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| **Consultation Response from KC, Trees** | | |
| **2021/93689 Land to the south of, Ravensthorpe Road / Lees Hall Road, Dewsbury** | | |
| **Hybrid application for full planning permission for engineering works, drainage and utilities connection for the provision of site access from Forge Lane and Ravensthorpe Road and associated works; and for outline permission for erection of residential development and mixed use development (including community facilities) with associated works including the provision of internal estate roads and parking, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management) and sustainable urban drainage works drainage principles** | | |
| **Date Responded: 19/10/22** | **Responding Officer: Nick Goddard** | **Responding Ref:** |

The application site includes woodland, established field parcels and boundary trees which include a mix of mature, semi-mature and young trees. The trees have established in a rural setting so the proposed change to a residential development could impact upon the trees however they provide an opportunity, if retained, to set the new development within the existing landscape.

The tree information submitted is not to the standard expected for such a large scale application and I am concerned that the tree constraints have not been fully considered. An Arboricultural Impact Assessment and Method Statement, in accordance with BS5837, should be produced to provide a detailed assessment of the impacts of this development and tree protection measures for those matters not reserved. I note the tree survey submitted covers large sections of land that are outside the redline boundary which confuses matters further.

The highway network and associated earthworks may have been designed around two mature, significant Oak trees, T6 and T10 in the tree survey submitted. The highways drainage drawings show attenuation basins in the open land to either side of the road network which would result in the loss of these two trees. The loss of these trees should be avoided where at all possible and if it is being proposed should be acknowledged in the application so that if necessary appropriate mitigation can be secured. A detailed AIA would provide the clarity and recommendations necessary to assess the proposals.

The proposal could also result in harm to the long term health of most other trees on the site without any control on the operations during the construction process. The earthworks proposed will require a lot of large scale equipment and movement of topsoil around the site. The potential harm to the rooting areas of trees on the site will come from stockpiles of topsoil, soil stripping, vehicle tracking or movement and straight forward collision with branches and stems.

The proposals do include street tree planting in the landscaping proposals for the highway and this is welcomed as it would meet this element of LP24 but also paragraph 131 of the NPPF. The tree planting should be required following completion of the construction of the highway and not delayed until the residential element comes forward. This would allow the new trees to get established and contribute to the new development sooner as this site will take some time to complete.

The outline layout appears to leave sufficient space between it and the trees around the boundaries of the site however this is not easy to establish given the information provided and I would need to reassess once detailed tree information is provided.

At present the lack of information regarding impacts and tree protection does not give assurance that the proposals sufficiently meet policies LP24 and LP33 of the Kirklees Local Plan.