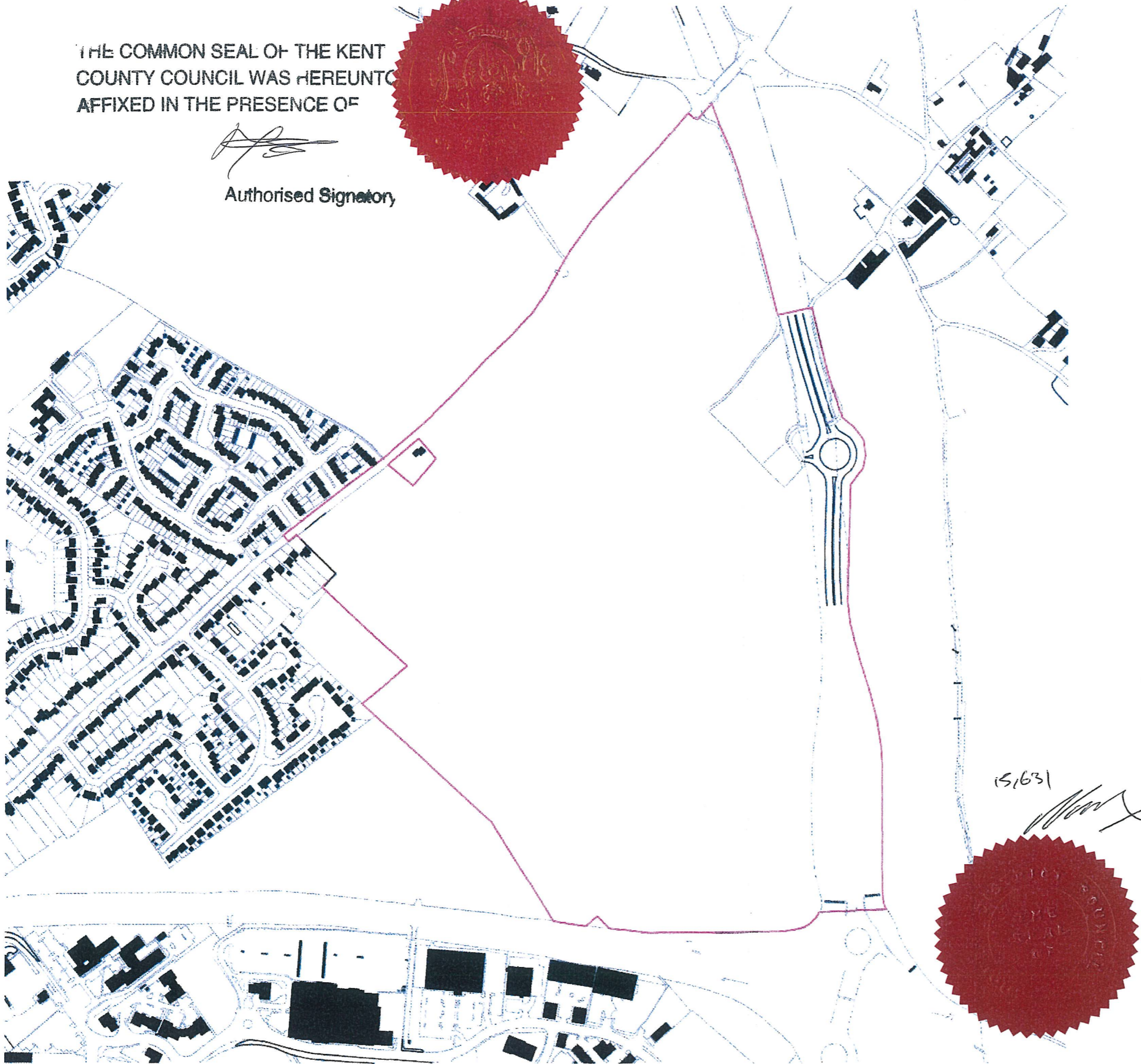


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Scale

PLAN 9
 Arden
 Plans

Rev	Date	Description	Initials
C	18/07/12	Red Line updated	BB
B	13/07/12	Red Line updated	BB
A	21/10/10	Red Line updated	BB

Project Whitfield

Title Phase 1 Red Line Plan

Date 20/10/2010
 Scale 1:5000 @ A3
 Drawing No. 5498/SK20C
 Drawn by BB

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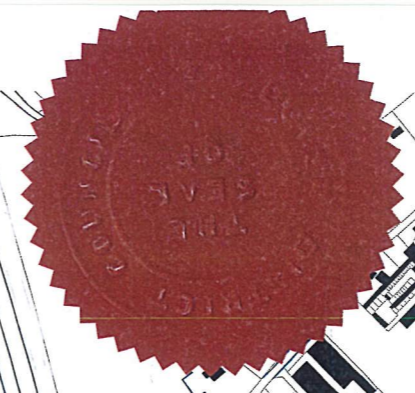
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2015



151631

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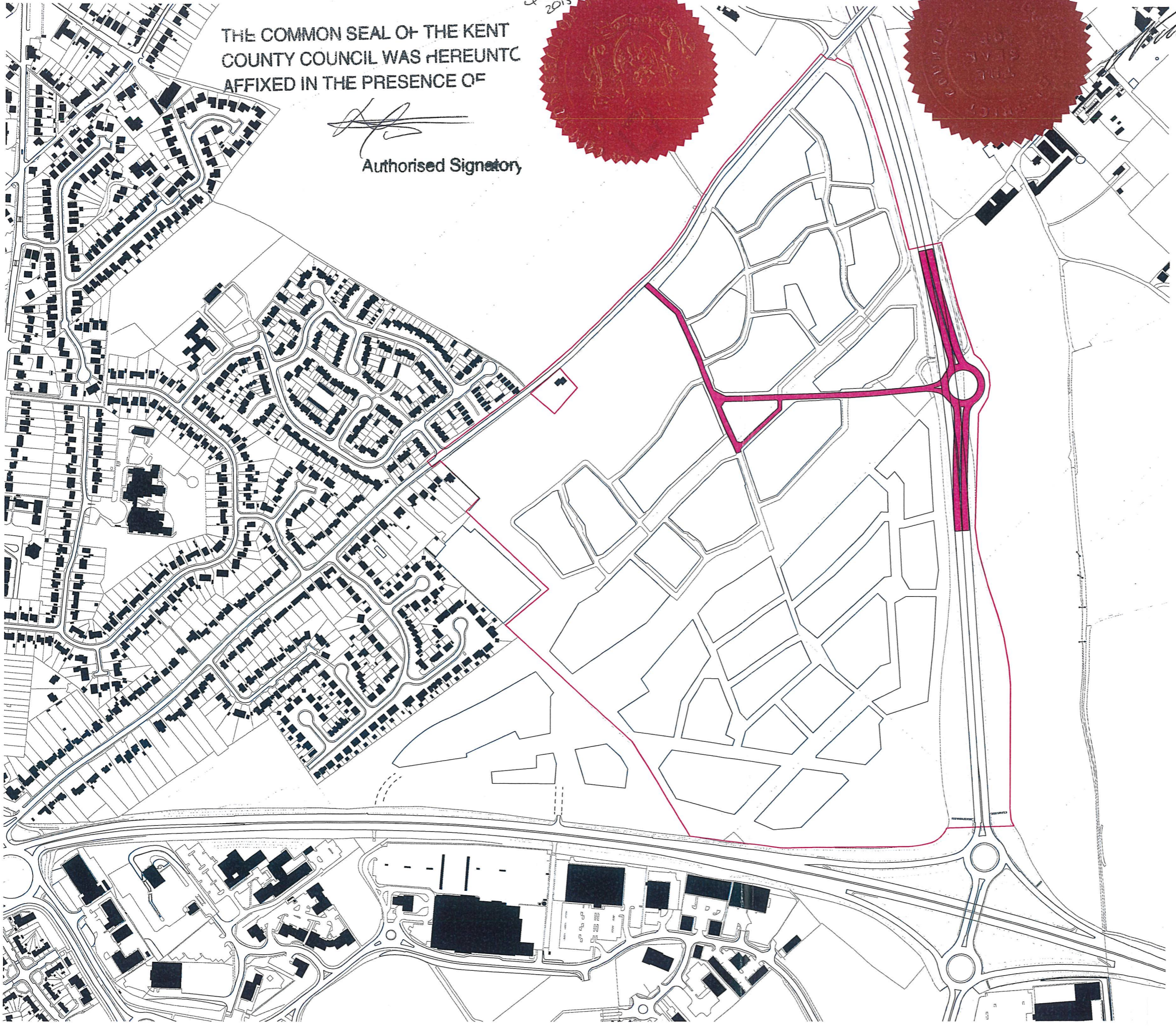
Scale

Adrian Adams

Rev.	Date	Description	Initials
A	17/10/14	Red line revised.	CH
Project Whitfield, Dover			
Title Spine Road Plan Plan 10			
Date 23.04.2014			
Scale 1:2500 @ A1			
Drawing No. 5704/SK73A			
Drawn by FC			

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0 200 400 600

- Existing & Retained Woods and Hedges
- Land Safeguarded for Agricultural Use
- Strategic Green Infrastructure
- Existing Residential Areas
- Existing Open Landscape
- SAC
- SUDS
- Allocation Area
- Future Neighbourhoods
- District Centre
- Local/Neighbourhood Centre
- Whitfield Extensions
- Proposed Primary School Locations
- Proposed Cemetery/Churchyard Locations
- Proposed Primary Roads
- Proposed Secondary Roads
- Proposed Tertiary Roads
- Land safeguarded for Dualling of the A2
- ★ Energy Centres
- ★ Local Energy Centre
- ★ Listed Buildings
- Supported Living Units
- Potential BRT, Footpath/Cycleway Link across the A2
- Traffic calming; detail & location to be agreed

B 22/03/2011 Minor updates 88
 A 04/02/2011 Hamlet areas adjusted 88
 Rev Date Description 88
 BB

Plans

Project	Whitfield
Title	Concept Master Plan
Date	21/10/2010
Scale	1:10,000 @ A3
Drawing No.	5432 SK 66 B
Drawn by	BB

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A2

A256

Whitfield

PLAN 11

A2 - New at grade roundabout

A256/Sandwich Road junction - Phased improvements

A2/Whitfield Roundabout junction - Phased improvements

Masterplan to accommodate future possible BRT, Cycleway, Footpath link across the A2. Position to be agreed.

A256 - New at grade roundabout

44402015



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Plans
A2 Seals

PLAN 12



- Future Residential Areas
- Open/Retained Green Areas
- Retained Hedges and Trees
- School

C 21/09/12 Ind Lam Up/level
B 21/09/12 School building
A 01/07/11 Mainplan/outline
Rev. Date Description

Project Whitfield

Title Indicative Masterplan - Phase 1

Date 27/10/2010
Scale 1:1250 @ A0
Drawing No 1498 005 C
Drawn by DS

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WINDSOR, WINDSOR, WINDSOR, WINDSOR, WINDSOR

15,631



SCHEDULE 1

The Owner's Title

1. The Owner holds freehold title of the Site which is registered at the Land Registry under title numbers K936495 and K936940

SCHEDULE 2

Draft Planning Permission

Philip Jeans Homes Ltd
Seymour House
Loddon
Norwich, Norfolk
NR14 6JD

Town and Country Planning Act 1990 (as amended)
Town & Country Planning (Development Management Procedure) (England) Order
2010

APPLICATION NUMBER DOV/10/01010

NOTIFICATION OF GRANT OF Outline Planning Permission

Proposal: Outline planning application for the construction of up to 1,400 units, comprising a mix of 2-5 bed units, 66 bed care home (Class C2) and supported living units, with vehicular access off the A256; provision of new 420 place 2FE Primary School including early years provision, energy centre and local centre comprising up to 250sqm of retail space (Class A1-A3) along with all associated access arrangements, car parking, infrastructure and landscaping, with all matters (except the means of access off the A256) reserved for future consideration. (Revised Proposals)

Location: Phase 1, Whitfield Urban Extension, (land south east of Archers Court Road), Whitfield, CT16

TAKE NOTICE that Dover District Council, the District Planning Authority under the Town and Country Planning Act, **HAS GRANTED** Outline Planning Permission for the proposal in accordance with the application

SUBJECT TO SUCH CONDITIONS AS ARE SPECIFIED hereunder together with the reasons for their imposition:-

Definitions:

NPPF means the National Planning Policy Framework, March 2012

CS means Dover District Local Development Framework Core Strategy, February 2010

SPD means the adopted WUE Supplementary Planning Document, April 2011

WUE means the Whitfield Urban Expansion

APPROVED DRAWINGS AND DETAILS

- 1 The documents contained in and referred to in the attached schedule as "Agreed Documents" are the approved documents. Development shall be carried out in accordance with the approved documents unless otherwise agreed in writing.

Reason: In the interest of good planning to ensure comprehensive and cohesive form of development and to make a timely contribution to the WUE and to ensure a comprehensive approach to the design character and quality of the development

- 2 No development shall take place on a phase or sub-phase other than the new A256 Roundabout ("256 Roundabout") to provide access into the Site and that part of the Spine Road between the A256 roundabout and the triangle ("the Primary Street") until a phasing plan has been submitted to and approved by the Local Planning Authority. The development is to be carried out in accordance with such phasing plan or such alternative phasing plan as may be submitted and approved by the Local Planning Authority

Reason: In the interest of good planning and comprehensive submission and approval of phase and sub-phase details

RESERVED MATTERS

- 3 No development shall take place on a phase or sub-phase other than the "256 Roundabout" and the "the Primary Street" until details of the layout, scale, appearance (including existing and finished ground levels and thresholds and finished internal floor levels) access to the phase or sub-phase including surface finishes, parking provision, service and delivery arrangements, roads footpaths and cycleway provision and landscaping (including existing and finished ground levels of outdoor areas), hereafter referred to as "the reserved matters", have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details

Reason: As no such details have been submitted

- 4 Application for the approval of the first reserved matters for a phase or sub phase shall be made to the Local Planning Authority not later than 3 years from the date of this permission and application for the approval of the last of the reserved matters shall be made within 10 years of the date of this permission.

Reason: In pursuance of Section 92 of the Town and Country Planning Act 1990 and to enable the matters to be considered in light of any material change in planning circumstances.

- 5 The development hereby permitted other than the "256 Roundabout" and the "the Primary Street" shall be begun within 2 years from the date of the approval of the last

reserved matters application.

Reason: In pursuance of Section 92 of the Town and Country Planning Act 1990 as amended, to ensure that the development is carried out while the circumstances which gave rise to that need still apply and enable the matter to be considered in the light of any material change in planning circumstances.

- 6 No development hereby permitted other than the "256 Roundabout" and the "the Primary Street" shall take place on a phase or sub-phase of the development until details of the following, which shall comply with the requirements of the SPD, have been submitted to and approved by the Local Planning Authority:
- i) A Masterplan for the phase 1 development area, which reflect the aims and aspirations of the adopted SPD and other informing guidance, and
 - ii) A Phasing and Infrastructure Delivery Strategy, for the phase 1 development area identifying a timetable for delivery of development and associated infrastructure to be provided within each phase or sub-phase to be brought forward including:
 - a schedule and programme of works and operations to be carried out for the provision of the development and infrastructure;
 - timing for delivery of housing development and infrastructure;
 - public transport infrastructure strategy and routing including any interim arrangements;
 - retail facilities;
 - highways works, including any links to the wider WUE;
 - public footpath network provision, enhancements and improvements;
 - utilities;
 - the provision of any other key infrastructure in accordance with the adopted SPD; and
 - mechanisms for monitoring the implementation and delivery of the development, infrastructure and facilities.
 -

And prior to development taking place on a phase or sub-phase:

- iii) A detailed Design & Access Statement, to include a Design Code, for that phase or sub-phase, identifying the principles for the following:
 - the hierarchy of streets and spaces;
 - density, building heights, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plots, landmarks, vistas and any adjacent built form;
 - hard and soft landscaping including the inclusion of important trees and

hedgerows;

- how adjacent phases and sub-phases will relate and respond to each other and where appropriate take into account the setting and character of Church Whitfield and listed buildings;
- boundary treatment proposals, whether to public realm, countryside or neighbouring development areas, phases or sub-phases;
- Design of all the public realm and GI areas, including layout and design of squares, skate park, any childrens play space and SAC mitigation land, and including sustainable urban drainage;
- Structures and street furniture (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
- colour, quality and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;
- Sustainable design and construction, in order to achieve a minimum Code for Sustainable Homes Level and Building Research Establishment Environmental Assessment Method (BREEAM) in force at the time of construction;
- Measures which show how energy efficiency is being addressed to reflect policy and climate change;
- Conservation of any biodiversity interests together with those living organisms and types of habitat that are considered to be of principle importance for bio-diversity conservation;
- Alignment, width, and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;
- on-street and off-street residential and commercial vehicular parking and/or loading areas;
- Cycle parking and storage;
- Refuse storage arrangements;
- Integration of strategic utility requirements, landscaping and highway design;
- The installation of electric charging infrastructure;
- The Design Code element of the Design & Access Statement shall be prepared in consultation with the Local Planning Authority.

of iv) An Accommodation Schedule for that phase or sub-phase, including details

- housing type and mix;
- any affordable housing and their timed provision;

- any other accommodation such as retail and schools;
 - justification if there is any departure from the Development Plan
- v) A Topographical survey of the site area in respect of that phase or sub-phase.
- vii) The location of any sales marketing accommodation, associated vehicle parking and servicing areas and other associated development, such as means of enclosure, hard surfacing, signage and related paraphernalia required in connection with the marketing of that phase. Submitted details shall include a schedule and timetable for the provision of sales marketing related development and shall include measures and details for the remediation of the use and appearance of the sales marketing and parking and service areas once the need for it has ceased.
- vi) A heritage strategy, where appropriate, to address the impact of the phase or sub-phase on the historic setting of Church Whitfield and listed buildings.

Development shall be carried out in accordance with the approved details, programmes and timetables.

Reason: To ensure comprehensive and cohesive form of development which will ensure timely contribution of development and infrastructure to the WUE and to ensure a comprehensive approach to the design character and quality of the development, in accordance with the parameters identified in the WUE SPD.

HOUSING

Quantity of housing

- 7 Notwithstanding the description of the proposal set out above, no more than 1250 dwellings shall be constructed on the phase 1 application site.

Reason: The application site was reduced post submission and was assessed as only being capable of acceptably accommodating 1250 dwellings

Permitted development rights

- 8 Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification), no means of enclosure shall be erected to gardens and other amenity areas, semi-private or public area, fronting a highway other than any expressly authorised by the approval of reserved matters.

Reason: In the interests of visual amenity

RETAIL UNITS

- 9 The overall development shall provide no more than 250sqm floor space falling within Use Classes A1, A2 and A3 (cumulatively) of the Town & Country Planning Use Classes Order 2005 (as amended). Such uses shall be located within the

Neighbourhood Centres identified by the agreed Masterplan for the site and shall be provided in accordance with the agreed Phasing Strategy for the development. The retail units shall not be used for any other purpose than retail use under the Use Classes Order

Reason: In the interest of achieving a sustainable development and meeting the needs of the future community, whilst protecting the viability and vitality of the existing local centres and to ensure suitable local shopping and service provision is made to serve the locality in accordance with the SPD.

TRANSPORT

Highway improvement to Whitfield roundabout

- 10 No more than 801 of the dwellings constructed within the Whitfield Phase 1 and 1A development shall be occupied unless and until the works to the A2 Whitfield Roundabout, substantially to the same effect as the works shown on drawings 11560088/SK/010 Revision E, 0088-GA-09 Rev B and 0088-GA-05 Rev B (or such other schemes of works to the same general effect, which have first been approved in writing by the Local Planning Authority in consultation with the Secretary of State for Transport, and the Kent County Council Highway Authority) have been practically completed in accordance with the approved details and opened to traffic.

Reason: To minimise the impact of operational traffic and the Strategic Road Network in highway safety and capacity terms.

Travel Plan

- 11 The development hereby permitted shall not be occupied or brought into use until a full Travel Plan that accords with the WSP Framework Travel Plan dated June 2011 (titled Whitfield Urban Expansion - Phase 1/1a) has been submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highways Agency and Kent County Council). The detailed Travel Plan shall include a timetable for the implementation of measures contained within the agreed Travel Plan. The travel plan shall be operated in accordance with the approved details and timetable.

Reason: To ensure that the transport impact of the development on the Strategic Road Network is minimised by promoting and encouraging sustainable level.

Construction Traffic Management Plan

- 12 No development other than the "256 Roundabout" and "the Primary Street" shall take place on a phase or sub-phase of the development until a Code of Construction Practice (CoCP) has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase, including site clearance. Construction is to be

carried out in accordance with the approved CoCP or such alternative CoCP as may be submitted and approved by the Local Planning Authority.

Reason: To ensure proper management of construction to protect the amenities and environment of residents and other sensitive receptors

- 13 No development shall take place on a phase or a sub phase until a construction traffic Management Plan, has been submitted to and agreed in writing by the Local Planning Authority in consultation with the Highways Agency and Kent County Council) for that phase or sub-phase, including site clearance. The CTMP shall incorporate mechanisms to control and manage construction traffic and address any wear and tear to the highway, routes for all construction traffic, details of all construction traffic routing to, from and within the site, including loading/unloading, turning and parking facilities and routes (on site) of personnel involved in carrying out the works. . The CTMP shall specify that all construction and construction related traffic shall enter and leave the development site from the new at grade roundabout on the A256 only. No construction traffic shall egress or enter the site from any other point on the highway network unless first agreed in writing by the Local Planning Authority. Construction management of the development shall at all times be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason: To ensure that construction of the development hereby permitted does not impact detrimentally on the safe and efficient operation of the Strategic Road Network.

A256 Roundabout and Primary Street

- 14 No development shall take place on any phase or sub-phase (including any preparatory work such as site clearance) until full details regarding the A256 Roundabout and Primary Street have been submitted to and approved in writing by the Local Planning Authority in consultation with Kent County Council Highway Authority. Details shall include:
- specifications of the design, method of construction; including gradients, surface levels, earth work, kerbs gradients, cycle lanes, crossing points, barriers, traffic control measures, lighting, sight lines, treatment of the roundabout island and landscaping, together with a programme for implementation, of the proposed at-grade roundabout junction at the intersection of the A256 and the new internal primary street to Archers Court Road, which shall be in accordance with the approved drawings and details;
 - Code of Construction Practice (CoCP)
 - Construction Traffic Management Plan;
 - Measures to prevent the discharge of surface water onto the highway for the A.256 Roundabout and Primary Street development area;
 - An up to date habitat survey within the A256 Roundabout and Primary Street development area. The results of the assessment shall include details of any proposed mitigation measures which shall be in full cognisance of the accompanying Environmental Statement

- A management plan and monitoring programme for all habitats and species affected by the development for the A256 Roundabout and Primary Street that, including details of dates of implementation for provision of their monitoring and details of ongoing management
- An up to date bat survey of trees and hedgerows within the A256 Roundabout and Primary Street development area and where appropriate details of habitat mitigation measures
- An up to date badger survey within the A256 Roundabout and Primary Street development area and the adjacent phases or sub-phases and where appropriate details of mitigation measures
- An up to date, full reptile survey and comprehensive mitigation strategy for the A256 Roundabout and Primary Street development area. The mitigation strategy shall include details of:
 - The destructive search and translocation;
 - Refugia, and timing of its provision;
 - Identification of a receptor site;
 - Habitat enhancement works;
 - The location and design of reptile exclusion fencing,
 - Reptile capture/ and or trapping; and
 - A Timetable for the provision of the refugia and implementation of the long term management strategy including monitoring of the receptor site (which shall be for a minimum of 5 years after translocation) and dates for the implementation of the development of the A256 Roundabout and Primary Street.
- The approved mitigation strategy shall be fully implemented in accordance with the approved details and in accordance with the approved timetable and thereafter maintained in accordance with the approved mitigation strategy
- Survey work shall be undertaken to establish whether the A256 Roundabout Primary Street development area includes trees or hedgerows with nesting birds. Should surveys indicate the presence of nesting birds, details of mitigation measures (including a programme for the implementation of such measures) to avoid impact upon them shall be submitted to and approved in writing by the Local Planning Authority.

Works shall be implemented in accordance with the agreed details, specifications programme and mitigation measures

Reason: In the interests of highway safety, to avoid the need for construction vehicles to access the site from other branches of the existing local highway network, to ensure habitats and species affected by the development are safeguarded, to ensure proper management of construction to protect the amenities and environment of

residents and other sensitive receptors

Archers Court Road Junction

- 15 No development shall take place until full details and specifications of the design and method of construction, including gradients, surface levels, earth work, kerbs, gradients, cycle lanes, crossing points, traffic control measures (including where appropriate the use of "bus-gates"), lighting, and landscaping together with a programme for implementation of the proposed junction arrangement for the new internal primary street and Archers Court Road, have been submitted to and approved in writing by the Local Planning Authority. Works shall be implemented in accordance with the agreed details, specifications and programme.

Reason: In the interests of sustainable development and to ensure connectivity and permeability with the existing village and future phases of the WUE development area.

Access arrangements, Internal layout and Construction of roads

- 16 No development other than the "256 Roundabout" and the "the Primary Street" shall take place on a phase or sub-phase of the development until full details and specifications of the design and method of construction of all accesses, internal roads, cycleways and pedestrian routes within that phase or sub-phase, including sight lines, gradients, cross-sections, surface levels, associated earth work, kerbs, verges, junctions, sewers, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, cycle lanes, pedestrian crossing points, traffic control measures, lighting, the method of surface water disposal, final surface finish and landscaping which shall also include details for provision of footways and cycle route provision and enhancements and improvements to existing footpath links between the phase 1 and phase 1A development areas, in accordance with the agreed strategy, has been submitted to and agreed in writing by the Local Planning Authority, in consultation with KCC Highways. Roads and routes shall provide for suitable and safe access for children, prams, pushchairs and mobility scooters and where appropriate cycles on shared route facilities. Works shall be carried out in accordance with the agreed details, specifications and programme. Design and details of all internal roads shall be in accordance with the agreed Masterplan, Design Code and Transport & Parking Strategy).

Reason: To ensure suitable highways and access arrangements are achieved, to ensure connectivity with future phases and the village centre and in the interests of visual and residential amenity and highway safety.

- 17 Footways and/or footpaths and carriageways/cycle routes and turning areas beyond the curtilage of any dwelling or building which they would serve shall be completed, with the exception of the wearing course (final finished surface) but including a turning facility together with related
- i) Highways drainage, including off site works;
 - ii) Junction visibility splays and
 - iii) Street lighting, street nameplates and highway structures, if any

to the satisfaction of the Highway Authority prior to first occupation of any dwelling or building which the would serve.

Reason: In the interests of highway safety and convenience.

- 18 Final finished surfacing to footways and/or footpaths, carriageways, cycleways and pedestrian routes within a phase or sub-phase shall be completed in accordance with the approved details within 3 months of substantial completion of the final residential or commercial unit within the phase or sub-phase, which those roads and routes serve, unless such footways and/or footpaths, carriageways, cycleways and pedestrian routes will be used by construction traffic in relation to the construction of an additional phase or sub phase of the development in which case final finished surfacing to footways and/or footpaths, carriageways, cycleways and pedestrian routes within the aforementioned phase or sub-phase shall be completed in accordance with the approved details within 3 months of substantial completion of the final residential or commercial unit within the later phase or sub-phase, for which those roads and routes were used by construction traffic .

Reason: To ensure suitable highway and access arrangements are achieved and in the interests of visual and residential amenity.

19 **Parking**

The reserved matters applications submitted in respect of each phase or sub-phase shall include a detailed vehicle parking scheme for that phase or sub-phase (for cars, cycles, motorcycles, large vans, mobility impaired users and service vehicles), including a timetable for implementation. The parking scheme must be in accordance with current parking standards as per Policy DM13 of the Adopted Core Strategy 2010, and the requirements of any agreed Travel Plan.

Reason: In order to minimise the use of the private car and promote the use of more sustainable modes of transport.

- 20 Vehicle parking space, turning and manoeuvring areas, and bicycle parking spaces shall be provided, in accordance with the approved details prior to the first occupation of the dwelling or use which it would serve. The vehicle parking spaces, turning and manoeuvring areas and bicycle spaces shall be used solely for the benefit of the occupants or use of the development which they serve and their visitors and for no other purpose and shall be permanently retained as such.

Reason: In order to ensure that adequate parking is provided and maintained and in the interests of road safety and sustainability.

- 21 No development other than the "256 Roundabout" and the "the Primary Street" shall take place on a phase or sub-phase of the development until details of vehicular and pedestrian sight lines at the junctions of the proposed roads, junctions of private driveways and courtyards with any highway have been submitted to and approved in writing by the Local Planning Authority, in consultation with KCC Highways. Development shall be carried out in accordance with the approved details prior to the first use of the road, and thereafter shall be so maintained; no structure, tree or plant located within the approved sight lines shall exceed 1.05m in height. between drivers eye height of 1.05m – 2m to an object height of up to 600mm

Reason: In the interests of highway safety.

- 22 Vehicle parking areas shall be of a bound material for the first 5m of the access from the back edge of the adjacent highway

Reason: In the interests of highway safety

- 23 Gates to open away from the highway and to be set back a minimum of 6m (for car access) or 10m (for lorry access) from the back edge of the highway on the spine road. No other part of the development to open outwards over, encroach upon or overhang the public highway

Reason: In the interests of highway safety and to maintain the free flow of traffic on the major road network

- 24 Gradient of any private access to be no steeper than 1 in 10 for the first 1.5metres from the highway boundary and no steeper than 1 in 8 thereafter

Reason: To prevent vehicles from grounding and to ensure continual practical use

- 25 No development shall take place on any part of the development, or any phase or sub-phase until details of measures to prevent the discharge of surface water onto the highway have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety

- 26 Prior to the commencement of development, other than the "256 Roundabout" and the "the Primary Street", of a phase or sub-phase, details of the extension to the existing public transport network (bus service) that would service that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority, in consultation with KCC Highways and the relevant bus service operator. Details shall accord with the agreed Transport and Parking Strategy and include the route of the extended service, and any phasing of routing, and show how the public transport extension would connect the phase 1 development with, the new village centre (DOV/10/1011) and Dover Town Centre and any adjacent development areas within the WUE. Details shall also include the location of bus stops, and related street

furniture, the frequency and destination of services, together with a programme and timetable for the implementation of the extended services. Works shall be implemented in accordance with the agreed details, specifications, timetable and programme.

Reason: To ensure a sustainable bus transport network is established that will serve existing and new residents of Whitfield village

PUBLIC REALM

- 27 No development other than the new A256 Roundabout and the Primary Street Shall take place on any phase or sub-phase until full details of all hard and soft landscape works and a programme for their implementation to be carried out within that phase or sub-phase, have been submitted to and approved in writing by the Local Planning Authority. Details shall be in accordance with the agreed Green Infrastructure Strategy for the overall development area, Design and Access Statement and Design Code and shall include details of timing for and provision of open space, green corridors and green spaces, bunding, nature conservation areas and principle footpath and cycleway networks, finished levels of contours, means of enclosure to be used in public realm and semi-private areas and courtyard areas, car parking layouts, other vehicle and pedestrian access and circulation areas; junction improvements, hard surface finishes, minor artefacts and structures, street lighting and public realm illumination or lighting, including mitigation measures to prevent night sky and amenity harm, safety and security lighting, flood lighting and CCTV cameras and their locations. Works shall be carried out in accordance with the approved details and implementation programme.

Reason: In the interests of enhancing the quality and enjoyment of the environment and maintaining and enhancing biodiversity corridors and Green Infrastructure corridors.

- 28 Soft landscape works shall include tree belt planting plans, written specification, including cultivation and other operations associated with plant and grass establishment, schedule of plants noting species, plant sizes and proposed numbers/densities.

Reason: In the interests of enhancing the quality and enjoyment of the environment and maintaining and enhancing biodiversity corridors and green infrastructure networks.

Trees and Hedgerows

- 29 No development other than the new A256 Roundabout and the Primary Street of any phase or sub-phase shall take place until a survey of all trees (with a stem diameter of 100mm or greater) and the location, mix and spread of any hedgerow, which are to be removed, and/or retained within that phase, as well as measures where appropriate, for tree and root protection and hedgerow protection and for buffer areas/strips that are to be provided and/or retained within that phase or sub-phase of the development area during and after the construction of the development and an implementation programme for provision or protection measures has been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard existing tree and hedgerows in the interests of maintaining enhanced environment and to protect biodiversity corridors and green infrastructure networks.

- 30 No materials, plant, machinery, compounds or other structures, shall be temporarily or permanently stored or placed within the identified protected or buffer areas

Reason: In the interests of enhancing the quality and enjoyment of the environment and maintaining and enhancing biodiversity corridors and green infrastructure networks.

- 31 No retained tree or hedgerow within the application site shall be lopped, topped or felled, uprooted, destroyed (including severance of roots) or wilfully damaged without the prior written approval of the Local Planning Authority. Any part of any existing or retained tree/hedgerow that is uprooted, dies or becomes diseased or is removed, other than those for which the Local Planning Authority has given its approval, shall be replaced before the end of the existing or following planting season, whichever is the sooner, following its loss, with a replacement, details of which shall first have been submitted to and approved in writing by the Local Planning Authority. Any replacement tree/hedgerow shall thereafter be permanently retained, as such. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order in place at the time – or any Order revoking and/or re-enacting that Order, no fence or other means of enclosure shall be erected within or closer to any existing tree or hedgerow other than as shown on the approved plans. Development shall only be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of enhancing the quality and enjoyment of the environment and maintaining and enhancing biodiversity corridors and green infrastructure networks.

- 32 No development other than the new A256 Roundabout and the Primary Street shall take place on a phase or sub-phase until a tree constraints plan, a detailed Arboricultural Implications Assessment and calculations of Root Protection Areas for that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority for that phase. These shall inform the design of earthworks, berms and foundations, and should refer to the requirements of BS5837:2005 'Trees in Relation to Construction – Recommendations'. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. No excavations within the root protection area of any existing retained tree shall be carried out unless first agreed in writing with the Local Planning Authority and any such approved work shall be carried out manually, using only handheld tools unless otherwise first agreed in writing with the Local Planning Authority. Any roots exposed during such works shall be protected in accordance with the measures given in BS5837:2012.

Reason: To ensure adequate protection is given to retained trees.

- 33 If within a period of five years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority, seriously damaged or defective) another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation

Reason: To ensure that adequate provision is made for the planting of trees and shrubs and in the interests of maintaining and enhancing the quality and enjoyment of the environment

Playspace

- 34 No development other than the new A256 Roundabout and the Primary Street hereby permitted shall take place until full details for the provision of 0.27 ha of childrens playspace and an implementation programme, which shall be in accordance with the approved playspace strategy and Phasing Programme has been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved Strategy and implementation programme. Details shall include:
- A layout plan at 1:200 scale showing the siting and design of play equipment, refuse bins, picnic tables and seating;
 - Design, location and materials for any means of enclosure and gates;
 - Details of surface materials;
 - Details of any lighting proposed include siting, design and lux levels; and
 - Existing and proposed landscaping, levels, topography, bunding and contours.

The play space shall be managed and maintained in accordance with the approved Public Realm Management and Maintenance Strategy.

Reason: To ensure proper play space provision is made for the development and in accordance with the WUE SPD.

Outdoor recreation Facilities

- 35 No development other than the new A256 Roundabout and the Primary Street within any phase or sub-phase shall take place until full details of all works for outdoor recreation facilities and their provision and an implementation programme and timetable, which shall be in accordance with the approved Sports and Recreation Strategy, has been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details and implementation timetable. The outdoor recreation facilities shall be managed and maintained in accordance with the approved Public Realm Management and