

16/01383/FUL

Revised application for the demolition of existing bridge and construction of new bridge and highway over Cod Beck, site compound and associated works relating to Dalton Lane and Eldmire Lane and installation of flood protection measures at Dalton Bridge, Dalton for Hambleton District Council

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 At the Planning Committee on 10th December 2015 the Committee resolved to grant planning permission for a new bridge and raised roadway to overcome the problems of flooding that periodically prevent access for commercial vehicles between the A168 and Dalton Industrial Estate. Planning permission was granted on 17 December 2015
- 1.2 Revisions are now proposed to the approved scheme to include a change to the priority at the Dalton Lane- Eldmire Lane junction so that the priority is given to vehicles between the A168 and the Industrial Estate, the road to Dalton becomes the minor road. The purpose of the change is to accommodate future traffic growth. To achieve this change in priorities the road is to sweep in an arc, the junction is moved south from its current position and involves the removal of a section of hedgerow and semi-mature woodland on the south side of Dalton Lane. The junction, Eldmire Lane and the sections of Dalton Lane to both Dalton and Topcliffe are moved about 40 metres south away from Dalton Bridge House.
- 1.3 Members will note that consultation periods have not yet expired. There is an expectation that the issues to be considered and consultee responses will be unchanged from the earlier application and to avoid delay to this strategically important project the case is presented to the Planning Committee at the earliest opportunity. If, following the Planning Committee meeting and before the end of the consultation period, new issues of significance arise that cannot be addressed by officers a further report will be prepared for a subsequent Planning Committee meeting. The remainder of this report has been prepared as an updated version of the report presented to the Committee in December 2015.
- 1.4 The present Dalton Bridge is a traditional sandstone bridge that crosses Cod Beck and provides the principal access to Dalton Industrial Estate (via Eldmire Lane) from the A168 and a means of accessing Dalton village beyond (via Dalton Lane). It is in a rural setting, mainly surrounded by farmland. During flood events, access across the bridge can be severed, which can have severe consequences for businesses operating from the Industrial Estate.
- 1.5 To prevent this occurring, the District Council now proposes to provide a new carriageway and bridge on a different alignment and with higher finished levels. The application site extends to 2.65 hectares and includes a section of carriageway to the west of the bridge, as well as space for a compound to the south off Eldmire Lane. The impetus for this comes from a recommendation in the Economic Study prepared for the Council by GVA in April 2014. Under the heading "growing the rural business base" the study recommended the Council to address access constraints relating to the existing bridge and flooding issues in respect of Dalton Industrial Estate.

- 1.6 The proposed bridge would be constructed to a modern engineering solution and would therefore be different in appearance to the existing low stone arched bridge. It is also proposed to raise the height of the proposed highway to a maximum of approximately 2.4m above the existing carriageway, in order to be above the predicted maximum flood level. The structure would essentially comprise structural steelwork with concrete superstructure, and with a steel guard rail on either side of the carriageway. Concrete buttresses would be added either side of the existing river channel, which would not be altered in any way. The bridge would have a span of 11.5m and a width of 12.4m, therefore being wide enough to allow unhindered two-way traffic to pass on a 7.3m road with verge width of about 2.5m. The new bridge would be located approximately 25m to the south of the current one.
- 1.7 A new section of carriageway would extend from the bend in Dalton Lane to the west, joining the new bridge at Cod Beck and continue to join Eldmire Lane. The new section of carriageway would be gradually built up on banking to reach the new higher surface level of the proposed bridge. This would involve the removal and subsequent reinstatement of a section of hedgerow, along with further tree planting.
- 1.8 One house, Dalton Bridge House, is sited nearby, approximately 40m from the existing bridge. The boundaries of this property comprise high hedgerow, with a number of trees dispersed throughout. This provides an effective screen at ground floor level but the new bridge would be visible from the upper floors of the property.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

- 2.1 There is no relevant history associated with this site.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 - Access
Core Strategy Policy CP3 - Community assets
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP12 - Priorities for employment development
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Core Strategy Policy CP21 - Safe response to natural and other forces
Development Policies DP1 - Protecting amenity
Development Policies DP3 - Site accessibility
Development Policies DP4 - Access for all
Development Policies DP6 - Utilities and infrastructure
Development Policies DP9 - Development outside Development Limits
Development Policies DP16 - Specific measures to assist the economy and employment
Development Policies DP28 - Conservation
Development Policies DP29 - Archaeology
Development Policies DP30 - Protecting the character and appearance of the countryside
Development Policies DP31 - Protecting natural resources: biodiversity/nature conservation
Development Policies DP32 - General design
Development Policies DP33 - Landscaping
Development Policies DP43 - Flooding and floodplains
National Planning Policy Framework, March 2012

4.0 CONSULTATIONS

- 4.1 Dalton Parish Council - No objection previously, comments on current application awaited.
- 4.2 NYCC Highways – Previously recommended conditions, comments on current application awaited.
- 4.3 Environment Agency – Previously recommended conditions, comments on current application awaited.
- 4.4 NYCC SuDS and Flood Risk Management – Note as the site lies within the district of the Swale and Ure Drainage Board, the proposals are to reduce Main River Flood Risk and drainage requirements are those of the highway, I can confirm that we are happy to defer to the opinion of the Swale and Ure Drainage Board, the Environment Agency and North Yorkshire County Council Highway Authority.
- 4.5 Ministry of Defence - No safeguarding objections previously, comments on current application awaited..
- 4.6 Swale and Ure Drainage Board - This project is subject to close cooperation between the applicant, the environment agency and the Board and I am satisfied that all required measures will be implemented to ensure no increase in flood risk or unsatisfactory interference with the Board's assets will be caused. I have no comments on planning grounds.
- 4.7 NYCC Planning Unit – no comments to make
- 4.8 Neighbours were notified of the scheme on 29 June 2016. A site notice was also posted at the site on 6 July 2016. No comments received, previously two responses were received from local residents supporting the scheme and making the following requests:
1. A solid fence along the length of the property to a height of 3 metres and an evergreen (western red cedar) hedge on the outside of this fence.
 2. Consultation on landscaping.
 3. Advice on how traffic noise will be limited so it is at least no worse than at present. It is suggested that a fence would help this.
 4. Advice on what safety measures/barriers will be put in place.
 5. Construction of a bund to give added protection to Dalton Bridge House.
 6. The following measures to minimise disturbance to Dalton Bridge House and the caravan park behind during construction: no weekend working; weekday working limited to 7am - 5pm; monitoring of noise levels; modern equipment including generators correctly silenced; piling/drilling to use the method which would cause the least disruption; adherence to the Considerate Contractor Scheme, including weekly liaison; and a flood defence solution that does not decrease the current flood protection to Dalton Bridge House.

5.0 OBSERVATIONS

- 5.1 The main issues with the application are:
- The design of the bridge and road and their impact on local character
 - Flooding
 - Highway impact
 - Residential amenity
 - Ecology

- Economic impact

Design and character

- 5.2 The stated aim of the proposed design is to provide a solution that maintains the character of the existing route. To achieve this, a single carriageway highway with grass verges, similar in design and character to the existing carriageway, is proposed. Nonetheless, the proposed bridge would change the character of the area by reason of its height, modern design, and the need to realign and raise the carriageway on a new embankment to pass over the new bridge, which would be some 2.4m higher than the existing stone bridge. However, the area is not subject to any landscape designations and there are no heritage assets in the vicinity, and the site is within view of the existing modern bridge spanning the A167 through Dalton. A Landscape and Visual Impact Assessment submitted with the application recommends that landscaping is planted around the new bridge in order to help screen the bridge and soften its impact over time. It is therefore considered that the new bridge would not, of itself, have any adverse visual impact. This remains the case in the revised alignment and following completion of the project the vehicles on the road and bridge would be further from Dalton Bridge House and the impacts would be correspondingly lower.
- 5.3 The carriageway realignment would also require the removal of a section of hawthorn hedgerow to the south of the existing highway. A greater amount would be required to be removed to achieve the change in priority at the junction. The hedge is proposed to be replanted once construction is completed. In this respect the works and replanting would therefore only have a negative impact in the short term and this impact would diminish as the new vegetation matures. As such, in the longer term it is considered that there would not be any significant adverse impact on the character of the area.
- 5.4 The loss of the existing bridge has also been taken into consideration. This structure is not considered to be a heritage asset in its own right and there are no heritage assets in its vicinity. Since the present bridge cannot be altered to alleviate the flooding issue, there is no option other than to demolish it and re-landscape the area in order to address the acknowledged access and flooding problems.

Flooding

- 5.5 The application is accompanied by a Flood Risk Assessment (FRA), which was revised during the course of the previous application after consultation with the Environment Agency (EA). As design work has continued further amendments have been to the flood risk issues and the designers have state that they continue to liaise with the EA. Three additional factors that are set out in the addendum to the FRA and that will be modelled in due course are:
- The proposed bridge location will move slightly south of the preliminary design to accommodate the modified Eldmire Lane/Dalton Lane junction which lies outside the flood plain.
 - Some additional flood protection bunding is proposed on the west side of Dalton Lane close to its junction with the A167 to protect from the risk of surface water flooding.
 - A new field access is to be provided north of Dalton Lane at approximate chainage 225m.

- 5.6 The FRA has assessed the impact of the new bridge structure taking into account the historic flood issues caused by the existing low stone bridge. In order to assess this, a hydraulic model of the watercourses was developed and peak water levels and flood extents for the study area were predicted for a 1 in 1000 year return period event. The EA and the Internal Drainage Board were consulted throughout the assessment. The EA required that the proposed development should not increase flood risk, upstream or downstream of the Site. In summary the FRA concludes that the proposed development does not increase flood risk to Dalton Bridge House. Given that Dalton Bridge House lies on the periphery of the flood extents for the 1 in 100 year plus climate change and 1 in 1000 year event scenarios, and to account for any uncertainty in the assessment, the FRA recommends that a short length of bunding (approximately 25m), parallel to the eastern bank of the river, connecting the proposed road with the existing flood defence is considered as further mitigation at detailed design stage. The additional bunding was made the subject of a planning condition on 15/02403/FUL, it is anticipated that a longer section of additional bunding will be required to accommodate the changed bridge position. The proposed development impacts on the distribution of flood conveyance within the river channel and floodplain with all the flow being conveyed through the proposed bridge and Thacker Beck culvert. The impact diminishes with distance, both upstream and downstream, from the site. The FRA concludes that once the flood flows join the River Swale, the difference between the proposed and existing scenario is minor.

Highway impact

- 5.7 The proposal involves the realignment of the carriageway and an increase in the width of the river crossing which would fully allow two-way traffic without the burden of the 'give way' system operating over the current narrow bridge. This would improve the flow of traffic, especially HGVs accessing the nearby Dalton Industrial Estate, without causing undue impacts. The Highway Authority's formal comments are awaited and will be reported to the meeting.

Residential amenity

- 5.8 The chief issues to consider are the outlook from nearby dwellings to the new bridge and, whether it would lead to any increase in noise levels experienced by nearby residents.
- 5.9 It is considered that over time the new bridge will not have any adverse impact on the outlook from the closest property at Dalton Bridge House. This property already has extensive screening to the front (south) boundary comprising mature hedgerow, trees and fencing, and further trees are proposed as part of the landscape mitigation strategy. Landscaping is also proposed around the new bridge which would reduce its visual impact over time. Whilst the bridge would be higher than the existing carriageway, it would also be located further away from Dalton Bridge House, in this revised scheme the distance is increased more substantially and therefore on balance it is considered that there would not be any materially adverse impact.
- 5.10 In terms of noise impact it has been agreed with the Council's Environmental Health Officers that a Noise Impact Assessment was not required for the operational element of the proposal, the reasons being that the new bridge would be further away from the existing property; it will not increase traffic movements; and it will improve traffic flow (one way to two way), thus reducing acceleration and deceleration. The chief impacts of the proposal would come during the construction phase. However, the Noise Impact Assessment for this element of the scheme concludes that with best practice construction methods and mitigation, this would not be likely to have any undue impacts. The Council's Environmental Health Officer reviewed the information and concluded at the time of the previous application that there would be

no adverse impacts to residential amenity. The addendum to this scheme shows no reason for any greater impacts.

Ecology

- 5.11 The main ecological impacts of the proposal would be upon the existing water course and hedgerow to the south of the existing carriageway. An ecological assessment has been carried out and submitted with the application. This has assessed the site for the presence of protected species as well as the impact upon habitat. No habitats or features of high value were recorded and the proposed scheme would not impact on any statutory or non-statutory designated wildlife sites. Habitats and structures within the proposed scheme extent were identified as having the potential to support several protected or notable species, including: bats within Dalton Bridge and mature trees though none were found during survey work; otter, water vole and white-clawed crayfish within watercourses and nesting birds.
- 5.12 The scheme does not include in-channel works to Cod Beck, though precautionary measures are proposed to prevent any adverse impacts upon native white crayfish. Previously noted and still true is the potential for the detailed design stage to produce alterations to the design of the bridge or the surrounding works, if these amendments were significant further detailed surveys could be required by condition.
- 5.13 The scheme requires the removal of the semi-mature plantation woodland to the south of Dalton Lane but compensatory planting is proposed and the amount of hedgerow removed is reduced in this revised scheme.
- 5.14 Enhancement opportunities are also proposed to improve the wildlife value of the new scheme, including the provision of roosting opportunities incorporated into the new bridge. An ecological report submitted with the application recommends that an otter pass is installed on the underside of the new bridge. The report also recommends that a mature poplar to the north of Dalton Bridge should be tested to see if it is a native black poplar specimen. The proposal does not include the removal of this tree but black poplar is recognised as a comparatively rare species in Hambleton and extra precautions should be taken if the tree is identified as such.

Economic impacts

- 5.15 In terms of the economic impact of the new bridge, the key aspects to consider are the benefits that would be attained from the alleviation of flooding in the study area and the widening of the road at the point where it crosses the Cod Beck. The alleviation of flooding would give existing businesses in the Dalton Industrial Estate greater confidence to invest, and help attract new businesses to the site. This would help secure the existing 850 jobs there and could possibly create a further 1,050, with expansion into the Dalton Airfield as envisioned in the Core Strategy and Development Plan Document.
- 5.16 Similarly, the wider new bridge would improve the accessibility and with the addition of the changed junction priority can accommodate increased traffic flows whilst minimising congestion, and therefore the attractiveness, of the Dalton Industrial Estate which can only help in the retention and expansion of business and employment opportunities, as intended by the 2014 Economic Study.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.
2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) and/or details received by Hambleton District Council on 14 June 2016 and shall include the completion of the mitigation measures detailed in Section 4 of the submitted flood risk assessment, including the provision of a short length of bunding to further protect Dalton Bridge House, unless otherwise approved in writing by the Local Planning Authority.
3. The external surfaces of the development shall not be constructed other than of materials, details of which have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.
4. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. No part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.
5. The development shall not be commenced until a plan has been submitted to and approved by the Local Planning Authority to show all existing trees which are to be felled or retained together with the positions and height of protective fences, the areas for the storage of materials and the stationing of machines and huts, and the direction and width of temporary site roads and accesses. No works shall commence until the approved tree protection has been installed, which shall be retained as approved for the duration of the works.
6. No building works including excavation, breaking up of existing concrete or tarmac areas, demolition works, piling operations, external construction works in general shall be carried out except between 0700 hours and 1800 hours Monday to Friday, 0700 hours to 1700 hours Saturday and there shall be no such work on Sunday or on any public holidays unless by prior written consent of the Local Planning Authority.
7. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority agrees in writing to their withdrawal.
8. At all times construction shall be carried out in accordance with the details contained in the submitted document 'Dalton Lane Noise Assessment (Rev.1) September 2015' or any subsequent amending document that following submission in writing may be approved in writing by the Local Planning Authority.
9. No development shall commence until full details of the proposed compound, including any fencing, structures, buildings, fuel storage areas and laydown areas, have been submitted to the Local planning Authority and approved in writing.

10. The existing bridge shall not be demolished until the new road bridge is fully open and operational. Following opening of the new road bridge the site of the existing bridge and any carriageway removed shall be re-landscaped within the first available planting season following demolition, in accordance with details that have been submitted to the Local Planning Authority and approved in writing.
11. No hedgerows or trees shall be removed from the application site unless outside the official bird-nesting season for this location.
12. Prior to the commencement of any development at the site, a detailed ecological mitigation strategy shall be submitted to the Local Planning Authority and approved in writing. The mitigation strategy shall set out the detailed measures (including enhancements, as set out in the submitted Ecological Report 23/10/15 in support of application 15/02403/FUL) to safeguard and promote the protected species known to be present within the vicinity of the site, including bats, water voles, white-clawed crayfish, otter and nesting birds.
13. Following completion of the development the compound area shall be removed and within the first planting season following removal, the land shall be restored to its previous use and appearance, in accordance with a detailed landscape and restoration scheme to be submitted and approved in writing by the Local Planning Authority.
14. Prior to the commencement of any works on site, on site investigations shall be carried out to determine the exact species of the suspected Black Poplar tree, located on the edge of the grounds of Dalton Bridge House. Once identified, details of this shall be submitted to the Local Planning Authority along with any measures to ensure its protection during the course of the work programme as required by condition 5 above.
15. Dalton Lane and the proposed bridge will be elevated to a standard of protection of 1:100 years including an allowance for climate change.
16. The detailed design of the proposed scheme, in particular relating to the embankments and raised roadway, shall be submitted to and approved in writing before any development commences.
This detailed design shall:
 - 1) Include details showing that the bridge over Cod Beck and Thacker Beck Culvert shall be appropriately sized such that they are capable of conveying all flood flows up to and including the 1:100 (plus an allowance for climate change) event, in this location, and such that the risk of a blockage is minimised.
 - 2) Provide an appropriate amount of compensatory floodwater storage to alleviate any increase in risk of flooding beyond that modelled at the application stage if the final detailed design exceeds the levels of flooding and extent of flooding shown in the modelling at the application stage
 - 3) Ensure that the design of the bridge and the resulting increase in flow conveyance in Cod Beck does not result in an increase in scour/erosion in Cod Beck, including details of appropriate protection where required.
17. No development shall take place until a Construction Method Statement and Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The statement shall provide for the following:
 - i) Working hours on site;
 - ii) The parking of vehicles of site operatives and visitors;
 - iii) Loading and unloading of plant and materials;
 - iv) Construction traffic management;

- v) The routing of HGV and other Construction related traffic to and from the site;
 - vi) Timing of deliveries and other construction related traffic to and from the site;
 - vii) A programme for the delivery of the works;
 - viii) Details and programme of all traffic management (temporary signs and controls) proposed;
 - ix) Details of construction accesses to be used during the building works.
 - x) Storage of plant and materials used in the construction of the development to avoid any potential ground contamination;
 - xi) The erection and maintenance of security hoarding where appropriate;
 - xii) Wheel washing facilities;
 - xiii) Measures to control the emission of dust and dirt during construction;
 - xiv) Measures to control noise and vibration during construction;
 - xv) Means of protection of trees and hedgerows during site preparation and construction;
 - xvi) A scheme for recycling/disposing of waste resulting from demolition, excavation and any other construction works.
18. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:
- (i) The details of all planned highway works have been submitted to and approved in writing by the Local Planning Authority.
 - (ii) An independent Stage 2 Road Safety Audit has been carried out in accordance with HD19/15 - Road Safety Audit or any superseding regulations and the recommendations of the Audit have been addressed in the proposed works.
 - (iii) A programme for the completion of the proposed works has been submitted to and approved writing by the Local Planning Authority.
19. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site for the development, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:
- a. Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing: - the proposed highway layout including the highway boundary - dimensions of any carriageway and verges - visibility splays - the proposed levels - any accesses and driveways - drainage system - lining and signing - all types of surfacing kerbing and edging
 - b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing: - the existing ground level - the proposed road channel and centre line levels - full details of surface water drainage proposals.
 - c. Full highway construction details including: - typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways - when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels - kerb and edging construction details - typical drainage construction details.
 - d. Details of the method and means of surface water disposal.
 - e. Full working drawings for any structures which affect or form part of the highway network
 - f. A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority.

The reasons for the above conditions are:-

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure that the development is built in accordance with the approved plans and other details, in accordance with Local Development Framework particularly Policies CP1, CP2, CP3, CP12, CP16, CP17, and to protect the bridge from the impact of flooding and to ensure that the new bridge, once built, does not result in an increase in flood risk to others in accordance with Local Development Framework particularly Policies CP21.
3. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
4. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties.
5. To ensure that existing trees within the site, which are of amenity value, are adequately protected during the period of construction in accordance with Local Development Framework Policies CP16, DP31 and DP32.
6. In order to protect the amenities of residential property in the locality.
7. In accordance with Policy CP1, DP1, CP2, DP3 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
8. In the interests of the amenities of residents, in accordance with policy DP1 of the Development Policies DPD.
9. In order to safeguard the amenities of the area and in the interests of environmental quality, in accordance with policies CP1 and DP1 of the Core Strategy and Development Policies DPD.
10. In order to ensure adequate access is maintained across Cod Beck and in the interests of visual amenity, in accordance with policies CP1, CP2, DP1, DP3 and DP25 of the Core Strategy and Development Policies DPD.
11. In order to protect the nesting sites of birds, in accordance with European Legislation and the National Planning Policy Framework 2012.
12. In order to protect and promote the habitat of protected species, in accordance with European Legislation and the National Planning Policy Framework 2012 and in accordance with the Local Development Framework Policies CP16 and DP31.
13. In the interests of visual amenity in accordance with Policies CP1 and DP1 of the Core Strategy and Development policies DPD.
14. In the interests of amenity and to safeguard the health and vitality of this potential Black Poplar tree, an important species in the local Biodiversity Action Plan.
15. To reduce the risk and impact of flooding to the proposed development in accordance with the NPPF and the Local Development Framework Policies CP21 and DP43.

16. To reduce the risk of flooding to the proposed development and to ensure that it does not result in flood flows being pushed onto others in accordance with the Local Development Framework Policies CP21 and DP43.
17. In order to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with the Local Development Framework Policies CP1, DP1, CP17 and DP32.
18. In order to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with the Local Development Framework Policies CP1, DP1, CP17 and DP32.
19. In order to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with the Local Development Framework Policies CP1, DP1, CP17 and DP32.

Attention is drawn to the following informatives:-

1. Should any material alterations be required following the detailed design stage of the new bridge, road and any associated structures or earthworks, you should contact the Local Planning Authority to determine whether any resubmission of details is required or, whether any further survey works will be required on site in order to ensure protected species suspected to inhabit the site and surrounding area, are safeguarded.
2. Environment Agency Main River Consent – advice. The formal consent of the Environment Agency (under the Water Resources Act 1991) will be required for any works in, over, under, or within 8m of the top of bank of Cod Beck which is classified as a 'main' river.
3. The requested communications strategy should identify and set out a means to notify local residents and businesses, NYCC coms unit, elected members etc. who should be informed to maximise opportunities for positive outcomes for works which have a significant impact. The information should include the following:
 1. Context/ Project Background
 2. This project aims
 3. Indicative programmes
 4. Project Management Team, including the names, role and contact details of prominent staff on site
 5. Contractor Details
 6. Communication objectives - the objectives of which is to ensure that the project's key milestones, programme development and implementation proposals are communicated to stakeholders, local members, local businesses and residents effectively. It is vital that updates and messages are consistent from all relevant parties.
 7. Communication Proposals
 8. Progress meetings, including their frequency, as well as notes and sanctions to be completed.

Stakeholders: The list of stakeholders will include the following as necessary:
 NYCC County Councillors
 Local Businesses
 Local Residents
 Town / Parish Councils
 MOD

LEP Passenger Transport,
NYCC Area Office Programming team
North Yorkshire County Council- Customer Services Unit
Emergency Services
Local Schools
Local Business Associations
Bridleway Association representative
Sustrans
Local Cycling group
Local Access Forum
Other local interests identified

Implementation/ Construction Phase

The implementation will follow NYCC's Transport and Development Management S278 process.

Communication re commencement of works and necessary diversions/ road closures.

Stakeholders (on the above list) will be informed of the programme of diversions and closures at least 2 weeks before.

All parties should be informed of the need and potential timescale of road closures as part of the engagement exercise.

2- Progress meetings

Weekly Reports on the progress to date and planned work for the following week.
Where possible photos should also be provided.