

**DELEGATED**

**AGENDA NO**

**PLANNING COMMITTEE 8<sup>th</sup> August  
2007**

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

**07/1416/FUL**

**Teesside Industrial Estate, Thornaby, Stockton On Tees  
Revised application for New roundabout junction and ancillary works on the  
A174.**

**Expiry Date: 16 August 2007**

### **SUMMARY**

Planning permission is sought for the construction of a new roundabout access onto the A174 from Teesside Industrial Estate with ancillary works including a secondary roundabout within the estate, a link road and associated earthworks. The development would result in the loss of two small sections of woodland and grassed sections of the A174 road corridor.

A total of 35 letters of objection have been received from residents in the nearby housing estate, which backs onto the A174 as well objection being raised by Councillors and Parish / Town Councils. 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 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. One letter of support was received based on the improvements the scheme would bring to traffic movements. The Head of Technical Services considers that the proposed amendments should improve the flow of traffic in the area.

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 scheme will provide a new access into the estate which should improve the demand of traffic on the existing A174 / A1045 junction whilst would provide a formalised crossing point for pedestrians into the estate from the housing areas to the north thereby alleviating the current risk to pedestrians crossing the A174 where there is no formalised crossing at a point where traffic speed is relatively high. Furthermore, based on noise and air quality assessments and the screening provisions of existing landscaping and proposed earthworks, it is considered that the overall impact on surrounding residents should not be significantly different from the current situation.

It is considered that the loss of two small areas of woodland would not be significant and in part, could be mitigated against through new planting.

As such, it is considered that the proposed development works would be in accordance with the requirements of the relevant Local Plan Policies .

A section 106 Agreement is considered necessary in order to provide a bond for future highway works internally within the Industrial Estate should it be found that the new access results in the Industrial Estate is being used as a rat run for non industrial estate traffic.

## **RECOMMENDATION**

Planning application 07/1416/FUL be Approved with Conditions subject to the developer entering into a Section 106 Agreement to pay a bond of £10,000 for the undertaking of a highway scheme within the industrial Estate.

- 01** *The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
0001	10 May 2007
2053	10 May 2007
TR/H/001	10 May 2007
TR/H/002	10 May 2007
AL(0)2300	10 May 2007
AL(0)2200	10 May 2007

*Reason: To define the consent.*

- 02.** *Full details of the proposed means of disposal of surface water and a surface water run off limitation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The approved scheme shall be implemented on site prior to the development being brought into use.*

*Reason: In order to ensure adequate drainage of surface water from the scheme is achieved and prevent any flooding of the surrounding environment in accordance with Policy GP1 of the Stockton on Tees Local Plan.*

- 03.** *No development hereby approved shall commence on site until there has been submitted to and approved in writing by the Local Planning Authority an ecological survey and associated mitigation scheme. The development and its management shall be carried out strictly in accordance with the approved scheme and mitigation.*

*Reason: In order to take proper account of protected species on the site in accordance with Policies GP1 and EN6 of the Stockton on Tees Local Plan.*

- 04.** *Within three months of the works hereby approved being brought into operation there shall be a noise assessment scheme and mitigation plan submitted to and approved in writing by the Local Planning Authority. Any mitigation highlighted within the scheme shall be carried out within 6 months following the approval in writing from the Local Planning Authority.*

**Reason: In order to adequately address any impacts of increased noise generation on the occupants of nearby residential properties in accordance with Policy GP1 of the Stockton on Tees Local Plan.**

- 05. 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.**

- 07. 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.**

- 08. Notwithstanding details hereby approved, there shall be no lighting provided for the roundabout other than that which is detailed within a scheme of lighting to be submitted to and approved in writing by the Local Planning Authority.**

**Reason: In order to prevent undue light pollution into the residential properties to the north of the site in accordance with Policy GP1 of the Stockton on Tees Local Plan.**

## **HEADS OF TERMS**

**Prior to the commencement of the development, the developer shall pay a bond of £10,000 to the Local Planning Authority for the purposes of undertaking a highway improvement scheme within Teesside Industrial Estate, should such a scheme be required.**

## **BACKGROUND**

1. An application, reference 06/3081/FUL, for the provision of a new roundabout and access onto the A174 was refused planning permission on the 13<sup>th</sup> December 2006 for the following reasons:-

*In the opinion of the Local Planning Authority, the proposed development would have an unacceptable impact on the privacy and amenity of the occupiers of nearby properties as a result of the increased traffic noise without any clear evidence of mitigation, being contrary to Policy GP1 of the Stockton on Tees Local Plan.*

*In the opinion of the Local Planning Authority, it is considered that the supporting information within the planning application has not satisfactorily demonstrated that the roundabout would not impact on the free flow of traffic on the A174 Parkway extension and is therefore considered to be detrimental to traffic movement and highway safety, being contrary to Policy GP1 of the Stockton on Tees Local Plan.*

## **PROPOSAL**

2. 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, a new roundabout internally within the industrial estate and a new dual carriageway extension off Fleck Way connecting the two. Other works include earthworks in the form of bunding. The scheme shows formal footpath connections to the existing footpath to the north of the A174 and the provision of a footpath and crossing points adjacent to and over the roundabout. Works also indicate the existing ditch as being piped under the new roundabout. Provision of dual carriageways are indicated on the plans as possible future provision, however are not being considered as part of this proposal. The new access route is intended to allow the industrial estate to increase commercial opportunity and lift the current status of the estate.
3. The application has been submitted along with a Transport Assessment and Noise, Flood Risk and Air Quality Assessments.
4. The applicant considers the proposed development will provide traffic relief to the existing Thornaby Road / Ingleby Way roundabout as well as to the Thornaby Road / Parkway extension. It is suggested that the scheme will reduce vehicle mileage on the primary road network and discourage industrial estate traffic from going through Ingleby Barwick by providing a more direct access to the A19.

## **CONSULTATIONS**

The following Consultations were notified and comments received are summarised below:-

Councillors

Cllr Geoff Green (Stainsby Ward)

5. Objects based on the scheme being detrimental to well being of residents as a result of vehicle noise, exhaust pollution. The roundabout will impede traffic flow, increasing noise and environmental pollution.

#### Cllr Walmsley (Stainsby Ward)

6. Objects on impacts of noise, pollution to nearby residents whilst considers that the scheme does not show that it will not have a detrimental impact on the free flow of traffic. The proposed bund screen does nothing to screen the road from view. The roundabout will result in traffic being more audible. Trees to screen will take years to grow. A tree survey should be carried out to assess the impact on the trees. The application also covers an area known and proven territory for great crested newts and the development should be considered against impacts on ponds and watercourses used for breeding.

#### Urban Design - Landscape

7. There are mature mixed broadleaf plantations either side of the A174 in the vicinity of the proposed roundabout. A study of the historic aerial view show this wood was around in the mid nineteenth century but there is no evidence of ancient woodland flora and the old name of the wood as new plantation tend to hint that this wood was probably planted. These plantations are significant visually and also provide a good wildlife habitat and thus removal of trees in this area to accommodate this capital scheme should be minimized. 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. For clarity, and as required as part of the planning application requirements, all trees proposed for removal should be indicated, along with trees to be retained. I would also recommend that an ecological survey be carried out to determine the extent of any protected species within the development area notably water voles, great crested newts in the ditches and bats in the oak trees.
8. 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 and should clearly indicate the areas of these operations in relation to the existing woodland areas. Proposals should indicate the treatment of the existing watercourse and public footpath, which run across the site, adjacent to the A174.
9. Full landscaping details should also be submitted at this stage as mitigating measures in respect of visual intrusion to nearby residential areas.

#### Urban Design – Engineers

10. I have no objection to this proposal as the following highway considerations have been met.
11. The introduction of the roundabout provides excellent traffic distribution onto the existing road network as better access arrangements mean that traffic flows at existing junctions will be reduced and this is demonstrated in the Transport Assessment. The proposal is able to cope with predicted traffic forecasts and will not add any congestion or delays to journeys. Only slower moving traffic with nominal queuing will occur. It is predicted that traffic flows will reduce in peak hours by 13 – 15% at the Thornaby Road/Ingleby way roundabout and by 7 – 8% at the Thornaby Road/A174 parkway extension traffic signals.

12. The traffic management within the industrial estate has been agreed with the Highway Authority. It may be necessary to review the internal arrangements after a two year period with further measures being implemented if the Highway Authority deems it appropriate. This should be conditioned as a S106 agreement.
13. The roundabout has a traffic calming feature effect as vehicle speeds must reduce on the approach, as a result traffic noise should also reduce as tyre action on road surfaces is the main source of road traffic noise. It is also an improvement that further planting, screening and an earth mound are proposed to mitigate traffic noise and hence the amenity for residents should be improved. This visual amenity improvement is also enhanced by the likelihood of many HGVs exiting the A19 and entering the Industrial Estate via the new access and therefore they will not be passing the rear of any properties. Reduced traffic flows along with reduced speed will also reduce overall vehicle emissions. Improvements to pedestrian access is also proposed as footways to adoptable standards will be introduced which will allow pedestrians to gain access to the industrial estate at this point. It will also benefit pedestrians to cross a single lane at a time of slower moving traffic.
14. It will be necessary for the Developer to enter into a S278 agreement with the highway authority regarding the design and construction of the roundabout.
15. A Road Safety Audit for the development is required and we are currently in discussions with the Consultant regarding this issue which should be resolved prior to any decision on the application being made.

#### Environmental Health Unit

16. The report and its findings are acceptable. The report shows the present traffic noise climate measured near the noise sensitive premises and it also predicts the traffic noise level for the future which is almost 8dB less than the present ones. Given that this is an estimation, I feel it would be reasonable to ask to repeat the same noise readings again after the completion of work. If the future noise readings showed the predicted level to be way of mark, then it may be possible to introduce additional mitigation measure in a form of mound and fences.

#### Ingleby Barwick Town Council

17. Submit the following concerns:-  
Environmental impact on the woodland either side of the highway and wildlife living here, Increased queuing from traffic and hence a danger for A19, Noise and pollution to houses as a result of it being closer to houses, If the road was to be a dual carriageway in the future then impacts would be significant. The development would alter the flow of the beck affect future flooding, Traffic impact during construction, Impact of blocking the nearby traffic lights if traffic backs up.  
Question is raised whether access can be provided directly off the A19 and if the scheme were to go ahead, could the existing access into the estate be blocked.  
Consideration should be given to removing the protected right turn both into and out of the Hollybush Petrol Filling Station.

### The Environment Agency

18. The Agency has no objections, in principle, to the proposed development but recommends that if planning permission is granted a planning condition is imposed relating to a surface water run off limitation scheme in order to prevent the risk of increased flooding.

### Council For The Protection Of Rural England

19. Object, having significant concerns, especially as no Environmental Impact Assessment has been undertaken. We understand that the A174 roundabout application form refers to SBC Highways Dept as landowner, not the applicant. We believe when a local authority grants itself planning permission, an environmental assessment should be carried out.
20. Previously a similar application, 06/3081/FUL, was refused as being contrary to policy GP1 of the Local Plan. It was felt to have an unacceptable impact on the privacy and amenity on the occupiers of nearby properties as a result of the increased traffic noise without any clear evidence of mitigation, and the supporting information has not satisfactorily demonstrated that the roundabout would not impact on the free flow of traffic, being contrary to Policy GP1 of the Local Plan. This application appears also to be contrary to policy GP1, being incompatible for the obvious reason that the A174 Parkway has been routed between the industrial estate and residential properties, instead of the industrial warehousing being sited between the high speed roads and residential areas.
21. Within the locality both bats and Great Crested Newts are known to be found, (Policy EN 6) and any tree loss would impact on loss of both green space/ screen and the associated acoustic barrier, while also decreasing habitat diversity in the local

### **PUBLICITY**

22. Neighbours were notified and a total of 35 letters of objection were received from the following addresses:

14, 30, 42, 56, 58, 60, 62, 64, 66, 68 Marykirk Road, 2, 8, 9 Sealand Close, 7 Dishforth Close, 270 Thornaby Road, 8 Coney Close, 36 Princess square, 15, 30 Boar Lane, 17 Barkston Avenue, Richardson Road, 15 Bowood Close, 33 Chesterton Avenue, 4 Stannage Grove, 28, 33, 34, 36 Cranwell Grove, 14, 17 Weaver Close, 5 Brisbane Crescent, 1no. email with no address given

Objections are summarised as follows:-

Roundabout is close to houses on Marykirk Road.

Increased traffic, increased congestion and therefore increased accidents

The roundabout and proposed dual carriageway will create increased noise levels from traffic having to brake and accelerate away from the roundabout, Increased traffic, increased pollution including light pollution from vehicles lights, and general traffic build up and congestion.

The loss of woodland is detrimental to ecology including the Great crested Newts and the green belt in general,

The scheme will affect the existing walk through the woods

The industrial estate will be used as a short cut

Devaluation of properties

The scheme will not benefit the local community

Detract from the amenity of the area.  
Loss of habitat  
It contravenes the Local Plan for the area  
The scheme will lead to greater carbon emissions  
The enhanced footpath will only increase the illegal motorcycle riding in the area.  
A slip road into the estate would be a scheme with reduced impacts and go some way to achieving benefit.

- 23 Cllr M Moore (Thornaby Town Council)  
Objects. It is clear that residences along this section of the A174 already have much more traffic than the residents along the length of Thornaby Road which was previously considered by councillors to have intolerable levels needing extended 30mph zones and enforcement, an extensive traffic calming scheme and a so called bypass. Compare that with this proposal on the A174 which increase already high traffic and route it closer to residential properties. Adjoining properties will gain greater levels of pollution as a result of the prevailing wind.
24. One letter of support has been received from the occupants of unit 62C Lords Avenue.  
Support is based on the following:-  
Traffic into the estate will not increase as a result of the roundabout  
Traffic flow will improve as a result of the roundabout  
It will prevent HGV's using the traffic lights at the A1046 /A174 junction, preventing standing vehicles here and greatly reducing the exhaust emissions.

## **PLANNING POLICY**

25. The relevant development plan in this case is the adopted Stockton on Tees Local Plan.  
Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, 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)*.

The following planning policies are considered to be relevant to the consideration of this application:-

### Policy GP1

Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- (i) The external appearance of the development and its relationship with the surrounding area;
- (ii) The effect on the amenities of the occupiers of nearby properties;
- (iii) The provision of satisfactory access and parking arrangements;
- (iv) The contribution of existing trees and landscape features;
- (v) The need for a high standard of landscaping;
- (vi) The desire to reduce opportunities for crime;
- (vii) The intention to make development as accessible as possible to everyone;



- (viii) The quality, character and sensitivity of existing landscapes and buildings;
- (ix) The effect upon wildlife habitats;
- (x) The effect upon the public rights of way network.

**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 REC 20**

The following footpath and cycle routes are proposed:

- (a.) A footpath from Yarm to the borough boundary along the south bank of the tees;
- (b.) A footpath from Leven bridge (at low lane, near Yarm) 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;
- (c.) A cycle route along the southern boundary of Eaglescliffe golf course;
- (d.) A combined footpath/cycle route on the west and north banks of the tees from Preston lane to the barrage;
- (e.) A footpath from the proposed Thornaby bypass bridge (south bank) along the east bank of the Tees to Surtees bridge;
- (f.) A combined footpath/cycle route from Surtees bridge (south bank) through Teesdale to the barrage and the borough boundary

**Policy IN1**

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

- (a) Holme House Farm 41 HA
- (b) Teesside Industrial Estate, Thornaby 39 HA
- (c) Preston Farm Industrial Estate, Stockton 49 HA.

**SITE AND SURROUNDINGS**

- 26. 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 at a position set back from the A174 which at this point has a mixture of a wide and relatively open road corridor and wooded buffer in between.
- 27. At the point where the proposed roundabout is located the A174 is raised above the adjoining ground level to the north and south by several metres. The housing to the north is therefore at a lower ground level to that of the highway and proposed roundabout although the Industrial Estate to the south is located at a higher position to the A174.
- 28. There is an area of recently planted trees immediately to the north of the A174 acting as a buffer between the housing and the A174. This landscaping includes a line of trees immediately adjacent to the rear garden boundary of the properties in Marykirk Road which adjoin the road corridor. These trees range in height although in the main are between 4 and 6 metres in height.

## **MATERIAL PLANNING CONSIDERATIONS**

29. 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. The application has been submitted with various details in an attempt to address the reasons for refusal for the previous application reference 06/3081/FUL.
30. 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 and are material to the consideration of this proposal.
31. It is considered the key issues to consider in determining this application 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 and ecology. These are considered as follows;

### **Impacts on highway links and highway safety**

32. Several objections have been raised over concerns that the proposed roundabout would not actually be required, that a slip road into the estate as against a full roundabout would be a better solution and that if the roundabout is provided, it would act as a short cut for people going to Ingleby to avoid delays at the traffic lights. Within the Transport Assessment the applicant has considered the surrounding highway network, existing traffic movements, areas of traffic influence, the numerous road junctions within the immediate locality, traffic growth factors, distribution and design span for the purposes of the assessment. The Transport Assessment concludes that as the new roundabout and associated works will decrease traffic using the existing industrial estate access points that further mitigation is not required.
33. The Head of Technical Services considers that the introduction of the roundabout provides excellent traffic distribution onto the existing road network as better access arrangements mean that traffic flows at existing junctions will be reduced which is demonstrated in the Transport Assessment. The proposal is able to cope with predicted traffic forecasts and will not add any congestion or delays to journeys. Only slower moving traffic with nominal queuing will occur. It is predicted that traffic flows will reduce in peak hours by 13 – 15% at the Thornaby Road/Ingleby way roundabout and by 7 – 8% at the Thornaby Road/A174 parkway extension traffic signals. It is further advised that the traffic management within the industrial estate has been agreed with the Highway Authority, although advises that this new access may result in traffic using the Industrial Estate as a short cut to avoid the existing traffic signals at the junction of the A174 and the A1045. Should this become a problem the Head of Technical Services considers that a review of the internal traffic arrangements of the industrial estate should be made two years after completion of the scheme. If the review indicates the internal roads within the industrial estate become a 'rat run' then this will have been as a direct result of this new access onto the A174 and as such, it is considered that the developer should fund future works to mitigate the

problem. These works should be would be an internal road closure which could take place at the first east – west connection and having a likely cost of £10,000 to implement.

34. There is an existing footpath which runs within the land in between the A174 and the industrial estate. This footpath is shown linking as an overpass as against an underpass with a crossing point to the Fleck Way extension thereby retaining a footpath link with the land to the east of the Fleck Way extension.

#### Impacts on the amenity of nearby properties

35. The rear elevations of housing to the north of the application site are located approximately 60m from the kerbside of the A174. The proposed roundabout, at its closest point will reduce this gap to approximately 44m although there is a landscape bund and earth grading works proposed immediately beyond the edge of the roundabout.
36. The existing section of the A174 behind the housing is raised above the level of the housing and the immediately surrounding land levels. The proposed roundabout is indicated on a sectional drawing as being built at the same level as the existing highway. Due to the roundabout being closer to existing housing the traffic will be more visible. Furthermore, the new path of traffic will at times face directly at the properties where as currently the road passes in a parallel manner. However, an embankment is shown being in between the proposed roundabout and the existing houses which would project above the level of the roundabout. It is considered that this bund will undoubtedly assist in reducing the visual impact of the proposal whilst additional landscaping within this area would further reduce any visual impacts. There is an existing landscaping scheme within the area of land which intervenes the housing and the A174. This scheme includes many trees which have not yet reached maturity although are already in excess of 5m in height. There is a tree line to the rear of properties on Marykirk Road which has a similar height. At the time of making the site visit, this landscaping screened the majority of the rear elevations of properties, although this will not be achieved to the same degree when trees are not in leaf. In view of these trees having not yet reached their mature height it is considered that screening in this location is generally adequate although additional landscaping and the screen bund is considered necessary to minimise impact. The earthworks should not impact on the properties as a result of this screening.
37. Objection has been received in respect to the increase of noise, air pollution and light pollution as a result of these revised traffic movements.
38. The Councils Environmental Health Officer considers that the noise report and its findings with regards to the predicted impacts on surrounding properties are acceptable. The report shows the present traffic noise climate measured near the noise sensitive premises and it also predicts the traffic noise level for the future which is almost 8dB less than the present ones. However, in view of these being estimations, the Environmental Health Officer considers that it would be reasonable to make it a requirement of any approval to repeat the same noise measurements to gain readings after the completion of work, and for any post completion noise issues to be addressed through additional mitigation through mounding and fencing or similar.

39. The findings of the Air Quality Assessment submitted with the application forecast that the concentrations of air pollution at all receptors within the vicinity of the proposed development will remain within the Air Quality Objectives both within and outside the development site, indicating that changes in pollutant concentrations are considered to be extremely small. In view of the A174 already being in place, the proposal not actually increasing traffic, the scheme reducing the need for industrial traffic to use a more convoluted access into the Industrial Estate and the position of the roundabout not being immediately adjacent to housing, it is considered that the impact on the air quality with regard to pollutants from traffic would not be significantly detrimental to the occupants of surrounding properties above that created by the existing highway.
40. The proposed scheme intends to install a scheme of lighting associated with the roundabout. However, in order to minimise the impact of such lighting on the occupants of the adjacent housing it is considered necessary to condition the precise detail of any lighting scheme.

#### Impact on surrounding environment

41. Objection has been received with respect to their being bats and great crested newts within the locality. It is noted that there is a pond within the industrial estate whilst the proposed works will result in the removal of some area of woodland. However, based on a recent survey of the pond within the industrial estate in relation to application reference 05/1561/REV determined in June 2007, there was no evidence of newts being present at this location. Furthermore, although resulting in the loss of trees, this loss is considered to be relatively limited whilst there are no historic buildings being demolished which would normally act as a habitat for bats. As such, there is no clear evidence to suggest that there would be a detrimental impact on species especially protected by law, however, it is considered necessary to require a survey to be undertaken with adequate mitigation in view of the proposed tree removal.
42. 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 has requested a survey 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 and the treatment of the watercourse and public footpath, which run across the site. However, the footpath and watercourse rerouting information is indicated on the submitted plans. The footpath links with the Fleck Way extension and a crossing point being provided. The watercourse is shown being piped under the roundabout.
43. The area of woodland to be lost is titled New Plantation on the Ordnance Survey mapping. Historic mapping shows that this plantation was in existence in 1856, although has been significantly reduced as a result of house building which has taken place to the north and the A174 being constructed through it. New Plantation is not defined as an Ancient Woodland, although there is Ancient Woodland within the locality, this being Stainsby Wood approximately 400m to the east of this site.

44. In view of the site not having an impact on Ancient Woodland and resulting in only a small loss of area of New Plantation Wood, it is considered that the overall impacts of the scheme would on balance be acceptable, particularly in view of their being a recent tree planting scheme having been undertaken to the north of the A174 which would effectively extend from New Plantation to the A1045 to the west. (See appendix reference 2).

#### Other matters

45. Calculations made with regard to peak surface water run off indicate a small increase at peak times, therefore it is intended to attenuate this increase so that there is no net increase in surface water run off over the existing scenario. The applicant has advised that this would be detailed at a later stage, once the construction detail of the highway has been completed. The Environment Agency have advised that they have no objections in principle although advises that should the application be approved then a condition should be attached which requires a scheme for surface water run off to be agreed in order to prevent the risk to flooding. In view of the calculations submitted and the comments of the Environment Agency it is considered that surface water run off could be effectively dealt with by condition.
46. In order to prevent any significant noise and disturbance including light pollution for the occupants of nearby properties it is considered appropriate to limit by way of condition the times at which the construction works can take place.

#### **CONCLUSION**

47. The proposed development is considered to be acceptable on highway grounds with regard to its impacts on existing traffic flows and the layout of the highway network generally. Furthermore, it is considered that the scheme would not unduly compromise the privacy and amenity associated with nearby properties through noise or light pollution subject to adequate mitigation being provided. The scheme will undoubtedly affect the adjoining woodland and wildlife habitat areas. However, it has a limited land take and as such is not considered to have a significantly detrimental impact on these areas. The scheme will provide a new access into the estate which should improve the demand of traffic on the existing A174 / A1045 junction whilst at the same time provide a formalised crossing point for pedestrians into the estate from the housing areas to the north thereby alleviating the current risk to pedestrians crossing the A174 where there is no formalised crossing at a point where traffic speed is relatively high.

**Corporate Director of Development and Neighbourhood Services  
Contact Officer Mr Andrew Glossop Telephone No 01642 527796**

#### Human Rights Implications

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

#### Community Implications

As Report

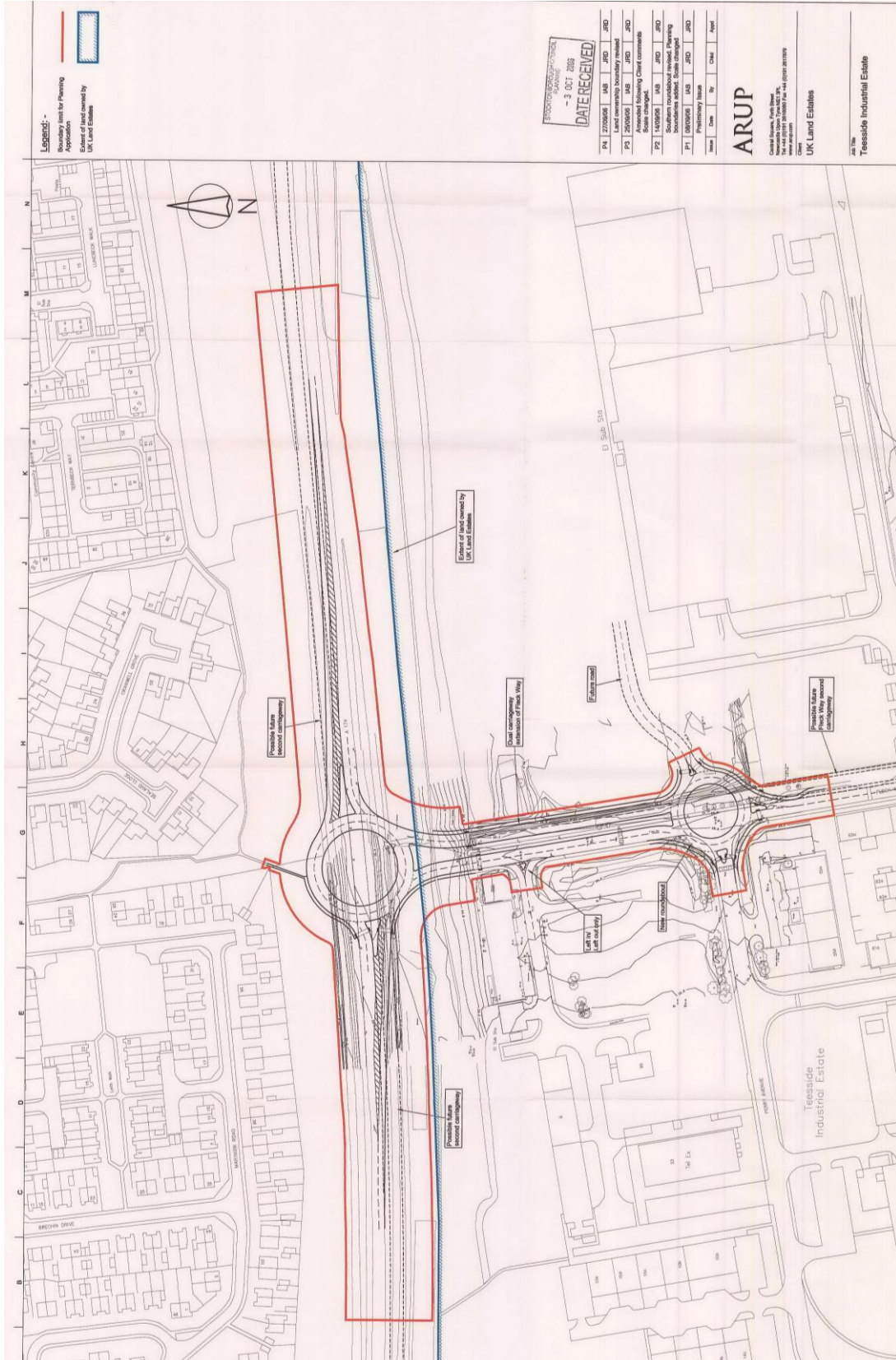
Financial Implications

None

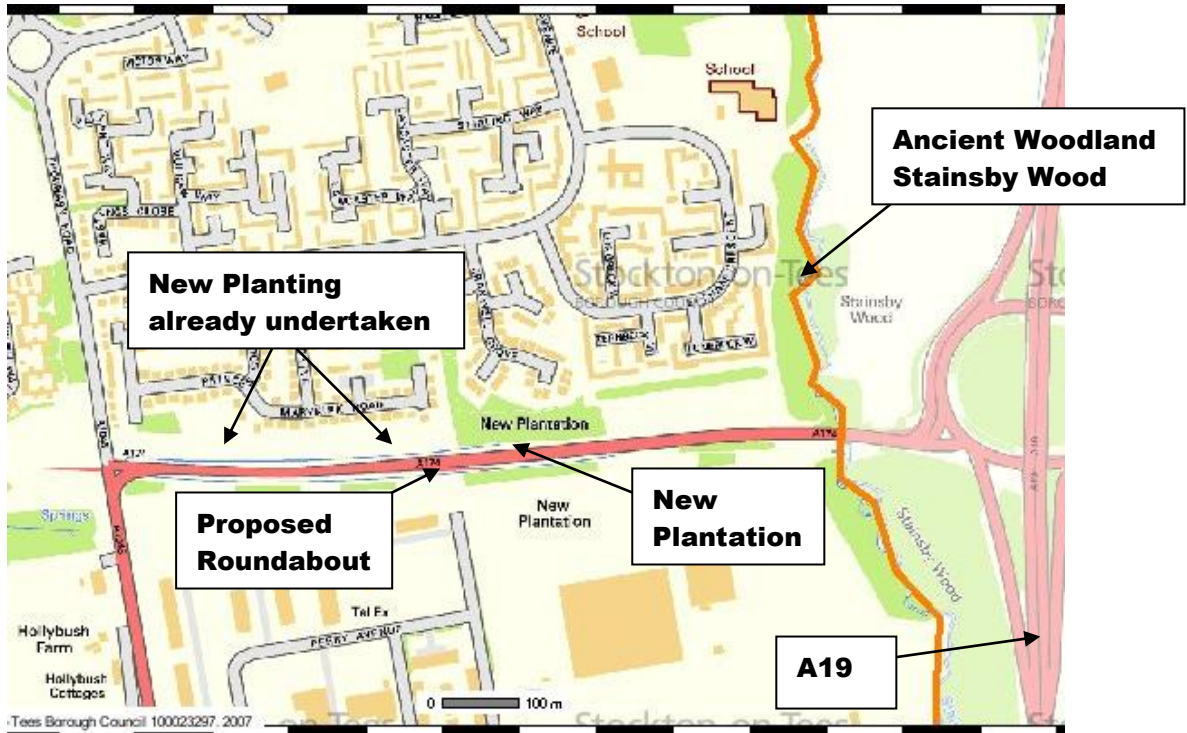
**WARD AND WARD COUNCILLORS**

<b>Ward</b>	<b>Stainsby Hill</b>
<b>Ward Councillor</b>	<b>Councillor Mrs Sylvia Walmsley</b>
<b>Ward Councillor</b>	<b>Councillor Eileen Craggs</b>

**Appendix. Ref. 1 Site Layout Plan  
07/1416/FUL  
New roundabout junction and access on the A174**



Appendix. Ref. 2 Adjoining Woodland Areas  
07/1416/FUL  
New roundabout junction and access on the A174





Appendix. Ref. 3 Section through roundabout with adjoining housing and earthworks  
07/1416/FUL  
New roundabout junction and access on the A174

