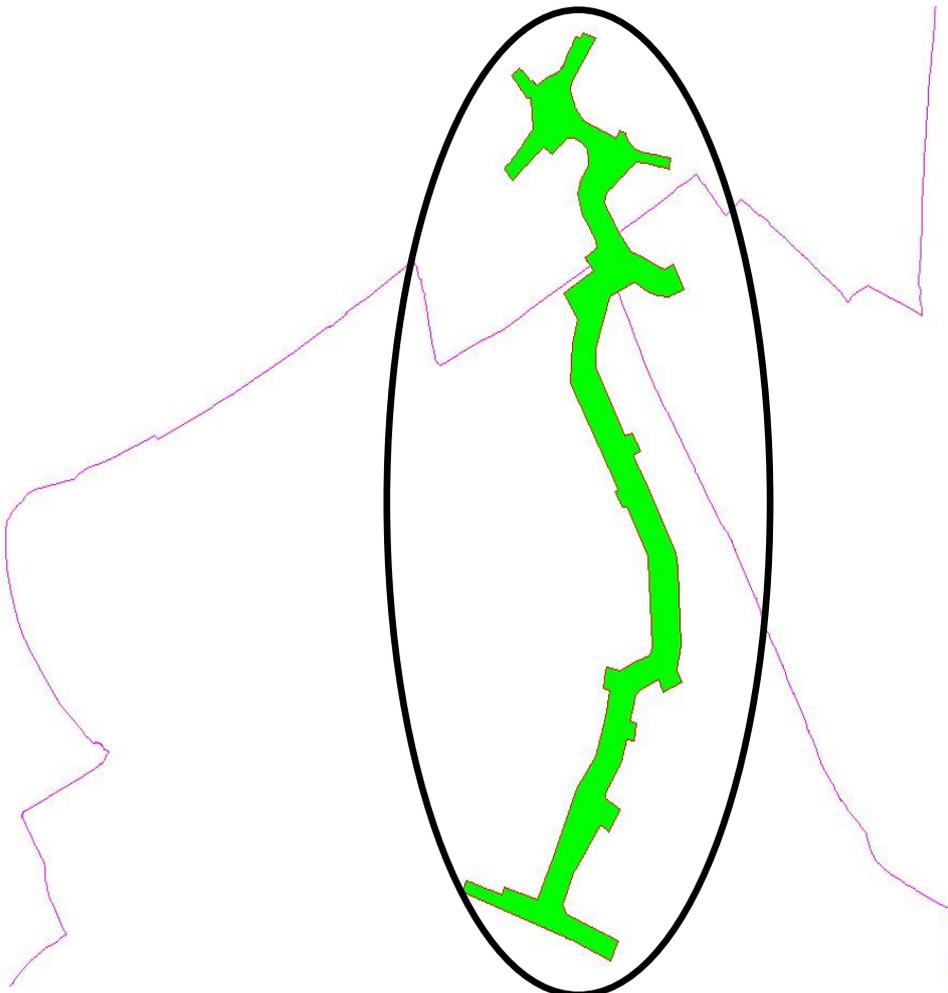


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APPLICATION NO: 16/P/0330/F2	CASE OFFICER: Neil Underhay
APPLICANT: North Somerset Council	Extended expiry date: 01 March 2017
PARISH/WARD: Banwell, Locking and Weston-super-Mare/Banwell and Winscombe, Hutton and Locking and Weston-super-Mare South WARD COUNCILLOR(S): Cllr E D Ap-Rees Cllr T Porter Cllr J O'Brien Cllr Mrs A F Harley Cllr D Hitchins Cllr P Crew	TARGET DATE: 26 May 2016
SITE ADDRESS: Land south of A370 Somerset Avenue, Weston-super-Mare	

LOCATION PLAN: The following plan shows the general location of the site only and is for illustrative purposes. The circle identifies the location of the site and is not a representation of the site boundaries. The site boundaries and other details submitted with the application can be viewed on the council's website at www.n-somerset.gov.uk. This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright and database rights 2016 Ordnance Survey 100023397. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form



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8. **Section 1: 16/P/0330/F2 Construction of a 2.2km long single carriageway road from A370 at Somerset Avenue to A371 at Locking Moor Road (called the 'North South Spine Road') including 3 bridges, 2 culverts and associated infrastructure and landscaping within 'Parklands Village', Weston-super-Mare**

COUNCIL APPLICATION

Summary of recommendation

It is recommended that the application be **APPROVED** subject to conditions. The full recommendation is set out at the end of this report.

The Site

The application site comprises land that is required to deliver the 'North – South' Spine Road (NSSR). The site is in multiple ownership, including land owned by North Somerset Council, Mead Realisations and St Modwen/HCA. The north point of the road will connect with the West Wick Roundabout (A370) and the southern point will form a new junction on to Locking Moor Road (A371). There are no public rights of way within the application site.

The land owned by the Council and Mead Realisations is largely agricultural, whereas St Modwen's land is part of the former RAF Locking. The north and western parts of the site are generally flat and low lying, while grounds levels fall from the southern to central parts of the site. Rhynes and drainage ditches including the Grumblepill and Cross Rhynes cross the northern part of the site. There are a number of trees and hedgerows within and adjacent to the application site, including some preserved (TPO) trees.

The Application

Full planning permission to construct a 2.2km long single carriageway. It will be the main spine road through the Parklands village. Its width is 7.3 metres narrowing to 6.7 metres along the proposed 'High Street'. It is designed to achieve a maximum speed of 30mph and 20mph along High Street. It has a 3 metre wide combined footway/cycleway on the west side of the road and a 2m footway on the east side, both separated from the carriageway by a grass verge.

The north end of the NSSR will join Churchland Way and Yew Tree Drive respectively by short lengths of connecting roads. A signalised junction will be provided at the southern end, where the NSSR meets the A371. A pedestrian footbridge to the west of the A371 access will be demolished and replaced with a new signalised crossing. The NSSR has been designed to allow for bus stops and it also provides parking bays adjacent to the carriageway.

The proposal includes three short bridges across rhynes and two culverts. Street lighting has been designed taking into account the environmental constraints, such as the need for dark corridors along Viewed Rhynes. The carriageway and footway

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will be surfaced in of asphalt with the exception of the 'High Street' which will include some areas of block paving.

The application is supported by an Environmental Statement and accompanying technical assessments.

Relevant Planning History

Year	Reference	Proposal	Decision
2016	16/P/2744/OT2	Re-submission of 15/P/1646/O – outline application for 250 dwellings	Decision Pending (see separate report)
2015	15/P/1646/O	Outline Application for 250 dwellings on Mead Realisations Lane	Appeal lodged against non-determination 2016.
2014	14/0514/RM	Reserved Matters application for roads within Mead Realisations land	Approved 2016
2012	12/P/1266/OT2	Outline application for comprehensive mixed-used development comprising 1150 dwellings, primary school, community facilities, employment, open space and other uses	Approved 2015
2013	13/P/0997/OT2	Outline application for comprehensive mixed-used development comprising 1200 dwellings, primary school, community facilities, employment, open space and other uses	Approved 2015
2012	12/P/0760/F	150 dwellings, landscaping, open space and associated infrastructure.	Approved

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2011	11/P/0923/F2	Leisure Dome	Approved – subject to completion of S106 Agreement
2011	11/P/0926/F	New access road to Parklands development from A371 Locking Moor Road	Approved
2009	09/P/1614/F	100 dwellings, innovation centre, offices landscaping, open space and associated infrastructure.	Approved

Policy Framework

The Development Plan

North Somerset Core Strategy (NSCS) 2017

The Core Strategy was fully adopted in January 2017. The following policies are relevant to this proposal.

Policy Ref	Policy heading
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS9	Green infrastructure
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS13	Scale of new housing
CS14	Distribution of new housing
CS15	Mixed and balanced communities
CS16	Affordable housing
CS19	Strategic gaps
CS20	Supporting a successful economy
CS25	Children, young people and higher education
CS26	Supporting healthy living and the provision of health care facilities
CS27	Sport, recreation and community facilities
CS28	Weston super Mare

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CS33	Smaller settlements and countryside
CS34	Infrastructure delivery and Development Contributions

Sites and Policies Plan Part 1 – Development Management Policies (adopted 19 July 2016)

The following policies are relevant.

Policy Ref Policy Heading

SP1	Presumption in favour of Sustainable development
DM1	Flooding and Drainage
DM2	Renewable and Low Carbon Energy
DM6	Archaeology
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM24	Safety, Traffic and Infrastructure
DM25	Public rights of way, pedestrian and cycle access
DM26	Travel Plans
DM32	High quality design and place making
DM34	Housing type and Mix
DM36	Residential Densities
DM37	Residential development in residential areas
DM40	Retirement Housing and independent living
DM42	Accessible and adaptable housing
DM44	Replacement dwellings in the countryside
DM69	Location of sporting, cultural and community facilities
DM70	Development Infrastructure
DM71	Development Contributions

Other material policy guidance

National Planning Policy Framework (NPPF) (March 2012)

The following sections are relevant:

Section	Section heading
1	Building a strong competitive economy
4	Promoting sustainable transport
6	Delivering a wide choice of high quality homes
7	Requiring good design
8	Promoting healthy communities
10	Meeting the challenge of climate change, flooding and coastal change
11	Conserving and enhancing the natural environment

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Other National Policy Guidance

- National Planning Practice Guidance (March 2014)

Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- North Somerset Landscape Character Assessment SPD (adopted December 2005)
- Biodiversity and Trees SPD (adopted December 2005)
- Creating sustainable buildings and places SPD (adopted March 2015)
- Travel Plans SPD (adopted November 2010)
- Weston Villages SPD (Adopted 2012)
- Affordable Housing SPD (adopted November 2013)
- Development contributions SPD (adopted January 2016)
- Employment led delivery Weston-Super-Mare SPD (adopted November 2014)

Emerging Policy

The Sites and Policies Plan Part 2: Sites Allocation Plan

Consultation on the consultation draft of the 'The Sites and Policies Plan Part 2 (Sites Allocations Plan)' ended on 28 April 2016. The Plan identifies proposed new residential allocations to meet the Core Strategy housing requirement as well as reviewing existing sites and designating others for employment and other uses. Policy SA1 says residential sites of 10 or more dwellings are shown on the 'Policies Map' and set out at Schedule 1 together with any site specific related requirements. It also identifies local green space and strategic gaps. The Council's 'Executive' Committee approved the next stage of the Site Allocations Plan on 18th October 2016 and further consultation has been carried out. This is the Publication Version and will be the plan that the Council intends to submit to the Secretary of State for examination. Examination is expected to be in summer 2017. The plan currently has limited weight.

Joint Spatial Plan

The Joint Spatial Plan is a strategic plan being prepared jointly by the West of England authorities for the plan period 2016-2036. It will identify the overall housing requirement and district apportionment, strategic development locations and key infrastructure requirements. It will set the context for a new North Somerset Local Plan 2018-2036 which will review and roll-forward the existing plans. Consultation on the Issues and Options document closed on 29 January 2016. A second round of consultation on the emerging spatial scenarios expired on 19th December 2016. All feedback will be evaluated and considered. The development of the Spatial Strategy will continue throughout 2017 and the submission of the document to Secretary of State is anticipated to be in 2018. The plan currently has very limited weight at this stage.

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Consultations

Copies of representations received can be viewed on the council's website. This report contains summaries only.

Third Parties: One letter has been received which makes general observations as summarised below:

- The new traffic light controlled junction on the A371 will improve traffic safety and the safety of pedestrians and cyclists. It will also allow the removal of the existing footbridge.
- Regarding the West Wick roundabout a fully light controlled junction should be encouraged. The bus lane on Elmham Way should however be removed to reducing queuing.

Weston-super-Mare Town Council: "No objection".

Banwell Parish Council: "Supports this application if a condition is imposed that all traffic concerned in the construction of the road does not pass through the village of Banwell."

Locking Parish Council: "1. We welcome the fact that the planning process on the N/S spine road is drawing to a close, as there is urgent need to stop the uncertainty surrounding traffic issues along the A371, and to facilitate the construction of the new Locking Parklands Primary School and the Health Centre, both of whose delays have put stress on new residents and the existing facility providers.

2. Despite assurances from NSC, and the drawings supporting the application, we will be closely monitoring the following -

(a) The construction and layout of the proposed Traffic Light controlled junction with the A371 - particularly in view of the proposed removal of the existing footbridge and central reservation adjacent to the walk-to-school route down The Spinney to Locking Primary School - to ensure that the new pedestrian crossing route provides enhanced safety for parents and young children crossing the A371. The Council will still need to monitor the safety issues over use of the lay-by on the A371 adjoining The Spinney as this will doubtless continue to be used by parents at start and end of school days.

(b) The arrangements for vehicular access/egress for construction traffic for the spine road, to ensure it does not compromise pedestrian safety arrangements for Locking PS families, existing Parklands residents (particularly on Flowerdown Park), and users of the Radio Wing/former Chapel.

(c) The installation of traffic calming measures within the Spine Road layout, to protect users of the proposed "High Street", Park, and Primary School, and to minimise the speed at which irresponsible drivers can use it as a cut-through to the

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Morrison's roundabout.

(d) The final arrangements for off-street parking in the vicinity of the proposed Primary School, which you will be aware that Locking Parish Council have considered to be both inadequate and potentially dangerous in previous designs, given not only the size of the school, but also the location of the park opposite, and the proposed use of the school hall out of school hours for "large" theatrical/arts events. It is simply naive and unrealistic to say that the vast majority of school users day or night will walk/cycle there or be able to use the car park at the proposed supermarket".

Highways England: No objection.

Historic England:

Notes that the applicants have submitted new information that fully addresses the concerns expressed originally expressed. The application now accords with paragraph 128 of the National Planning Policy Framework. Historic England has no objection to the application on heritage grounds.

Natural England:

No objection, but note the site is close to European Designated Sites and as such the Council should, under the Habitat Regulations, have regard to any potential impacts on these designations. Expects the Council to consider possible impacts on local sites (biodiversity and geodiversity), local landscape character and local or national biodiversity priority habitats and species.

Wessex Water:

As development phasing comes forward will need to co-ordinate the requirements of all development proposals and ensure that both local and strategic requirements for foul and surface water disposal can be met. Adoption agreements with Wessex Water will need to include strategic foul drainage plans prepared and completed for each development area as a prerequisite for connections. These plans should set out gravity and pumped catchments with upstream and downstream connectivity and flow conditions.

Wales and West Utilities:

No objections although apparatus may be at risk during construction and the developer should contact WWU to discuss requirements. Any diversion works will be fully chargeable.

Avon and Somerset Police: No objections.

The Coal Authority: No observations.

Principal Planning Issues:

(1) the principle of the 'north south spine road; (2) ground conditions, contamination, air quality, noise and vibration; (3) transport; (4) flood risk / drainage; (5) landscape and design; (6) biodiversity and (7) archaeology.

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Issue 1: The principle of North South Spine Road

Policy CS30 (Weston Villages) of the Core Strategy and the Weston Villages SPD require a spine road through Parklands Village between Churchland Way/Wolvershill Road and Locking Moor Road (A370). This proposal accords with that objective and the routing is consistent with the route that is shown in the SPD. The principle of the road is therefore acceptable.

Issue 2: Ground Conditions, Contamination, Air Quality, Noise and Vibration

The applicant's Environmental Statement address the above subjects. The Council's Environmental Protection Team has no objection on these matters but a Construction Environmental Management Plan is required to minimise environmental impacts. Subject to this there are no objections to the applications having regard to Policy CS3 of the North Somerset

Issue 3: Transport

The applicants Transport Assessment (TA) considers the projected volume of traffic that is likely to use the road once Parklands Village is completed. This considered the volume of trips on key junctions and the broad level of movements on it from within the Parklands development itself. The proposed road junctions and the NSSR have been the subject of a Road Safety Audit (RSA) and officers are satisfied that the design of the road and junctions are safe and that the optimum volume of traffic that will pass through the junctions would be well within its capacity.

The junction at Locking Moor Road (A371) is a new 'T' junction. It is approximately 300 metres west of the existing entrance into Locking Parklands and 80 metres west of the pedestrian footbridge across Locking Moor Road. It will be a traffic signal controlled pedestrian and cycle crossing of Locking Moor Road with pedestrian island refuges. The pedestrian footbridge is likely to be removed before the surface level pedestrian crossing is operational, during which time a temporary signal controlled pedestrian crossing will be provided. It is also expected that temporary speeds restrictions on Locking Moor Road will be in place during the construction of the new road junction. The existing main vehicle access point in to Parklands from Locking Moor Road will be used for construction purposes during the initial parts of the build-out phase, but once the new access point is formed, this is likely to be the construction access while the rest of the road works are carried out.

A footpath emerges from Locking Village on to the south side of Locking Moor Road at the point of the footbridge crossing. This will be extended to the west to the point of the new signalised pedestrian crossing. The new A371/NSSR junction will have feeder lanes turning in to the NSSR from each direction on Locking Moor Road. East and west exit lanes are also included when entering Locking Moor Road from the NSSR.

The A370 West Wick roundabout is currently a four arm priority roundabout. This will be upgraded to a partially signalized roundabout, with three arms under signal

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control. The proposal will involve re-modelling and realigning the initial section of Churchland Way where it adjoins the NSSR, which will terminate at a 3 lane 'T' junction. A revised 2 lane 'T' junction will also be formed between the realigned section of Churchland Way and Yew Tree Drive.

The NSSR will be a bus route. The position of bus stops and shelters will need to be agreed with landowners and service operators and should avoid conflict with visibility at road junctions, parallel parking spaces and street trees.

There are no transport objections to the application, but it is recommended that a Construction Environment Management Plan is conditioned to ensure the impacts of construction traffic associated with the development on the surrounding local highways network is managed during the construction.

Issue 4: Flood Risk / Drainage

There are no objections to the Flood Risk Assessment and Drainage Strategy, but further technical and maintenance details will be required under planning conditions. Subject to this, there are no flood risk objections to the applications having regard to Policy CS3 of the Core Strategy and Policy DM1 of the Sites and Policies Plan.

Issue 5: Landscape and Design

Extant outline permissions include Master Plans and Design Codes, which amongst other issues, include design requirements for the NSSR. Its width is expected to be 7.3 metres, with a shared cycle path one side of the road and a separate footpath on the other side. It also sets out landscaping requirements and allows some roadside parking.

The proposed road complies with the approved design codes, although the carriageway along the section of the NSSR known as the 'High Street' (the commercial area) narrows to 6.7 metres with wider footpaths either side. This will reduce vehicle speeds in this section to 20mph with a greater priority towards pedestrians. There are no objections to this change.

Cross Sections show proposed road levels. For the most part the road is higher than current ground levels. This is as much as 1.8 metres higher where the road crossing rhynes, but elsewhere it is typically between 400mm to 800mm above existing ground levels. A raised road level is needed to prevent the road from flooding and to implement drainage and other services below road level. Ground levels will be feathered back to meet adjoining ground levels by an earth embankment, will be grassed. Ground levels adjoining the NSSR are likely to be raised when these plots are developed.

The alignment and width of the road requires some protected (TPO) trees to be removed. This is regrettable but necessary to enable the road to be built on its preferred route. Comprehensive replacement planting alongside the road will be provided in line with details to be agreed. Parallel parking areas, street lights and

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basic details of surfacing materials are included which accord with the principles set out in the Design Codes.

There are no landscape objections to the application under policies CS4, CS5 or CS30 of the Core Strategy and DM9 of the Sites and Policies Plan, although further details will be required under planning conditions.

Issue 6: Biodiversity

The Environmental Statement includes a chapter dealing with Biodiversity. This has been considered by the Council's Ecologist in consultation with Natural England. There are no ecological objections to the application but this is subject to clarification of a number of ongoing matters. This includes the completion of the Habitats Regulations Assessment Screening Process, with the particular objective to satisfactorily mitigate the impacts of the development on bats, which are known to forage and feed in the areas where the proposed road crosses rhynes. To achieve this it is likely that a number of planning conditions will be required, which are included in the recommendation. This will include further details of lighting levels, construction details of the bridge crossing, and inclusion of new Bat roosts. Mitigation will also be required for other species and it is likely that this can be addressed through the details of new soft landscaping and protection of water quality.

An update will be provided on these matters, but subject to the proposed conditions set out in the recommendation, the proposal is considered to be acceptable and in accordance with policies CS4 of the Core Strategy and DM8 of the Sites and Policies Plan.

Issue 7: Archaeology

A Geophysical assessment has highlighted a number of potential archaeological features. Trial trenches to further evaluate these features will need to be undertaken. Dependent on the results of the trial evaluations and geo-archaeological investigations, further archaeological evaluation may be necessary. An update on these matters will be provided.

Natural Environment and Rural Communities (NERC) Act 2006

Subject to comments above the proposed development will not have a material detrimental impact upon bio-diversity.

The Crime and Disorder Act 1998

The proposed development will not have a material detrimental impact upon crime and disorder.

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Conclusion

The siting and design of the road including the foot and cycle paths is compatible with policy, design codes and in terms of road and pedestrian safety, landscape and visual impacts. Further technical details will be required to prevent flood prevention and in respect of hard and soft landscaping. The removal of some protected trees is required but will be offset by extensive replacement tree planting and other soft landscaping. Other planning conditions will require a Construction Environment Management Plan to be agreed and further archaeological evaluation is needed. An update will be given on this.

RECOMMENDATION: Subject to (a) the completion of the further archaeological investigations and (b) the completion of the Habitats Regulation Assessment the application be **APPROVED** (for the reasons stated in the report above) subject to any additional or varied conditions considered necessary in consultation with Chairman and Vice Chairman:-

1. The development hereby permitted shall be begun before the expiry of five years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents to be listed on the decision notice (refer to Advice Notes), unless otherwise approved in writing by the Local Planning Authority

Reason: For the avoidance of doubt and in the interest of proper planning.

Flood Prevention / Drainage

3. No development shall take place excluding site preparation until the following details have first been submitted to and approved in writing by the Local Planning Authority:
 - i) An assessment of the impact of the development on water levels in the local rhyne network and details of all works / measures to be carried out including those during the construction phase, together with a timetable of the works, which demonstrate how the development will prevent any increase in flood risk;
 - ii) A phased work programme for the delivery of the surface water drainage system, which includes details of all new rhyne or alterations to existing rhyne including the removal of rhyne.
 - iii) Details of the bridge/culvert design and construction phasing including details of temporary works, together with the access arrangements for the future maintenance of each structure. The culverts

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shall be sized to comply with the 'Weston Villages Strategic Flood Solution: Developer Structure Sizing Guidance.

iv) Details of the access arrangements including the width, levels and gradients of access paths for the purposes of maintaining rhynes within the site.

v) Impermeable area analysis for each phase of the works which demonstrates that the site does not exceed the allowance set out in the 'Weston Villages Strategic Flood Solution Assessment of impact of developments'.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory surface water drainage scheme is in place together with appropriate access and management of these works / areas, in accordance with Policies CS3 and CS30 of the North Somerset Core Strategy.

4. Prior to the completion of the approved scheme a full operation and maintenance strategy for the proposed surface water system shall be submitted to and approved in writing by the LPA

Reason: To ensure the system is maintained over the lifetime of the development, in accordance with Policies CS3 and CS30 of the North Somerset Core Strategy.

Environmental Protection

5. No development shall take place, excluding site preparation or demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the local planning authority. The Statement shall provide the following:

(i) Details of construction hours and how the hours of delivery/export of materials/equipment and other goods and particularly those involving HGV's will be managed to (1) avoid conflict with peak periods of vehicle activity on local approach roads and Junction 21 of the M5 Motorway and (2) reduce potential conflict with pedestrian movement. This shall include the proposed route(s) to and from the site including temporary site access.

(ii) The access route to and from the site for construction traffic and particularly for HGV's

(iii) Mitigation measures to rectify any potential capacity impact, damage to structures or highway.

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- (iv) Details of the location and design of the construction access including visibility splays
- (v) Details of wheel washing facilities or other measures to prevent or clear mud or debris from the highway
- (vi) Details of how pedestrian and cyclist safety will be maintained within site and where crossing the A371 during construction
- (vii) provision for construction staff car parking, times of site operation, waiting/parking areas for HGVs and safety measures such as banksman. It is not acceptable for construction staff to park vehicles on-street on the surrounding local highway network.
- (viii) Measures to control the emission of vibration, dust and dirt during construction including details of how this will be mitigated to protect the pollution from entering local watercourses.
- (ix) A scheme for recycling/disposing of waste resulting from demolition
- (x) Details of measures to ensure the Grumblepill Rhyne and any other aquatic habitats on or adjacent to the development site are not adversely affected during construction (to include no light spill to dark corridor during the construction phase);
- (xi) Details of measures to protect wildlife habitats, protected species and Section 41 species during construction.

The approved plan shall be implemented and adhered to thereafter at all time during construction.

Reason: In the interest of public safety and to minimise the impact on the development of nearby residents as required by Policies CS3, CS4 & CS10 of the North Somerset Core Strategy and to comply with the Habitats and Species Regulations (2010) and ensure the survival of rare or protected species, and the protection of a Wildlife Site in accordance with Policy CS4: Nature Conservation in the adopted North Somerset Core Strategy.

Landscaping/trees

6. No development shall commence, excluding demolition and site preparation works which do not involve excavation below existing ground levels, until an arboricultural report and phased work programme for the protection of trees to be retained has been submitted to and approved in writing by the Local Planning Authority. This will include a tree removal plan, a plan identifying which trees are to be retained and a method statement including tree protection plan demonstrating how works within

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and near root protection areas of trees to be retained will be carried out to minimise any impacts on these trees. Tree protection measures shall be retained for the duration of the construction phase and no excavation, tipping, burning, storing of materials or any other activity takes place within this protective zone.

The development hereby permitted shall be carried out in accordance with the approved plans and documents to be listed on the decision notice.

Reason: To ensure effective tree protection in accordance with policies CS4 and CS9 of the NS Core Strategy and DM9 of NS Sites and Policies Part 1.

7. Within 2 months of the commencement of development a detailed hard and soft landscaping scheme shall submitted to the Local Planning Authority. This shall include the following:
 - i) Details of all trees to be retained as required under the previous condition;
 - ii) Details of all new hard and soft landscaping, including the size, position, species, stock and spacing of all new trees and other planting and the cultivation and other operations associated with plant and grass establishment. The number of replacement trees will be calculated using the following formula: 1 new tree of size 10-12cm circumference per 100mm trunk diameter of the damaged or dead tree. The positions of new and retained trees shall be shown in relation to all proposed services above and below ground, parking area and visibility splays. Details of tree pit design, a phasing plan / timetable for the planting of new trees and a 10-year maintenance schedule for the new approved trees once planted shall also be provided.
 - iii) Details of any street furniture such as raised planters, trees protection grills, retaining structures, seating, railings, bollards, information boards and refuse bins.
 - iv) Samples of all proposed surfacing materials including the colour and textures for roads, parking spaces, footpaths and cycle paths and kerb stones
 - v) A phasing plan and timetable for the implementation of the landscaping works.

The development and maintenance shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory and high quality approach is taken to landscape, community facilities and open space design is provided in accordance with Policy CS9 & 12 of the Core Strategy.

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8. Within 2 months of the commencement of development a detailed hard and soft landscaping scheme shall be submitted to the Local Planning Authority. This shall include the following:
- i) Details of all trees to be retained as required under the previous condition;
 - ii) Details of all new hard and soft landscaping, including the size, position, species, stock and spacing of all new trees and other planting and the cultivation and other operations associated with plant and grass establishment. The number of replacement trees will be calculated using the following formula: 1 new tree of size 10-12cm circumference per 100mm trunk diameter of the damaged or dead tree. The positions of new and retained trees shall be shown in relation to all proposed services above and below ground, parking area and visibility splays. Details of tree pit design, a phasing plan / timetable for the planting of new trees and a 10-year maintenance schedule for the new approved trees once planted shall also be provided.
 - iii) Details of any street furniture such as raised planters, trees protection grills, retaining structures, seating, railings, bollards, information boards and refuse bins.
 - iv) Samples of all proposed surfacing materials including the colour and textures for roads, parking spaces, footpaths and cycle paths and kerb stones
 - v) A phasing plan and timetable for the implementation of the landscaping works.

The development and maintenance shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory and high quality approach is taken to landscape, community facilities and open space design is provided in accordance with Policy CS9 & 12 of the Core Strategy.

9. Any planting (retained or new) that is damaged, or dies during development, or for a period up to 10 years thereafter shall be replaced with identical species or other species as approved by the Local Planning Authority.

Reason: To ensure no net loss of percentage tree canopy cover in accordance with DM9 of NS Sites and Policies Part 1.

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Highway Works

10. The westward extension of the footpath / cycleway on the south side of Locking Moor Road ((A371) shall be completed in accordance with the details in Drawing Number 467470 112 before the pedestrian crossing of Locking Moor Road is brought in to use.

Reason: To ensure there is a continuous foot and cycle path connection either side of the new pedestrian crossing of Locking Moor Road in accordance with Policy CS10 of the North Somerset Core Strategy.

11. No development excluding demolition and site clearance works shall commence until details of the development construction access at the site, including details of visibility splays and measures to protect vehicle and pedestrian safety have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved temporary construction access.

Reason: In the interests of highway safety and in accordance with Policy CS10 of the North Somerset Core Strategy.

12. In the event that the pedestrian footbridge across Locking Moor Road is removed before the new pedestrian crossing is brought in to operation, details of a temporary pedestrian crossing of Locking Moor Road shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of its location and the type of crossing together with details of any safety measures and alterations to footpaths either side of the temporary crossing point. The approved temporary crossing shall be installed before the footbridge is removed and it shall remain in working order until such time that the new permanent pedestrian crossing is brought into use.

Reason: To ensure that a safe pedestrian crossing of Locking Moor Road is in place while the development works is carried out in accordance with Policy CS10 of the North Somerset Core Strategy.

Biodiversity

13. Details to be submitted in respect of condition 5 (The CEMP) shall also include the following:

- i) a pre-commencement badger survey and walk over check by an ecological consultant;
- ii) a detailed method statements for key species and habitats to demonstrate how the development will be carried out in terms of the method of works; siting and installation of services such as drainage; sensitive storage locations for materials and soils; measures for disposal of waste; prevention of pollution measures to protect surface waters and

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ground waters: to avoid harm and mitigate harm to legally protected and Section 41 species and wild mammals;

iii) specification of buffers and fencing for the protection of ecological features and trees;

iv) the appointment of an Ecological Clerk of Works with overall responsibility for the successful implementation of the CEMP, to advise project management staff and contractors on ecological issues and to ensure mitigation measures are implemented correctly.

Works shall be implemented in strict accordance with the approved methodology.

Reason: To comply with the Conservation of Habitats and Species Regulations 2010 (as amended), Wildlife and Countryside Act 1981 (as amended); the Badger Protection Act 1992, the Wild Mammals Protection Act 1996, and in accordance with North Somerset's Core Strategy policy CS4 and Site and Policies Plan Part 1, Development Management policy DM8.

14. The development shall be carried out in accordance with the mitigation and enhancement measures outlined in Section 10.7: 'Design, mitigation and enhancement measures' of the 'Ecology and Nature Conservation Chapter 10' and Appendices 10.1 – 10.11 of the submitted 'Ecological Impact Assessment'. If amendments are proposed, details of the changes shall be submitted to and approved in writing by the Local Planning Authority before relevant works proceed.

Reason: To ensure compliance with the Conservation of Habitats and Species Regulations 2010 (as amended), the Wildlife and Countryside Act 1981 (as amended)], North Somerset's Core Strategy policy CS4 and Site and Policies Plan Part 1, Development Management policy DM8.

15. Details to be submitted for condition 7 shall comprise species and habitat mitigation planting and habitat creation and enhancement measures outlined in Section 10.7 of the submitted Ecological Impact Assessment

Reason: To ensure compliance with the Conservation of Habitats and Species Regulations 2010 (as amended), the Wildlife and Countryside Act 1981 (as amended)], North Somerset's Core Strategy policy CS4 and Site and Policies Plan Part 1, Development Management policy DM8.

16. No development, excluding demolition and site preparation, shall commence until a Landscape Ecological Management Plan (LEMP) for the application site has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall secure the long term safeguarding and management of on-site retained and created habitats. The LEMP shall detail the management objectives for the habitats being retained and created; and include specifications for:

- The ongoing management of existing habitats;

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- Provision for checks of rhynes and removal of rubbish;
- Checks and maintenance of culvert structures;
- A site interpretation board describing the habitats and the required management;
- Any requirements for ecological monitoring;
- Likely costs associated with the ongoing management requirements

The ongoing landscape and habitat management shall be carried out in accordance with the approved details.

Reason: To ensure the development contributes to the protection and enhancement of the site's ecology (to include European protected species and legally protected species) in compliance with to protect bat habitat in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), the Wildlife and Countryside Act 1981 (as amended); and in accordance with North Somerset's Core Strategy policy CS4 and Site and Policies Plan Part 1, Development Management policy DM8.

17. No rhyne crossing points shall be constructed until the following further details have been submitted to and approved in writing by the Local Planning Authority:
- i) Details of foundations and materials;
 - ii) Confirmation that the design and size of the box culverts allow for the continued passage of wildlife (mammals, water birds, bats);
 - iii) Details of retaining walls,
 - v) Details of the ongoing maintenance requirements

The approved design specifications shall be implemented and maintained in accordance with the submitted details.

Reason: To ensure the development contributes to the protection and enhancement of the site's ecology (to include European protected species and legally protected species) in compliance with to protect bat habitat in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), the Wildlife and Countryside Act 1981 (as amended); and in accordance with North Somerset's Core Strategy policy CS4 and Site and Policies Plan Part 1, Development Management policy DM8.

18. No street lighting shall be installed within 10 metres of any rhynes or wildlife sites within the application site until existing and proposed lux levels within these areas including lighting contour plans have been submitted to and approved in writing by the Local Planning Authority. Street lighting shall be installed in accordance with the approved details and maintained and replaced not to exceed the approved lighting levels thereafter.

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Reason: To reduce the potential for light pollution in accordance with Policy CS12 of the North Somerset Core Strategy and to protect bat habitat in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), Wildlife and Countryside Act 1981 (as amended).

19. No development, excluding demolition and site preparation, shall commence until a plan with details of the specification and location of new bird nesting and bat roosting measures (retained and new) together with a timetable for their implementation, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details.

Reason: To ensure that adequate habitat is provided for notable bird species in accordance with Policy CS4 of the North Somerset Core Strategy.

Advice Notes:

1. List of Approved Documents as referred to in condition 2.

Title	Date
Planning Statement (including a Heritage Statement)	September 2016
Design and Access Statement	September 2016
Environmental Statement	Original Documents dated January 2016 with the following ch <ul style="list-style-type: none"> · Air quality · Cultural heritage · Ecology · Ground conditions · Noise · Water environment · Transport movement and access
Transport Statement	January 2016 and addendum September 2016
Flood Risk Assessment and Drainage Strategy	September 2016
Groundwater Investigation Factual Report	February 2016
Preliminary Sources Study Report	January 2016
Structure Option Report	September 2016
Contaminated Land Statement	January 2016
Ground Improvement and Settlement Mitigation Options Technical Memo	December 2015
Ghost Island Assessment	September 2016

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Signal Strategy	December 2015
Lighting Strategy	September 2016
Utility Statement	October 2016
Stage 1 and 2 Non-Motorised User Audit	June 2016
Outline Approval in Principle for drainage structures	September 2016
Geophysical survey report	February 2016

Location Plan	467470-001	P02
Topographical Survey	467470-002	P01
General Layout Plan	467470-100	P03
Plan and Longitudinal Section Sheet 1 of 12	467470-101	P02
Plan and Longitudinal Section Sheet 2 of 12	467470-102	P02
Plan and Longitudinal Section Sheet 3 of 12	467470-103	P02
Plan and Longitudinal Section Sheet 4 of 12	467470-104	P02
Plan and Longitudinal Section Sheet 5 of 12	467470-105	P02
Plan and Longitudinal Section Sheet 6 of 12	467470-106	P02
Plan and Longitudinal Section Sheet 7 of 12	467470-107	P02
Plan and Longitudinal Section Sheet 8 of 12	467470-108	P02
Plan and Longitudinal Section Sheet 9 of 12	467470-109	P02
Plan and Longitudinal Section Sheet 10 of 12	467470-110	P02
Plan and Longitudinal Section Sheet 11 of 12	467470-111	P02
Plan and Longitudinal Section Sheet 12 of 12	467470-112	P02
Existing Services Plan	467470-250	P05
Existing Services Plan - A371 Signalized Junction	467470-251	P02
Existing Constraints Plan	467470-280	P01
Existing drainage features	467470-500-01	P03
NSSR Drainage Strategy Sheet 1 of 2	467470-500-02-1	P04
NSSR Drainage Strategy Sheet 2 of 2	467470-500-02-2	P04
NSC Development Site Surface Water Drainage Strategy	467470-500-03	P02
NSC Development Site Foul Water Drainage Strategy	467470-500-04	P02
Drainage Plan and Longitudinal Section Sheet 1 of 12	467470-501	P04
Drainage Plan and Longitudinal Section Sheet 2 of 12	467470-502	P04
Drainage Plan and Longitudinal Section Sheet 3 of 12	467470-503	P04
Drainage Plan and Longitudinal Section Sheet 4 of 12	467470-504	P04
Drainage Plan and Longitudinal Section Sheet 5 of 12	467470-505	P04
Drainage Plan and Longitudinal Section Sheet 6 of 12	467470-506	P04
Drainage Plan and Longitudinal Section Sheet 7 of 12	467470-507	P04
Drainage Plan and Longitudinal Section Sheet 8 of 12	467470-508	P04
Drainage Plan and Longitudinal Section Sheet 9 of 12	467470-509	P04
Drainage Plan and Longitudinal Section Sheet 10 of 12	467470-510	P04
Drainage Plan and Longitudinal Section Sheet 11 of 12	467470-511	P04
Drainage Plan and Longitudinal Section Sheet 12 of 12	467470-512	P04
Drainage Details Sheet 1 of 8	467470-520	P03
Drainage Details Sheet 2 of 8	467470-521	P03
Drainage Details Sheet 3 of 8	467470-522	P04

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Drainage Details Sheet 6 of 8	467470-525	P03
Drainage Details Sheet 7 of 8	467470-526	P03
Drainage Details Sheet 8 of 8	467470-527	P03
Surface Level Highway Drainage Features Sheet 1 of 6	467470-551	P02
Surface Level Highway Drainage Features Sheet 2 of 6	467470-552	P02
Surface Level Highway Drainage Features Sheet 3 of 6	467470-553	P02
Surface Level Highway Drainage Features Sheet 4 of 6	467470-554	P02
Surface Level Highway Drainage Features Sheet 5 of 6	467470-555	P02
Surface Level Highway Drainage Features Sheet 6 of 6	467470-556	P02
Surface Level Highway Drainage Features Key Sections Sheet 1 of 2	467470-557	P01
Surface Level Highway Drainage Features Key Sections Sheet 2 of 2	467470-558	P01
Geotechnical Ground Model	467470-621	P03
Typical Sections Sheet 1 of 2	467470-751	P02
Typical Sections Sheet 2 of 2	467470-752	P01
Typical Sections of Parking Bays	467470-753	P02
A371 Signalized Junction Signal Layout Plan	467470-1250	P02
Proposed Street Lighting - Whole Scheme Layout	467470-1300	P02
Proposed Street Lighting Layout Sheet 1 of 6	467470-1301	P02
Proposed Street Lighting Layout Sheet 2 of 6	467470-1302	P02
Proposed Street Lighting Layout Sheet 3 of 6	467470-1303	P02
Proposed Street Lighting Layout Sheet 4 of 6	467470-1304	P02
Proposed Street Lighting Layout Sheet 5 of 6	467470-1305	P02
Proposed Street Lighting Layout Sheet 6 of 6	467470-1306	P02
General Arrangement - Rhyne Crossings 2 North	467470-2501	P04
General Arrangement - Rhyne Crossing 3	467470-2502	P04
General Arrangement - Rhyne Crossing 6	467470-2503	P04
General Arrangement - Rhyne Crossing 1	467470-2504	P03
General Arrangement - Rhyne Crossing 7	467470-2505	P03
General Arrangement - Rhyne Crossing 2 South	467470-2506	P02
Cross Sections Sheet 1 of 7	467470-2701	P02
Cross Sections Sheet 2 of 7	467470-2702	P02
Cross Sections Sheet 3 of 7	467470-2703	P02
Cross Sections Sheet 4 of 7	467470-2704	P02
Cross Sections Sheet 5 of 7	467470-2705	P03
Cross Sections Sheet 6 of 7	467470-2706	P03
Cross Sections Sheet 7 of 7	467470-2707	P02
Landscape Plan Sheet 1 of 6	467470-3051	P03
Landscape Plan Sheet 2 of 6	467470-3052	P03
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Landscape Plan Sheet 6 of 6	467470-3056	P03
Photomontage Sheet 1 of 5	467470-3057	P01
Photomontage Sheet 2 of 5	467470-3058	P01
Photomontage Sheet 3 of 5	467470-3059	P01

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Landscape Sections Sheet 1 of 2	467470-3062	P03
Landscape Sections Sheet 2 of 2	467470-3063	P01

2. Adoption and maintenance of the culverts and headwalls will not be undertaken by North Somerset Levels Internal Drainage Board and this would be expected to be the responsibility of the Highways Authority.
3. Land Drainage consent will be required for any works within 9 metres of the top of the bank of any watercourse and this applies to temporary or permanent works.
4. The applicant will be aware that this development includes highway that may be offered for adoption as public highways. The developer's attention is drawn to the need for a S38 agreement under the Highway Act 1980 and that no works of construction of the affected roads should be carried out prior to the agreement being in place. Failure to have the agreement in place prior to the commencement of works may prejudice the adoption or result in additional expense in relation to the confirmation of the construction details of the works.
5. The siting of Bus Stops on the NSSR should avoid conflict with visibility splays at road junctions, tree planting and car parking spaces.
6. Bats are protected under the Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife and Countryside Act 1981 (as amended). This includes bats and places used as bats roosts, whether bats are present at the time or not. If live bats or evidence of bats is unexpectedly found during the course of works, all works must cease and Natural England must be contacted immediately (0300 060 3900).
7. External lighting must comprise no or low UV output and be designed to avoid areas likely to supporting roosting, foraging or commuting bats; where horseshoes are using the site, wherever feasible aiming for light levels below 0.5lux and ideally in the order of 0.04 lux for important flight lines.
8. All birds are protected by the Wildlife and Countryside Act 1981 (as amended). This protection also covers their nests and eggs. To avoid breaking the law, do not carry out work on trees, hedgerows or buildings where birds are nesting. If birds are nesting, the nest must be protected from disturbance until the young are fully fledged. The nesting season for most bird species is between March and September.
9. All reptile species are protected under the Wildlife and Countryside Act 1981 (as amended). It is a criminal offence to intentionally kill or injure a reptile. If reptiles are unexpectedly found during the course of works, all works must cease and a suitably qualified ecologist contacted for advice.

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10. The selection of locally appropriate native species may be informed by reference to 'Flora of the Bristol Region' (BRERC (2000)). Where priority habitats are being restored or created.