

Application No: 20/2211M

Location: Land North of, STATION ROAD, HANDFORTH

Proposal: Outline application for proposed Park and Ride facility, including associated infrastructure

Applicant: Engine of the North

Expiry Date: 09-Sep-2020

SUMMARY

This outline application to provide a park and ride facility for Handforth, is considered to be acceptable in principle, fully supported by strategic policies in the Local Plan, and in policies in the Handforth neighbourhood Plan.

The proposal would provide additional parking for Handforth, as well as providing dedicated parking for residents of the Garden Village, together with a bus turning circle and additional facility including cycle parking.

There are no objections from Highways, who are supportive of the proposals, and associated traffic measures over the railway bridge to improve pedestrian access.

Whilst some trees are proposed to be removed, their loss is not considered to be significant, and can be adequately mitigated by outline proposals for extensive landscaping around the site, which would include improved boundary treatment.

There are no objections on the grounds of amenity, and matters of ecology, flood risk and air quality can be addressed by condition.

The application is therefore recommended for approval subject to conditions.

SITE DESCRIPTION

This application relates to a 1.1 hectare site off Station Road/Old road on the eastern side of Handforth, close to the train station. The site consists of an area of grassland and hardstanding (consisting of an existing access road and parking) associated with a youth club/day nursery, and an area of rough grassland to the rear of St Benedict's RC Church. The access road which comes off Old Road serves the youth club/day nursery and at the end a Scout Hut.

The site borders Old Road/Station Road to the south west, St Benedict's Church and houses off Hereford Drive to the south, an area of woodland and additional areas of grassland/hardstanding

associated with the youth club/day nursery to the east and north, and finally an electricity sub station to the west. There is a mix of land uses in the area.

The land is essentially flat with several trees on the boundaries, especially to the Old Road/Station Road frontage.

PROPOSAL

This outline application seeks approval of means of access only, for a park and ride facility for Handforth. In addition to retaining the access off Old Road, the proposal is to create a new access off Station Road. An illustrative layout has been submitted with the application indicating that 101 additional parking spaces would be created, adding to the existing 14 spaces, providing a total of 115 spaces. The access still provides access to the youth club/day nursery and Scout Hut and some of their parking areas are not affected by the proposals. A number of trees would be removed to create the access.

In addition to the works required to create the car park and bus turning area the application also proposes the potential widening of the carriageway over the rail line on Station Road.

An outline car park management plan has more recently been submitted in connection with the application. This sets out how the spaces could be allocated and controlled, including the option for a charging regime. A detailed scheme would be submitted at any Reserved Matters stage.

The Design and Access Statement (D & A) highlights that the primary purpose of the facility is to provide:

“a transport facility close to the railway station which will be used as an interchange between buses arriving from and departing to the proposed Garden Village at Handforth and scheduled railway services at the station.

In addition, the proposed scheme will provide much needed car parking, close to the station to ensure the development of the Garden Village does not exacerbate the parking congestion in and around the village centre currently. “

The D & A sets out the following main elements of the scheme:

- A bus turning circle and shelter
- 50 parking spaces required by the Garden Village
- An additional 65 parking spaces for users of the station and village shops (funding of which is still to be determined)
- 10 parking spaces suitable for disabled users
- Secure locker parking for 36 bicycles
- 8 motorbike parking bays
- Wayfinding between the railway station, village centre and transport hub
- New pedestrian crossing points and resurfacing of footways
- Associated landscaping

RELEVANT PLANNING HISTORY

There is no planning history on this site.

POLICIES

Cheshire East Local Plan Strategy – 2010-2030

SD 1	Sustainable Development in Cheshire East
SD 2	Sustainable Development Principles
IN 1	Infrastructure
SE 1	Design
SE 3	Biodiversity and Geodiversity
SE 4	The Landscape
SE 5	Trees, Hedgerows and woodland
SE13	Flood Risk and Water Management
CO 1	Sustainable Travel and Transport

Macclesfield Local Plan (Saved policies)

NE11 Nature Conservation
DC3 Design – Amenity
DC6 Design - Circulation & Access
DC8 Design – Landscaping
DC9 Design – Tree protection
DC13 Design – Noise

Handforth Neighbourhood Plan

The Handforth Neighbourhood Plan referendum was held on the 12 July 2018. The plan was made on the 10 August 2018.

Relevant here are:

Policy H5 Protecting Existing Community Facilities and Supporting Investment in New Facilities
Policy H9 Trees and Hedgerows
Policy H11 Encouraging High Quality Design
Policy H12 Surface water management
Policy H16 Congestion and Highway Safety
Policy H17 Public Car Parking – “The retention of existing and provision of additional short stay parking spaces in the village centre will be encouraged to support local businesses and their customers. Developments which provide additional public car parking facilities close to Handforth station will be supported as will proposals to provide secure parking for bicycles. The development of a car park on the field east of the Youth Centre will be supported.....”
Policy H18 Promoting sustainable transport
Policy H20 Supporting Investment in Infrastructure

Other Material Considerations

The National Planning Policy Framework

The EC Habitats Directive 1992

Conservation of Habitats & Species Regulations 2010

Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System

National Planning Practice Guidance

CONSULTATIONS (External to Planning)

Cadent Gas – Make general comments regarding the safeguarding of their operational gas apparatus

Cheshire Constabulary – They raise no objections to the application, but do recommend the applicant discuss the detailed scheme with the Constabulary from a designing out crime perspective, and seek accreditation for Secure by Design and the Park Mark Award.

Environmental Protection – Raise no objections, but recommend a number of conditions/informatives including:

- Approval of external lighting
- Construction works: days / hours of operation
- Site specific dust management plan (DMP)
- Electric vehicle infrastructure

Lead Local Flood Authority (LLFA) – No objections subject to a condition as discussed below.

Head of Strategic Transport – No objections subject to conditions

Handforth Parish Council – No objection to the application in principle, however the Parish Council strongly object to the singling of the carriageway over Station Road. The report from CE Highways officers indicates that this junction is already at or near capacity. The Parish Council support the submission made by the Handforth neighbourhood plan steering group.

OTHER REPRESENTATIONS

A number of comments have been received, some in support, some against and others raising specific issues associated with the development. Comments can be summarised as follows:

Support:

- Will help sustain the local shopping centre by providing additional parking
- Sustainable benefits of encouraging train, bus and cycle use.
- Good use of underused land

Against:

- Loss of green space
- Will attract more traffic to an already congested area with busy junctions
- Increase in noise and air pollution

Issues:

- Concerns about narrowing the carriageway over the railway bridge
- Concerns about anti-social behaviour – need for good boundary treatment/CCTV
- RC Church concerned about people parking in their car park
- Scouts concerned about safeguarding – need for secure fencing
- Bicycle lockers needed and good location for re-cycling facilities
- Car park management needed. If pay and display needs to co-ordinate with other car parks in Handforth.
- Height restrictions needed
- Only proposed as part of Garden Village plans which are unacceptable.

Full comments can be seen on the application file at:
<http://planning.cheshireeast.gov.uk/applicationdetails.aspx?pr=20/2211M>

OFFICER APPRAISAL

Principal of Development

Whilst there is no specific allocation in the Local Plan, the proposals are supported by a number of local plan policies including in particular SD1, SD2, IN1 & CO1.

Policy SD1 Sustainable Development in Cheshire East has a number of criteria this proposal contributes towards including in particular “the creation of sustainable communities”, “Provide appropriate infrastructure to meet the needs of the local community” and “Ensure that development is accessible by public transport, walking and cycling”.

Policy SD2 Sustainable Development Principles “1. i. Provide or contribute towards identified infrastructure, services or facilities. Such infrastructure should precede the delivery of other forms of development, wherever possible;” 2. . ii. Provide access to a range of forms of public transport, open space and key services and amenities; and iii. Incorporate measures to encourage travel by sustainable modes of transport such as walking, cycling and public transport.”

Policy IN1 Infrastructure: “2. The council will also require new and improved social and community facilities, utilities infrastructure and other infrastructure to be provided in a timely manner to meet the needs of new development as they arise so as to make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.”

Policy CO1 Sustainable Travel and Transport: “1. Reduce the need to travel”; “2. Improve pedestrian facilities”; “3. Improve cyclist facilities”; “4. Improve public transport integration”.

In addition the application is supported by a number of policies in the Handforth Neighbourhood Plan as listed above, and particular reference is made to the site in policy H17.

Highways

Handforth railway station lacks a dedicated car park with rail users and persons having business at the station having to utilise existing car parks in the village centre which are already well utilised.

The scheme is intended to provide convenient car parking at the rail station for residents of the Garden Village at Handforth (GVH - a mixed use scheme consisting of around 1500 houses: planning app. No. 19/0623M) as well as existing rail passengers that currently park in the town centre. It may also attract new passengers to Handforth that currently use different stations or modes of travel.

The Park & Ride (P&R) scheme is part of a package of transport measures that are intended to improve transport facilities to serve the Garden Village Handforth (GVH) development, existing residents and visitors to the area. These measures are the provision of convenient car parking, bus interchange facilities and walking and cycling improvements.

Layout design

The design includes 115 car park spaces in two separate areas of parking, including 10 disabled spaces. Eight parking spaces have also been provided for motorcycles along with 36 secure bicycle parking lockers. A draft car parking strategy has been submitted to show how future Garden Village residents could have preferential access to parking provision, as well as providing parking for other residents. However submission of a suitable management scheme should be subject to condition.

A new bus stop is proposed within the design of the P&R site that will allow the proposed bus service from the GVH to drop off and pick up passengers from the site so they can interchange with rail services towards Stockport and Manchester or Crewe.

Swept path analysis has been undertaken at the proposed P&R site illustrating that a standard 12m long bus can enter and exit the site in forward gear without conflicting with other vehicles on the internal access loop.

Operationally the proposed scheme comprises a new one-way loop, with associated widening works at the existing Old Road / Station Road junction to accommodate bus manoeuvres. The layout introduces a one-way system that uses the alignment of Old Road, the Youth Centre access road and a new link that returns to Station Road. There is a central 'island' that contains landscaping, trees and footways. The car parks are accessed off this road and the bus stop is adjacent to the exit.

Vehicles that currently access the end of Old Road and the Youth Centre will be diverted through the site via a new one-way system. It is envisaged that the proposed access road and footways will be adopted as public highway.

A new pedestrian crossing is proposed on Station Road, most likely in the form of a Zebra crossing, enabling pedestrians to cross Station Road when accessing the station from the Park and Ride facility. Various pedestrian crossings and footways are proposed within the site along the pedestrian desire lines.

Transport Assessment

- Sustainable access (walking & cycling/public transport)

The bus stop referred to above will be situated along a new section of carriageway south of the proposed access to the new east car park. There will be sufficient carriageway space for a car to pass a waiting bus along this section.

Crossing points will be provided within the P&R site to facilitate safe access for pedestrians and cyclists to and from the station. A pedestrian crossing, likely to be in the form of a Zebra crossing, will be provided across Station Road to the south east of the proposed access junction. Furthermore, a crossing facility will be provided across the mouth of the egress onto Station Road in front of the proposed bus stop. An additional uncontrolled crossing with tactile paving will also be provided along the existing Youth Centre link, adjacent and at right angles to Old Road.

A formal crossing point at the entrance to the Park and Ride is not proposed because of the footway limitations on the south west corner of Old Road. Furthermore, the railway bridge on Station Road would also hinder the provision of an additional crossing in the vicinity of the station forecourt. Pedestrians and cyclists will therefore cross Station Road using the proposed Zebra crossing to the south east of the P&R site before using the existing footway provided along the southern side of Station Road to access the railway station. Both footways in the vicinity of the station will be widened by the introduction of shuttle working for vehicle traffic crossing the rail bridge controlled by traffic signals.

- Network Capacity (including trip rates/distribution/junction modelling)

Junction capacity analysis has been undertaken on the proposed P & R access junction and the adjacent signal junction at Station Road / Wilmslow Road at a base year (2019) and future year (2024).

To inform the capacity assessments assumptions regarding the traffic generation from the P & R facility have been made, including buses and drop-off vehicles as well as vehicles accessing the car park. The number of trips to the car park assumes that 60% of the 114 parking spaces will become occupied during the highway peak hour (8am-9am), with the remaining 40% being occupied in the previous hour.

It is anticipated that the proposed P&R site, coupled with the existing land uses accessed from Old Road, will generate 185 two-way trips during the AM peak and 135 two-way trips during the PM peak hour in 2024. In addition predicted future background traffic growth was added to the 2024 test informed by the DfT TEMPRO growth model.

- P & R site access junction

A junction capacity assessment was undertaken at the proposed P&R site access junction between the B5358 Station Road and Old Road using the PICADY (Junctions 9) modelling programme. Six scenarios were modelled as part of the assessment process:

1. AM 2019 Baseline
2. PM 2019 Baseline
3. AM 2024 Background Growth without P&R Site
4. PM 2024 Background Growth without P&R Site
5. AM 2024 Background Growth with P&R Site
6. PM 2024 Background Growth with P&R Site

The baseline capacity results highlighted that the junction was currently operating well within capacity during both highway peak hours (AM & PM).

The future year (2024) traffic modelling assessments (scenarios 3 to 6), demonstrate that the simple priority junction arrangement is predicted to operate well within capacity during both highway peak hours even with the additional of the P & R site traffic.

- B5358 Station Road / B5358 Wilmslow Road / Bulkeley Road Junction

A junction capacity assessment was undertaken at the 4-arm signalised junction between the B5358 Station Road, B5358 Wilmslow Road and Bulkeley Road using the LinSig modelling programme. Six scenarios were modelled as part of the assessment process:

1. AM 2019 Baseline
2. PM 2019 Baseline
3. AM 2024 Background Growth without P&R Site
4. PM 2024 Background Growth without P&R Site
5. AM 2024 Background Growth with P&R Site
6. PM 2024 Background Growth with P&R Site

The capacity model results show that the junction is currently close to capacity or beyond capacity at different times of day and the queues are similar to those observed during a formal queue length survey undertaken by the applicant. However, site observations recognise that the capacity along Wilmslow Road northbound is sometimes constrained in the PM peak by the queues of traffic generated at other locations that block back through the junction.

The results show that the operation of the junction is expected to slightly deteriorate by 2024 without the P&R scheme and the development traffic attracted by the proposed Park and Ride site would lead to slightly longer queues and delays.

This increase in delay does need to be set against the wider network benefits of the P & R scheme. If people are attracted to park at the railway station rather than using their car for the whole journey, the impacts of the scheme on reducing overall network traffic will be apparent. Furthermore, if former motorists choose to use the bus, cycle or walk to access the railway station this will bring additional benefits. Accordingly, the impact of the scheme is deemed to be acceptable.

- Signal controlled shuttle working over rail bridge

The implementation of traffic signals has been modelled utilising LINSIG software and will introduce an additional stop line on Station Road. However, the forecast queues and delays have been assessed and shown to be acceptable. There is an option for the proposed signal operation to be coordinated with the existing signals at the Wilmslow Road / Station Road junction to maximise vehicular throughput at this point which should be incorporated into the overall highway works.

- Safe and suitable access

One collision at the proposed site access in the most recent five-year period has been identified; however, there has been a cluster of accidents at the Station Road / Wilmslow Road junction. Cheshire East Highways have recently implemented an improvement scheme at the junction which is expected to result in an improved safety record at this junction.

A Stage 1 Road Safety Audit (RSA) has been undertaken upon the submitted preliminary design. The RSA has raised some detailed design issues but it is accepted that these can be addressed at the next stage of design through submission of an RSA stage 2.

Highways Conclusion

The proposed Park and Ride scheme is designed to help mitigate the transport impacts of the Garden Village at Handforth development by ensuring there is available parking space for rail users. The Garden Village will generate additional trips and this scheme will help facilitate future residents to use rail. Some residents are expected to drive to the station and will therefore need more parking spaces, but the scheme also facilitates interchange by modes such as bus, cycle and walking at the station.

The scheme will also deliver benefits for general rail users by providing parking and enhanced pedestrian facilities in the vicinity of the station.

The car park will include 115 parking spaces, including 10 disabled parking spaces and facilities for electric vehicles, bicycles and motorcycles as well as a bus stop and waiting facilities.

The junction capacity modelling shows the capacity of the site access is acceptable along with the introduction of shuttle working over the rail bridge, however, the adjacent signal-controlled junction at Station Road / Wilmslow Road is already approaching capacity and this is expected to deteriorate by the future design year of 2024. The P&R scheme would have a marginal detrimental impact on the conditions at the local junction, however the wider impact of a station car park and improved interchange facilities will allow the removal of car trips from the wider highway network by offering greater modal choice. Conditions are recommended.

Landscape and visual Impact

Policy SE4 of the CELPS requires, as a minimum, for all development to conserve the landscape character and quality of an area. The Council's Landscape Architect considers that the car park design shown on the Illustrative Layout Plan is generally acceptable from a landscape perspective, and is in accordance with policy SE4. A number of conditions are recommended.

Trees/Woodland

Policy SE 5 of the CELPS outlines that development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives.

Comments from the Council's Tree Officer had not been received at the time of writing this report, and will need to be reported as an update.

Looking at the Arboricultural Impact Assessment report it is clear a number of trees are to be removed primarily to create the new access off Station Road, but additional trees are also recommended for removal due to their poor condition. Those trees to be removed are set out in page 7 of the Assessment report and include 5 individuals and groupings that would be removed for the

development, and 4 trees due to their condition. No significant trees of higher value are proposed to be removed (G11 Sycamore, is of higher value (B) but is described as having lower amenity value). Recommendations are made with regards to tree protection in those areas close to proposed works.

The indicative planting plans indicate there is significant scope for replacement planting around the proposed parking areas, which can be conditioned to ensure compliance with policy SE5.

Ecology

Policy SE3 of the CELPS requires all development to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests.

Habitats general

The majority of the site is composed of habitats with little ecological value. The southern parcel of the site is predominantly species-poor semi-improved grassland. The northern half of the site is dominated with heavily managed amenity grassland.

Biodiversity net gain

The applicant has submitted an assessment of the anticipated impact on biodiversity using the *Defra Biodiversity 'Metric' version 2* as requested. The assessment includes recommendations for habitat enhancement and creation. The overall result including these enhancements is estimated as a 17% increase in biodiversity units.

Any future reserved matters application should be supported by an up to date metric calculation and a long term (30yrs) ecological management strategy for the site which reflects the proposals made in the submitted *Biodiversity Impact Assessment Note* (TEP, 21/10/2020), to be approved by the LPA.

A *Construction Environmental Management Plan* (CEMP) should also be produced for the area of semi-natural woodland which lies immediately east of the site.

Hedgerows

Several sections of hedge are located across the site of varying quality. The sections on the western and southern boundary of the site classify as S41 habitats of principal importance.

Hedgerows are a priority habitat and hence a material consideration. If planning consent is granted it is recommended that a landscape condition be attached that includes the retention and enhancement of existing hedgerow where possible, and compensatory native species planting to compensate for any sections of hedgerow unavoidable loss.

Bats

An assessment of trees on the proposed site was made with regard to roosting bat potential. While some mature trees are present, none were deemed to offer bat roost potential.

Wildlife sensitive lighting

In accordance with the BCT Guidance Note 08/18 (*Bats and Artificial Lighting in the UK*), prior to its installation details of the proposed lighting scheme should be submitted to and approved in writing by the Local Planning Authority. The scheme should consider both illuminance (lux) and luminance (candelas/m²). It should include dark areas and avoid light spill upon bat roost features, bat commuting

and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on those features.

The scheme should also include a modelled lux plan, and details of:

- Proposed lighting regime;
- Number and location of proposed luminaires;
- Luminaire light distribution type;
- Lamp type, lamp wattage and spectral distribution;
- Mounting height, orientation direction and beam angle;
- Type of control gear.

Schedule 9 Species

The applicant should be aware that Japanese knotweed is present on the proposed development site. Under the terms of the Wildlife and Countryside act 1981 it is an offence to cause this species to grow in the wild.

Disturbance of soil on the site may result in increased growth of Japanese knotweed on the site. If the applicant intends to move any soil or waste off site, under the terms of the Environmental Protection Act 1990 any part of the plant or any material contaminated with Japanese knotweed must be disposed of at a landfill site licensed to accept it and the operator should be made aware of the nature of the waste.

Ecological Enhancement

Local Plan Policy SE 3(5) requires all developments to aim to positively contribute to the conservation of biodiversity. This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with this policy. It is therefore recommended that if planning permission is granted a condition should be attached which requires the submission of an ecological enhancement strategy.

Flood Risk/Drainage

The Flood Risk Team have no objections in principle to the proposals however, In the interest of managing flood risk and promoting sustainable development, the applicant should select an appropriate drainage strategy that follows the hierarchy of drainage set out in Part H of the Building Regulations as seen below.

1. Into the ground (infiltration)
2. To a surface water body
3. To a surface water sewer
4. To a combined sewer

The Flood Risk Team requires further information regarding a feasible drainage strategy prior to the commencement of construction on site, and it is therefore recommended that this be conditioned.

Furthermore, the Flood Risk Assessment states that the runoff rate will be restricted to 2.98l/s. Whilst they appreciate the developer restricting the rate to existing greenfield rates they recommend a minimum of 5l/s to lower the risk of blockages within the network.

Amenity

Environmental Protection have raised no objections, subject to some recommended informatives that should be included on any decision notice. Whilst there are a limited number of residential properties within the vicinity of the site, there is considered sufficient separation to the proposed parking areas/access point to conclude that there is unlikely to be any significant amenity issues associated with the development. Suitable boundary treatment and soft landscaping will assist in this regard and can be conditioned.

Air Quality

Whilst this scheme itself is of a small scale, and as such would not require an air quality impact assessment, there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. A condition relating to electrical vehicle infrastructure is therefore recommended.

Contaminated Land

Environmental Protection have made no comments, and not recommended any conditions relating to contaminated land, and no significant impacts are therefore anticipated.

CONCLUSIONS

This outline application to provide a park and ride facility for Handforth, is considered to be acceptable in principle, fully supported by strategic policies in the Local Plan, and in policies in the Handforth neighbourhood Plan.

The proposal would provide additional parking for Handforth, as well as providing dedicated parking for residents of the Garden Village, together with a bus turning circle and additional facility including cycle parking.

There are no objections from Highways, who are supportive of the proposals, and associated traffic measures over the railway bridge to improve pedestrian access.

Whilst some trees are proposed to be removed, their loss is not considered to be significant, and can be adequately mitigated by outline proposals for extensive landscaping around the site, which would include improved boundary treatment.

There are no significant issues in terms of amenity, and matters of ecology, flood risk and air quality can be addressed by condition.

The application is therefore recommended for approval subject to conditions.

RECOMMENDATION

Approve subject to the following conditions:

- 1. Outline matters reserved**
- 2. Outline timescales**
- 3. Approved plans/documents**
- 4. Materials to be submitted**
- 5. Landscaping details to be submitted, to include:**
 - Site soils management proposals – to be in accordance with the current DEFRA Code of Practice and relevant British Standards.**
 - Details for any SUDs features incorporated within the scheme e.g. permeable surfaces, swales etc.**
 - Hard landscape details including proposed surfacing materials, street furniture, lighting, signage etc.**
 - Full soft landscape proposals including detailed planting plans and specifications**
 - The positions, design, materials and type for all proposed boundary treatments**
- 6. Landscape implementation**
- 7. Landscape management plan**
- 8. Tree Retention/Protection**
- 9. Levels details to be submitted**
- 10. A management scheme to ensure residents of the Garden Village at Handforth have preferential access shall be submitted to and approved.**
- 11. Prior to the commencement of operation of the Park and Ride facility the Handforth Railway Bridge signals scheme detailed on WYG drawing no. 001 shall be implemented and be operational.**
- 12. Electric vehicle infrastructure.**
- 13. A detailed strategy / design, ground investigation, and associated management / maintenance plan for the site drainage to be submitted.**
- 14. Lighting (Amenity & Bats)**
- 15. Ecological enhancement strategy**
- 16. Proposals to seek retention and enhancement of existing hedgerow**
- 17. Any future reserved matters application should be supported by an up to date metric calculation and a long term (30yrs) ecological management strategy**
- 18. Bird nesting season**

In order to give proper effect to the Northern Planning Committee's intent and without changing the substance of its decision, authority is delegated to the Head of Planning in consultation with the Chairman (or in their absence the Vice Chairman) to correct any technical slip or omission in the resolution, before issue of the decision notice.

