

DELEGATED

AGENDA NO

PLANNING COMMITTEE

21 April 2010

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

10/0228/LA

Riverside/Bridge Road/Church Yard Link Road.

Revised application for realignment of Riverside Road at the junction with Churchyard Link Road/Bridge Road through existing commercial premises (Glynn Webb building)

Expiry Date: 5 May 2010

SUMMARY

Planning permission is sought for the realignment of Riverside Road to straighten out the link onto the 1825 Way and the signalisation of the junction with Bridge Road and a second signal controlled junction at the Parkfield Road junction.

A previous scheme for the above works was granted planning consent in October 2008 however since obtaining this consent further work has been undertaken on the forecast traffic flows at the junction and as a consequence it has been found necessary to amend the layout and re-phase the signals in order to accommodate future traffic growth. At the same time the opportunity has been taken to improve the priority for buses on Bridge Road/Stockton High Street corridor.

The scheme is intended to provide an improved link for public transport by reducing delay particularly in the peak hour period.

The proposal forms part of the proposed Tees Valley Bus Network Improvements which will play a key role in the Council's Long-Term Transport Strategy as set out in the Stockton on Tees Local Transport Plan and is considered to be in line with general planning policies set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

Planning application 10/0228/LA be Approved with Conditions subject to

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>
<i>TS/D1/181/2/4C</i>	<i>3 February 2010</i>
<i>TS/D1/181/2/1C</i>	<i>3 February 2010</i>
<i>TS/D1/181/2/3A</i>	<i>3 February 2010</i>

Reason: To define the consent.

- 02. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has completed the implementation of a phased programme of archaeological work in accordance with a written scheme of investigation submitted by the applicant and approved in writing by the local planning authority. Where important archaeological remains exist provision should be made for their preservation in situ.**

Reason: The site is of archaeological interest.

- 03. Notwithstanding the proposals detailed on the submitted plans, No development shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.**

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.

- 04. Notwithstanding the proposals detailed on the submitted plans, prior to the commencement of development, details of the existing and proposed levels of the site and any proposed mounding and or earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the LPA. Development shall be carried out in accordance with the approved details. Attention should be given to existing vegetation and surrounding landform.**

Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity of the area or integrity of existing natural features and habitats.

- 05. Notwithstanding the proposals detailed on the submitted plans, prior to the commencement of development, details of any street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority. Such street furniture as agreed shall be erected before the development hereby approved is occupied.**

Reason: In the interests of the visual amenities of the locality.

- 06. Notwithstanding the proposals detailed on the submitted plans, no development shall commence until full details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing**

***or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following:
commencement of the development
or agreed phases
or prior to the occupation of any part of the development
and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.***

Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.

INFORMATIVES

The applicant should contact Northern Gas Networks to discuss diversionary works.

The applicant should liaise with the Highways Agency Area Team and MACV Contractor in relation to the management of traffic during construction period, particularly given the close proximity of the A66 trunk road.

The proposal has been considered against the policies below and it is considered that there are no material considerations that indicate a decision should be otherwise.

Policy CS2 and CS3 of the Stockton on Tees Borough Local Development Framework.

BACKGROUND

1. The construction of the final stage of South Stockton Link between central Stockton and Ingleby Barwick was completed in March 2005. This road, known as the 1825 Way, was connected into Bridge Road with a signal controlled junction to the east of the Bridge Road/Riverside roundabout. When the South Stockton Link was originally planned it was always recognised that the existing roundabout at the Bridge Road/ Riverside junction would reach capacity within about five years of the opening of the 1825 Way and that a junction improvement scheme would be required. The improvement and signalisation works, which form the subject of this application, would provide an improved link for public transport on the Bridge Road corridor into central Stockton by improving the capacity of the junction.
2. The main desire line for traffic heading north on the 1825 Way from Ingleby Barwick is along Riverside to by pass central Stockton. Currently traffic on this route has to pass through a signal-controlled junction and then negotiate the Bridge Road roundabout before accessing Riverside. This can lead to delays in passing through the junction, particularly in the peak hour periods. These delays directly impact on bus journey times as the junction is heavily used by buses, which run along Bridge Road to and from the High Street and central Stockton. Traffic heading west along Bridge Road again currently has to pass through a signal controlled junction and then negotiate the Bridge Road roundabout before heading for the High Street or further west along Yarm Road, again traffic at these junctions can directly and adversely impact on bus journey times.
3. The improved public transport link at the Bridge Road/Riverside junction forms part the wider Tees Valley Bus Network Improvement Scheme that aims to improve the journey time for buses on a number of core routes within the Borough. In order to achieve this goal the Council along with other Councils in the Tees Valley have put together a joint bid for finance to carry out a number of improvement schemes under the banner of the Tees Valley Bus Network Improvement Scheme.

PROPOSAL

4. The proposed improvement would replace the current arrangements with two linked signal controlled junctions. The main improvement would involve the realignment of Riverside to straighten out the link onto 1825 Way and the signalisation of the junction with Bridge Road. Further west along Bridge Road there would be a second signal-controlled junction at the Parkfield Road junction. Both these signal junctions would be linked and the phasing of the lights co-ordinated in order to speed up traffic flows through the junction. These signal works, together with the use of dedicated lanes would enable a priority green route to be set up for buses on the Bridge Road to High Street corridor.

5. The existing steam locomotive which has been temporarily sited on the central island of the Bridge Road roundabout for a number of years is to be re-sited onto the new highway verge at the Bridge Road / Riverside junction. It should be noted that, when the locomotive was placed here, the long-term future of the roundabout was already known and that a new home would be required within 5-10 years.

CONSULTATIONS

6. The following Consultations were notified and any comments received are set out below: -

7. Tees Archaeology

Thank you for the consultation on this planning application.

Please could you take into account my previous comments for an earlier application (08/2584/LA)?

8. Northern Gas Networks

No objection and standard mains records shown

9. The Environment Agency

No objections to the application as submitted, although we would like to make the following comments:

Flood risk

As the submitted Flood Risk Assessment (FRA) states, the red line boundary is within flood zones 2 and 3, however due to the low vulnerability of the development we have no flood risk concerns.

It should be noted that the extreme flood level is higher than the 4.1mAOD stated in the FRA; however the proposed road level of 6mAOD is still higher than this flood level and is therefore considered acceptable.

Surface water drainage

Whilst the application documents indicate that surface water will be disposed of via mains sewer, consideration could be given to the use of sustainable drainage methods (SUDS). The SUDS approach involves using a range of techniques including soakaways, infiltration trenches, and permeable pavements to reduce flood risk by attenuating the rate and quantity of surface water run-off from a site. This approach can also offer other benefits in terms of promoting groundwater recharge, water quality improvement and amenity enhancements. Approved Document Part H of the Building Regulations 2000 sets out a hierarchy for surface water disposal which encourages a SUDS approach. The range of sustainable drainage methods available means that it should be feasible to incorporate them into any development.

10. Highways Agency

The Highways Agency has considered Stockton's planning submission for highway improvements to the junction and has no objections in principle to the proposals.

11. Acting Head of Technical Services

General Summary

Urban Design supports this application as the proposal will improve public transport and general traffic movements as well as providing appropriate landscaping.

Highways Comments

The proposed Bridge Road/Riverside junction improvements are part of a wider Tees Valley network improvement scheme which aims to improve journey times for core bus routes.

When the final stage of the South Stockton Link was completed in March 2005 it was known that capacity at the existing Riverside roundabout would be reached in about 5 years and that a junction improvement scheme would be required.

The proposed works provide an improved link for public transport into Stockton by improving the capacity of the junction. The main desire line for traffic heading north on 1825 Way is towards Riverside. Delays are caused as traffic needs to negotiate a signalised junction and then a roundabout. These delays impact on bus journey times.

The proposed improvement realigns Riverside so that it is linked to 1825 Way by a traffic signal junction, an additional signalised junction will be introduced at Parkfield Road and the signals will be linked to provide improved traffic flows through the junction. Dedicated bus lanes will be introduced to provide priority for buses on Bridge Road to the High Street.

The proposed roadworks at Bridge Road/Riverside will not generate any additional traffic over and above normal growth. The speed limit on Riverside will remain as existing, i.e. 40mph. There is an existing signal crossing for pedestrians at the junction of Riverside/Moat Street. This facility will be retained when Riverside is re-aligned so pedestrian facilities will be unchanged. As additional traffic is not expected, traffic noise and fumes will be similar to the existing situation.

In summary, the proposed works are supported as public transport links and journey times will be improved along with general traffic movements in the area.

Landscape, Visual & Built Environment Comments

Urban Design supports this application in relation to Landscape, Visual & Built Environment. It is understood that the proposed landscaping & relocation of the Railway Engine to the north of the scheme will be temporary measure until development is undertaken as part of any future Southern Gateway proposals. This includes the alignment of the proposed cycleway connection from the crossing point at Riverside Road to Churchyard Link Road.

Its is also noted that the current pedestrian entrance to Trinity Gardens will require re-alignment as indicated on the drawing above to conform with proposed pedestrian desire lines. This will include the relocation of all landscape features within this entrance area including feature railings, decorative paving and soft landscaping. It is noted that some tree removal will be required as part of proposals in this area and therefore replacements should be indicated as part of any detailed landscape proposals.

In relation to the comments made above, details of all hard & soft landscaping details including street furniture should be conditioned.

12. Development and Regeneration

Supportive of the principle of the proposed re-alignment and the sustainable transport and regeneration benefits to Stockton Town Centre and Central Area that it will deliver. The improved

road layout and associated sustainable transport improvements will contribute to the attractiveness of the Southern Gateway development. The only issue from a regeneration point of view is ensuring that the proposed landscaped area to the west of Riverside Road is only temporary and will not prohibit development in that area in the future.

Furthermore consideration should be given to the amount spent on landscaping and footpaths to ensure that significant amounts of money are not wasted on a scheme which may well be 'pulled up' in the short term, should a development opportunity arise and that there are no clawback issues as a result of this (depending on where the landscaping is funded from)

13. Environmental Health

Environmental Health has no comments in regards to the planning application.

PUBLICITY

14. Neighbours were notified and comments received are below -

15. A WAY OUT 1 Castlegate Quay Stockton-on-Tees

"A WAY OUT" runs an education and support centre for women and young people at the Castlegate Quay site. Our main route of access is on the Riverside Road. We see around 30 people a day. Most of our visitors are pedestrians and use the crossing opposite the Archon building to get from the High Street to access our service.

The building of this road will be a detriment to our service for the following reasons:

- 1) Safety of our service users. The road will be dangerous as increased volume and flow of traffic will mean cars travelling at increased speeds and less gaps in the traffic for safe crossing from the High Street. Our service users, who are mostly pedestrians, will be put at increased risk by accessing a building that runs parallel to a major dual carriageway, particularly if there are no safe crossings within 50 yards.
- 2) Access: Without a means of crossing this major road, our service users will have no route to access our building. This will severely affect our business. By reducing access we will effectively reduce the number of people who will access our service, particularly those who have disabilities, i.e. wheel chair users who cannot use the bridges. This means that the public will not have an equal opportunity to access our service.
- 3) Appearance / fumes / noise - We have an ancillary cafe of which the entrance is just off the Riverside Road. The noise and fumes caused through the road will have a negative impact on the business through creating extra noise and fumes.
- 4) Car parking - we will lose part of our car parking which is already at capacity for our staff and service users.

16. Mr Stephen Wilcox, The Rank Group Plc

With reference to the notice of application dated 10 February 2010.

The delay in our not responding is by reason of the notice not going to our registered office.

Notwithstanding that the period in which representations can be made has expired we trust that the Council recognises the importance of an appropriate road traffic management scheme being required to be implemented in connection with the proposed works to ensure continued ease of uninterrupted access and egress to the bingo club at all times.

PLANNING POLICY

17. 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 Plan is the Core Strategy Development Plan Document, the Stockton on Tees Local Plan (STLP) and the Regional Spatial Strategy (RRS).

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

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.

4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:

- i) The Tees Valley Metro;
- ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
- iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
- iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

5. Improvements to the road network will be required, as follows:

- i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
- ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
- iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
- iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.

3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.

4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.

5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.

6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.

7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
- _ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
- _ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
- _ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

9. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan Documents.

Planning Policy Guidance Note 13: Transport seeks to integrate planning and transport by reducing the reliance on the motor car, encouraging the use of more sustainable transport choices,

reduce the need to travel, and promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking.

MATERIAL PLANNING CONSIDERATIONS

19. The primary considerations in regard to this application relate to highway safety implications, environmental impact, the effect of the development on the character and amenity of the area, impact on the Town Centre and whether it satisfies the requirements of the Development Plan.

20. The realignment and improvement works would be constructed largely on existing adopted highway land but with some requirement for works on adjoining retail land at the Glynwebb site on the corner of Bridge Road/Riverside and at the Build Centre site on Riverside. The works will require the acquisition of land from the owners of the Glyn Webb site. No land is required from the Build Centre site, but a small retaining wall would be necessary on the boundary and an easement required for construction and future maintenance.

21. The Highways Agency has examined the proposal and raised no objections and it is considered that the proposal is acceptable in terms of highway safety.

22. As stated previously the scheme would largely be constructed on exiting adopted highway land and would be situated within an area of built development and with the provision of suitable landscape treatment it is considered would not have a significant impact on the visual amenities of the locality as a whole.

23. The proposal involves the removal of the eastbound bus stop and lay-by but replacement stops will be incorporated as part of the works.

24. The scheme is intended to provide an improved link for public transport and the principle of the Bridge Road/Riverside Junction Public Transport Improvement scheme is supported by a number of policy documents:

- Local Transport Plan
- 'Tees Valley City Region: A Business Case for Delivery', published by the Tees Valley Joint Strategy Unit in October 2006
- 'Connecting the Tees Valley: The Case for Investment in the Tees Valley Bus Network', published by the TVJSU in October 2006
- The Major Scheme Business Case for the Tees Valley Bus Network Improvements, prepared by the TVJSU and submitted to the DfT on 29 February 2008

25. The Council's Long-Term Transport Strategy, as set out in Chapter 6 of the Second Stockton-on-Tees Local Transport Plan (LTP), is based on the set of Core Aims and Objectives set out below.

26. The Tees Valley Bus Network Improvements will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in **bold** within the Table.

Shared Priority Theme	Core Aim	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and food outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.

		Encouragement of more walking and cycling trips.
Congestion	To reduce the rate of traffic growth in the Borough.	Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car.
		More efficient management and use of existing infrastructure.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.
		Promote road safety education within the community.
Air Quality	To reduce the risk posed to health by traffic related pollution.	Maintain statutory air quality objectives across the Borough.
		Implement measures designed to reduce PM10 levels across the Borough.
Other Quality of Life	To improve transport's contribution to our community's quality of life.	Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
		Promote healthier communities.

27. Given the above, the scheme is highlighted as a priority intervention within the Accessibility Chapter (Chapter 8) of the Second LTP, as well as being referenced specifically within the Congestion, Air Quality and Other Quality of Life Chapters (Chapters 9, 11 and 12 respectively).

28. The scheme will also contribute to the achievement of many of the targets against which the delivery of the Second LTP will be assessed, including those set for National Indicators (NIs) 167 (Congestion – average journey time per mile during the morning peak), NI 175 (Access to services and facilities by public transport, walking and cycling), NI 177 (Local bus and light rail passenger journeys originating in the Authority area) and NI 178 (Bus services running on time), together with LTP Mandatory Indicators LTP 2 (Change in area-wide vehicle kilometres) and LTP 6 (Changes in peak period traffic flows to urban centres).

29. The proposal is also in accordance with the provisions of the Core Strategy Development Plan Document adopted 24th March 2010 and specifically Core Strategy Policy CS2 – Sustainable Transport and Travel which seeks to improve public transport choice, to reduce congestion and provide a viable alternative to the use of the private car.

30. Concerns have been expressed by an education and support centre for women and young people at the Castlegate Quay site in respect of safety of their service users in that the service

users, who are mostly pedestrians, will be put at increased risk by accessing a building that runs parallel to a major dual carriageway, particularly if there are no safe crossings within 50 yards. Concerns have also been expressed in relation to access without a means of crossing the road the service users will have no route to access their building. The organisation goes on to say this will severely affect their business by reducing access it will effectively reduce the number of people who will access their service, particularly those who have disabilities, i.e. wheel chair users who cannot use the bridges. This means that the public will not have an equal opportunity to access their service. The organisation is also concerned with appearance, fumes and noise and the impact on their ancillary cafe of which the entrance is just off the Riverside Road. Finally comments are made in respect of the loss of part of their car parking which is already at capacity for their staff and service users.

31. In response to the above comments the proposed roadworks at Bridge Road/Riverside will not generate any additional traffic over and above normal growth. The speed limit on Riverside will remain as existing, i.e. 40mph. There is an existing signal crossing for pedestrians at the junction of Riverside/Moat Street. This facility will be retained when Riverside is re-aligned. In summary the crossing of Riverside by pedestrians will be no more difficult than it is at present and pedestrians will have the same access facilities from central Stockton to Castlegate Quay as they do at present.

32. In respect of appearance, fumes and noise, traffic is not expected to increase over and above normal growth as a result of the proposed roadworks at Bridge Road/Riverside. The fumes and noise at source will therefore be similar to what it would have been if the works had not been carried out. The noise at Castlegate Quay will be slightly higher due to Riverside being nearer to the building. This increase is, however, likely to be marginal.

33. In terms of car parking there will be no loss of car parking at the Castlegate Quay site. There will be a reduction of seven spaces within the north car park at Chandlers Wharf but these are on private land and are not within the immediate vicinity of the Castlegate Quay site.

34. The Rank Group Plc who operates the Bingo Club on Chandler's Wharf has made comment on the need for an appropriate road traffic management scheme being required to be implemented in connection with the proposed works to ensure continued ease of uninterrupted access and egress to the bingo club at all times.

35. In respect of the potential impact of the construction works on the operations of local businesses the roadworks will be phased to ensure that access to all adjoining properties is maintained. Due to the need to alter levels this may, in the case of the Builder Center, involve a local temporary diversion but the main consideration would still be to maintain access. The actual timing of the works has yet to be finalised but the provisional programme is: -

Advance earthworks	March 2011 – May 2011
Service diversions	June 2011 – November 2011
Roadworks	January 2012 – December 2012

36. Whilst it is acknowledged that there will be some disruption to the existing network when the scheme is being constructed, the project will be managed to minimise any potential impact by careful planning and phasing of the works. Whilst detailed programming constraint have not yet been formulated, they will include the need to maintain access to properties by existing signed routes and the carrying out of final surfacing works at night to minimise disruption, however not all works would be undertaken out of trading hours as this is considered to be both unreasonable and uneconomic.

37. Any temporary road closures would be advertised and subject to consultation before works are undertaken. Any diversion routes would not, however, be the subject of consultation. Any such

routes would be put in to suit traffic needs and to minimise disruption to the public. Furthermore when the scheme reaches the construction stage there will be full consultation with the major affected parties.

38. It should be noted that the scheme would require the acquisition of land but this is not a material consideration in determining this application.

39. With regard to the comments made by Regeneration and Economic Development on the temporary landscape treatment, the alignment of the road creates a potential gateway development site on the edge of the town centre. Should this site come forward for development then permanent hard and soft landscaping which recognises the sites key location to the town centre would be secured as part of any future planning application and will respond to the developments site design and pedestrian desire lines.

40. It is considered that until a development proposal comes forward the site should be enhanced with temporary landscaping to improve its appearance and serve as the gateway to the town. It would be unacceptable to leave this site in an unkempt condition given its context and until development comes forward temporary footways and cycle linkages are proposed across the site to recognise potential desire lines.

41. In respect of comments received from the Environment Agency noting that surface water will be disposed of via mains sewer but asking that consideration could be given to the use of sustainable drainage methods (SUDS). The SUDS approach involves using a range of techniques including soakaways, infiltration trenches, and permeable pavements to reduce flood risk by attenuating the rate and quantity of surface water run-off from a site.

42. The use of SUDS has been explored but as the site is heavily constrained by existing and proposed developments; its use has been discounted as inappropriate.

CONCLUSION

43. The Riverside Road/ Bridge Road junction is considered to be an important gateway to Stockton and the proposed scheme offers opportunities to enhance the area and facilitate development and as stated previously the scheme provides for improved public transport links to the town centre, which, in turn, will promote accessibility and hence the attractiveness to shoppers.

44. It is considered that the proposed development is acceptable in terms of highway safety and will not have a detrimental impact on the character of the area and is in accordance with Core Strategy Policy CS2 and CS3 of the Core Strategy Development Plan Document and is recommended for approval with conditions.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052

Financial Implications – As report

Environmental Implications – As report

Community Safety Implications – As report

Background Papers – Core Strategy Development Plan Document

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

WARD AND WARD COUNCILLORS

Ward **Stockton Town Centre**
Ward Councillors **Councillor D. W. Coleman, Councillor P. Kirton**