

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

DATE 6 December 2006

**REPORT OF CORPORATE
DIRECTOR OF DEVELOPMENT AND
NEIGHBOURHOOD SERVICES**

06/3081/FUL

**A174 adjacent to Teesside Industrial Estate, Thornaby, Stockton on Tees
New roundabout junction and access on the A174
Expiry Date 10th January 2006**

Summary

Planning permission is sought for the construction of a new access onto the A174 from Teesside Industrial Estate. The works include the provision of a new roundabout onto the A174, remedial works to the A174 to make appropriate connections to the roundabout as well as a new roundabout internally within the estate and associated road works.

A total of 10 letters of objection have been received from residents in the nearby housing estate, which backs onto the A174. Two local councillors have objected to the scheme whilst one has suggested that the existing exit from the trading estate be made a no entry, as this could be positive for residents of Ingleby. Objections to the scheme include the detrimental impact of noise, air and light pollution as a result of the traffic coming closer to properties in Marykirk Road, at a raised level to the properties and as a result of the traffic slowing, turning, accelerating and queuing at this point. Other objections relate to the impact on the existing tree cover, the ancient woodland and wildlife whilst question is raised as to whether this will actually improve the traffic situation or make congestion worse.

This section of the A174 and its immediately surrounding area are designated within the Local Plan under policies relating to the provision of highway improvements, footpaths, cycle routes and open space. The principle of the roundabout is generally considered to be acceptable as a highway improvement; however, issues relating to the precise highway implications of the proposal, the impact on the amenity of surrounding residents and the impact on the surrounding landscape remain to be considered through the submission of additional information and additional consultee's responses.

In view of the principle of development being acceptable and there being outstanding issues it is recommended that the determination of the application be delegated to the Head of Planning.

RECOMMENDATION

The determination of planning application 06/3081/FUL be delegated to the Head of Planning and approved subject to the outstanding matters being

satisfactorily resolved to the satisfaction of the Head of Planning and subject to the conditions listed and any other conditions considered to be necessary and in any event being determined no later than the 10th January 2007.

In the event that the outstanding matters are not satisfactorily resolved by 10th January 2007, that the application be refused.

- 01. The development hereby approved shall be carried out in accordance with the following approved plan(s): unless otherwise agreed in writing with the Local Planning Authority.
Drawing Number(s): - AL (0) 2300, AL (0) 2200, TR/H/001/P4, AL (0) 110
Reason: To define the consent.**
- 02. Notwithstanding details shown on the plans hereby approved, prior to any works commencing on site, a scheme of ground levels and finished road levels for the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details.
Reason: To take into account the visual impact of the development on the surrounding area and the impact on the amenities of nearby properties.**
- 03. No trees or landscaping on the site shall be lopped, topped, pruned or felled and no development hereby approved shall be commenced until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall detail the following;**

 - a) Hard and soft landscaping,**
 - b) Soil depths, plant species, numbers, densities, locations, and sizes, planting methods, maintenance and management.**
 - c) Areas of landscaping to be retained and a scheme for their protection in accordance with BS5837 2005 (Trees in relation to construction).**
 - d) Areas of level change,**
 - e) Precise locations of protective fencing,**
 - f) Areas of material storage within the site, and**
 - g) Excavations required for service runs.**

**The development shall be carried out in accordance with the approved details. Planting works shall be carried out during the first planting and seeding season following the substantial completion of the development, and any trees or plants which within a period of five years from the date of planting, die are removed or become seriously damaged, shall be replaced with others of a similar size and species in the next planting season unless the Local Planning Authority gives written consent to any variation.
Reason: In the interests of visual amenity and in order to adequately protect the landscape features of the site.**
- 04. During construction of the scheme hereby approved there shall be no development works undertaken outside the hours of 7.00a.m. - 6.00p.m. Weekdays, 8.00a.m. - 3.00p.m. Saturdays and at no times on Sundays or bank holidays.
Reason: To avoid excessive noise and disturbance to the occupants of nearby properties.**

- 05. Full details of the proposed means of disposal of surface water shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and shall be provided in accordance with the approved details before the development is brought into use.**

Reason: In order to ensure adequate drainage of surface water from the scheme is achieved.

THE PROPOSAL

1. Planning permission is sought for the construction of a new access onto the A174 at Thornaby from Teesside Industrial Estate. The works include the provision of a new roundabout onto the A174, remedial works to the A174 to make appropriate connections to the roundabout as well as a new roundabout internally within the industrial estate and associated road and earthworks.

PUBLICITY

2. The following Consultations were notified and any comments they made are below:

3. Cllr's Harrington / Dixon (summarised)

My initial thought to protect Ingleby Barwick from through traffic is to include a proviso of making the existing exit from the Trading Estate a "No Entry" at the Thornaby Road/Ingleby Way Roundabout; this could be traffic positive for residents of Ingleby Barwick. Vehicles from the trading estate that currently use Ingleby Barwick as a rat-run to access the A66 will be disadvantaged, whereas vehicles from Ingleby Barwick will be able to access Thornaby Road easier as presently traffic leaving the trading estate have priority on this roundabout. This is believed to be essential given the slip roads heading towards Middlesbrough will open next year.

If another exit from the industrial estate is provided then it should not give priority to Industrial estate traffic.

4. Cllr Lynch (summarised)

The roundabout will widen the road to such an extent that the roundabout will be directly behind their back fences of adjacent properties resulting in excessive fumes and noise throughout the day which will have a significantly detrimental impact on their quality of life.

Works will result in the removal of significant areas of ancient woodland from the side of the A174 which has already been depleted by the construction of the A19 and other nearby roads having a severe environmental impact which, apart from the trees, would also seriously damage habitats for numerous species of wildlife.

The proposal will also significantly damage the visual amenity of the area as it will increase the volume of large vehicles travelling up the A174. The

roundabout itself will also look extremely out of place and affect the visual amenity which will have an adverse affect on local resident's quality of life and house prices in the area.

Although the existing route is longer, it is capable of taking the traffic for the estate and is more preferable than the creation of a new roundabout.

5. Landscape Officer

I believe that the applicant is to reassess the proposed junction position onto the A174, subsequently I will comment in greater detail once the revised layout has been submitted.

However, as a guide to the applicant, I would like to make the following comments:

1. There are mature mixed broadleaf plantations either side of the A174 in the vicinity of the proposed roundabout. These plantations are significant and should be retained undisturbed. The drawings fail to indicate the precise locations and extent of these tree belts. This information should be clearly indicated on the existing layout drawing. In addition, any areas of trees which will need to be removed due to the development should also be clearly indicated on the Proposed Highway Improvements drawing. This information is required to assess what impact the development will have upon the existing trees.

2. A full tree survey should be provided covering all trees and groups of trees both within the site and within 20.0m of the boundary of the site. This survey should be carried out in accordance with good arboricultural practice and as required under BS 5837: 2005 Trees in relation to Construction.

3. Due to the scale of earthworks required to gain an access off the A174, the exact extent of excavation and filling operations should be clearly indicated on the main layout drawing.

4. Proposals should indicate the treatment of the existing watercourse and public footpath, which run across the site, adjacent to the A174.

The above information is required before I can fully assess the application.

6. The following have been consulted on the proposal although no response has been received

Head of Integrated Transportation and Environmental Policy
Highways Agency
Ingleby Barwick Parish Council
Maltby Parish Council

7. The neighbours have been notified and the consultation expired on the 21st November 2006. A total of 11 letters of objection have been received in respect to the proposal and the grounds are summarised below:-

8. Bernard Cook, Bernard.cook@ntlworld.com'

I live at the top end of Mark Kirk Road, which backs onto the A174. The roundabout is going to be built very close to my back fence, too near. The current levels of traffic are heavy mainly due to Ingleby Barwick. Building a roundabout here is not going to ease traffic as the traffic from the industrial estate is minimal compared with that from the industrial estate.

9. Barry Short, Bernard.cook@ntlworld.com

I live at the top end of Mark Kirk Road, which backs onto the A174. The roundabout is going to be built very close to my back fence, too near. The current levels of traffic are heavy mainly due to Ingleby Barwick. Building a roundabout here is not going to ease traffic as the traffic from the industrial estate is minimal compared with that from the industrial estate.

10. S E G Bradley, 5 Brisbane Crescent Thornaby

The proposed development will add significantly to the congestion at peak periods along this section of the A174 and the adjoining roads. To improve road links the council should consider the provision of a direct access from the industrial estate onto the A19.

11. James Newton, 5 Thorne Close Stockton on Tees

The road is extremely busy throughout the day whilst the road is currently regulated by traffic lights allowing traffic to flow reasonably well. The inclusion of a roundabout will cause traffic to back up to the lights and cause grid lock, especially at peak times. Furthermore, motorists are likely to use the industrial estate as a short cut to beat the traffic, further worsening the situation. Any consideration needs to take account of the various transport strategies, which have been undertaken over the last 2 years including further housing at Ingleby. Perhaps dual carriageways should be considered to improve the situation.

12. Mr D Johnson, 60 Marykirk Road Thornaby

I question the feasibility for the need for the roundabout and its impact on the current highway set up. I foresee tailbacks in either direction, compounding any problems you may already have. It also raises the issue about the impact it will have on us, the immediate residents with regard to pollution of noise and air, which will be greater during construction. Added to all of this our properties will be devalued.

13. Mr and Mrs D Squince, 62 Marykirk Road Thornaby

Existing road usage is high and noise levels from this are unpleasant, being worse in the summer when windows need to be open and when motorists have their radios turned up. This will bring traffic closer to properties and increase noise and pollution with the drivers of large wagons looking directly into bedroom windows and having their headlights shining into the rear of the properties. Traffic already backs up to the point where the roundabout is proposed and this will add to the congestion both here and along Barwick Way. The levels of traffic in this area have increased considerably in recent years. The council has planted trees along the rear garden boundaries and this proposal will result in them being removed. I am not aware of their being a traffic problem for the industrial estate.

14. J and A Blower, 64 Marykirk Road Thornaby

The roundabout will be less than 10 metres from our rear fence. The road is currently higher than the ground on which the houses lie, being level with the upstairs. It is assumed that the land adjacent to the roundabout would slope

downwards towards our property and therefore feel much closer because of its height. The users of the roundabout will include large lorries and will increase noise and pollution levels. At present the road is noisy enough and the vehicles are usually travelling at a steady speed but if the roundabout is built we would be able to hear the many gear changes, noise from the acceleration, breaking and deceleration of the lorries.

Stockton Council have created a footpath along the land behind the rear gardens of Marykirk Road and undertaken tree planting here. The trees are just beginning to mature. The new roundabout would deter people from using this path.

As the roundabout is to benefit users of the industrial estate, would it not be more suitable to use land associated with the industrial estate for its construction rather than encroach onto this land. It is envisaged that existing traffic congestion will simply move to this roundabout.

The roundabout will have a big impact on the value of our house.

15. Karen Armstrong, 66 Marykirk Road Thornaby

The development will have a substantial impact on our local environment. This development will come within metres of a woodland walk running parallel to my back garden. This will cause damage to surrounding trees and shrubs not forgetting the effect on wildlife.

Noise levels will increase as will emission of fumes having a detrimental impact on the health and well being of residents.

16. G Haggath, 44 Wheatear Lane Ingleby Barwick

This road already becomes completely grid locked at peak times and this will only worsen the situation. Of far more benefit would be a roundabout with the junction of Thornaby Road. This would keep the traffic moving and help to reduce the build up of traffic to and from both the trading estate and Ingleby Barwick. If additional access is required then consideration should be given to a direct access to and from the A19, which would remove all HGV traffic from Thornaby Road.

17. Nailorder.co Uk Ltd, 55A Perry Avenue Thornaby

Our company is situated at 55a Perry Avenue, and are concerned of the location of the proposed new roundabout junction and access on the A174 and whether this route would become a short cut for residents of Ingleby Barwick to get to the motorway.

18. L Hall and G Kerr, 68 Marykirk Road Thornaby

The proposed development will affect house prices whilst the noise levels will be increased as there will be much more heavy traffic. In the summer time we will not be able to open our windows as the noise will be very heavy and the traffic will create a lot more dust.

PLANNING POLICY CONSIDERATION

19. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. In this case the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).
20. The relevant development plan in this case is the adopted Stockton on Tees Local Plan.

Policy EN15

Development will not be permitted on urban open space unless:

- (i) It would enhance the sporting, recreational, or nature conservation value of the land and the space would still retain its open character; or
- (ii) The development of a small area of open space would result in the enhancement of the remainder to the overall benefit of the local community

Policy TR13a

Planning permission will not be granted for any new development which affects the line of the following proposed new highways and improvement schemes:

- (a.) A174 Thornaby Bypass;

Policy TR 4

A network of cycle routes across the Borough will be developed, priority to be given to the following:

- (f.) Thornaby bypass – River Tees – Eaglescliffe;
- (g.) Ingleby Barwick – Bassleton Court – Airfield Industrial Estate – Thornaby Town centre – Littleboy Park.

Policy REC 20

The following footpath and cycle routes are proposed:

- (b.) A footpath from Leven Bridge (at Low Lane) to its junction with the Tees, then a combined footpath and cycle route along the east bank of the Tees to the Thornaby Bypass bridge.
- (e.) A footpath from the proposed Thornaby Bypass bridge along the east bank of the Tees to Surtees Bridge.

Policy IN 1

Land is allocated for business and general industrial uses (classes B1 and B2) at the following locations;

- b. Teesside industrial Estate Thornaby.

THE SITE AND ITS SURROUNDINGS

21. The A174 links from the A19 to the A1045 (Thornaby Road) with Teesside Industrial Estate lying to the south and housing to the north. Both the industrial area and the housing are located in a position set back from the A174, having a wide and relatively open road corridor and wooded buffer in between.

22. At the point where the proposed roundabout is located the A174 is raised above the ground level by several metres from the land to both the north and south. The housing to the north is located at a lower ground level to that of the highway whilst the Industrial Estate to the south is located at a higher position to the A174 as the ground level rises again at this point.
23. There is an area of recently planted trees immediately to the rear of the housing to the north whilst a mature wooded area lies immediately to the east.

MATERIAL PLANNING CONSIDERATIONS

24. The proposal relates to the provision of a new roundabout junction with the A174, an internal roundabout within Teesside Industrial Estate and associated road and earth works to both.
25. The application site includes land within the boundaries of the industrial estate, areas of the A174 as well as the highway corridor to the north and south. The A174 is designated under Local plan Policy TR13a relating to a proposed new highway improvement. In addition there are designations under policies EN15, REC3, REC20 and TR4, which relate to urban open spaces and the provision of cycle routes.
26. It is considered the key issues are the proposals impact on existing highway links, highway safety and provision, the impact on the amenity of nearby properties and the impact on the surrounding landscape. These are considered as follows;

Impacts on highway links and highway safety

27. The Highways Agency and the Head of Integrated Transport and Environmental Policy have both been consulted on the proposed works although to date no response has been received. It is expected that the responses from these will take into account the impact of the new highway layout on the existing layout, levels of traffic, issues of congestion and highway safety. These matters will be reported to committee by way of an update report.
28. Several objections have been raised over concerns that the proposed roundabout would not actually be required and if it were provided, that it would act as a short cut for people going to Ingleby to avoid delays at the traffic lights. As there has been no response from the Head of Integrated Transport and Environmental Policy, this matter is intended to be commented upon within an update.

Impacts on the amenity of nearby properties

29. The rear elevations of housing to the north of the application site are located as close as 48m to the edge of the A174 as existing although properties are staggered and this gap increases to 54m. The proposed roundabout, at its closest point will reduce this to 32m although it is expected there will be further grading and earth works beyond the edge of the roundabout.

30. The existing section of the A174 behind the housing is raised above the level of the housing and the immediately surrounding land levels. It is assumed that the proposed roundabout will be constructed at a similar level, which will result in traffic being more audible and more visually intrusive than currently experienced. Furthermore, the new path of traffic will at times face directly at the properties where as currently the road passes in a parallel manner.
31. However, there are no specific details of this and as such an appropriate assessment cannot be made at this time. Additional details have been requested and the details of this will be reported to Committee.
32. The proposed development will result in traffic coming within a closer proximity to the existing housing to the north of the A174 whilst will potentially result in more queuing traffic in this specific location and the associated impacts.
33. The proposal itself should not generate additional traffic or congestion within the area generally, however, as the roundabout will become an effective obstacle within what is currently a straight unbroken section of highway it will result in some standing traffic waiting to access the roundabout. The precise level of this is impossible to predict accurately, and for the purposes of assessing the scheme in terms of its impact on residential properties, it is considered that standing and slow moving traffic should be considered as a resultant outcome of the works.
34. Objection has been received in respect to the increase noise, air pollution and light pollution as a result of these revised traffic movements. It is considered that the proposed scheme will undoubtedly have a detrimental impact on the amenity of the residents of these properties. Consideration therefore has to be given to the scale of these impacts, potential mitigation of the impacts and the resultant benefits of the actual scheme which is being proposed. In view of additional information and consultation responses being expected it is intended to update committee in respect to these matters.

Impact on the surrounding landscape

35. The Councils Landscape Officer has advised there is additional information required in order to fully assess the development, all of which is required prior to the determination of the application. The Landscape Officer has indicated the importance of the mature mixed broadleaf plantations on either side of the A174 and that they should remain undisturbed. In view of this the following information has been requested;
 - A tree survey has been requested covering all trees and groups of trees within the site and within 20m of the site, including the adjoining tree belts;
 - The exact extent of excavation and filling operations should be clearly indicated on the main layout drawing including the treatment of the watercourse and public footpath, which run across the site.To date no additional information has been received and as such it is intended that these matters will be addressed and reported to committee in an update report.

Other matters

36. The areas where the proposed works are intended to take place are in the main the existing banks of the A174 and other additional land, including a

very small section of woodland. These specific areas are not specifically noted for their wildlife merits and it is considered that the impact on local wildlife should therefore be minimal, although if approved, it would be suitable to require the agreement of the construction site works boundaries to prevent excessive damage to the surrounding areas.

37. In view of their being an existing road in place and their being surrounding areas of open space it is considered that the provision of a drainage scheme can be dealt with by way of a planning condition.

CONCLUSION

38. The proposed development is considered to be generally acceptable in planning terms although there are outstanding matters relating to landscaping, highways and impact on nearby properties. In view of this it is recommended that the determination of the application be delegated to the Head of Planning and approved subject to the outstanding matters being adequately resolved to the satisfaction of the Head of Planning and subject to the conditions listed and any other conditions considered to be necessary and in any event being determined no later than the 10th January 2007.

Corporate Director of Development and Neighbourhood Services

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Human Rights Implications

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report

Financial implications

As report

Environmental Implications

As Report

Community Safety Implications

As Report

Legal Implications

As report

Ward

Ward Councillor

Ward Councillor

Stainsby Hill

Councillor D T Brown

Councillor J M Lynch

**Appendix. Ref. 1 Site Location Plan
06/3081/FUL
New roundabout junction and access on the A174**



**Appendix. Ref. 2. Proposed Road Layout and roundabout scheme
06/3081/FUL
New roundabout junction and access on the A174**

