

INTERNAL MEMORANDUM  
TECHNICAL SERVICES

From: Head of Technical Services  
To: Head of Planning  
FAO: Simon Grundy  
CC: Planning Administration

Proposal: Application for outline permission for residential development (340 dwellings) including access	Date:	27/10/14		
Location: Tithebarn Land, Harrowgate Lane, Stockton-on-Tees	Ref:	14/2291/EIS	Rev	

BANE Consultation		Consultation Other	
Network Safety		Countryside & Green Space	
Highways Network Management		Consultancy Practice	
Environmental Policy			
Flood Risk Management			
Community Transport			
Connect Tees Valley			

I refer to your memo dated: 05/09/14

### **Executive Summary**

This development is one of a number of development sites that is anticipated to come forward in the West Stockton area. Subsequently, ATLAS (Advisory Team for Large Applications - Homes and Communities Agency) has been assisting in the preparation of a Strategic Framework and Masterplan for West Stockton. ATLAS encourages cooperation between the Local Authority, the applicant and the adjacent land owner's to create a sustainable community with good design and a sense of place. In light of this it is therefore considered that the proposed development would result in piecemeal development which would prejudice the delivery of land at Harrowgate Lane & Yarm Back Lane for a comprehensive, well designed urban extension with related highways and social infrastructure.

Whilst the principle of this housing application is acceptable, the application as submitted contains technical errors, proposes a design approach which is contrary to the principles set out in the Strategic Framework plan and has made other assumptions that require further details. Until such details are provided, and deemed acceptable, The Head of Technical Services cannot support this application.

Whilst the housing layout is considered to be in broad conformity with the Strategic Framework Plan for West Stockton, it is essential that the proposed development also contributes on an equitable basis to that Strategic Framework Plan and emerging Masterplan in terms of community facilities, Public Open Space (POS) provision, school and local shops. These need to be in the best location to create a sustainable community with good design, a sense of place and necessary linkages. The application does not specify how it will contribute to these essential community facilities. The provision of a roundabout within the site, POS, tree retention, areas for

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

Sustainable Drainage and street scene requirements, as set out in the detailed comments, is likely to have an impact on housing yield.

As this development is one of a number of sites identified in the Strategic Framework Plan, Stockton Borough Council (SBC) has undertaken strategic transport modelling reviewing the impact of additional development traffic on the local road network. This AIMSUN traffic model developed by the Council for the West Stockton area focuses on key junctions and the submitted Transport Assessment (TA) makes reference to these junctions, however, it does not assess the impact of the proposed development on these key junctions. The TA also fails to address the impact of the proposed development, as set out in the detailed comments, on the surrounding highway network. The TA as submitted is therefore not considered to be acceptable as it fails to address the impact of the proposed development on the highway network.

No details of the proposed access have been provided and the capacity assessment of this junction is considered to be inaccurate due to errors identified in the TA. The capacity assessment of this proposed junction also only takes account of the proposed development traffic and fails to assess the impact of the full quantum of development, for the West Stockton area, at this junction which has been identified as a roundabout within the AINSUM modelling work. As the application is in outline with all matters except access reserved the Head of Technical Services is unable to support the proposal until details of the proposed site access junction have been provided and agreed and an acceptable capacity assessment has been undertaken.

A Travel Plan (TP) has been submitted as a part of this application; however, it includes statements / assumptions which do not align with information provided within the TA or the wider emerging Master plan process and as such is not considered to be acceptable

The information submitted in relation to Flood Risk Management is considered to be inadequate and therefore cannot be supported by the Head of Technical Services for the following reasons:

- The greenfield run-off rates are based on the total site area and not the total impermeable area and therefore need to be re-calculated and the Flood Risk Assessment (FRA) updated accordingly;
- The discharge point identified in the FRA via an existing Northumbrian Water (NWL) manhole is considered to be inaccurate, due to the short period of time that the flows are contained within the NWL system, and that they should be viewed as a direct discharge into an ordinary watercourse. This will restrict the permitted discharge rate to existing greenfield rates and not those stated by NWL;
- The FRA fails to address how the existing flood risk will be managed or provide evidence of the existing systems available capacity in relation to the existing and proposed flows.

Details comments, in relation to issues highlighted above, are provided in Appendix 1 and, should the application be approved, the conditions required or informatives to be included in any approval are set out in Appendix 2.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

## **APPENDIX 1 – DETAILED COMMENTS**

### **Detailed Highways Comments**

The application is in outline only with all matters except access reserved. The proposed development is for approximately 340 residential dwellings on land accessed off Harrowgate Lane. A TA has been submitted in support of the application.

### **Development Layout**

The TA proposes that the main access into the site would be catered for with a new signalised junction on Harrowgate Lane at its junction with Leam Lane. However, the SBC traffic modelling work indicates that a signalised junction would not be appropriate at this location if the full quantum of development within the West Stockton Masterplan is to be accommodated. A roundabout would be required and this must be accommodated off line i.e. not on Harrowgate Lane but within the proposed development site. It should also be noted that the committed developments used to assess the capacity of the proposed signalised junction within the TA are not correct, as detailed below; therefore the capacity assessment of the proposed junction is incorrect.

As the application is in outline with all matters except access reserved the Head of Technical Services is unable to support the proposal until details of the proposed site access junction have been provided and agreed and an acceptable capacity assessment undertaken.

On agreement of an acceptable access, the applicant would need to enter into a Section 278 Agreement for the proposed works on the adopted highway.

The internal layout will be subject to a Reserved Matters application but should be designed in accordance with Manual for Streets (Department for Transport, 2007) guidance. The route through the site should be a minimum of 4.8m wide and a 1.8m wide footway should be provided on both sides of the carriageway.

Car and cycle parking must be provided for each dwelling in accordance with Supplementary Planning Document 3: Parking Provision for New Developments, 2011. Each incurtilage parking space should be 6 metres in length to ensure that parked cars do not overhang the footway. In accordance with the parking standards, a garage can only be counted as a parking space if it meets the minimum internal dimensions of 6m x 3m.

Any Reserved Matters application for the detailed elements of the site would also need to be supported by information on refuse collection and storage along with autotracking of large vehicles around the site.

### **Trip Generation**

Vehicle trip rates used in the TA have been derived from comparable sites in TRICS. The trip rates and subsequent forecasts are shown in Table 1.

**Table 1: Vehicular Trip Rates and Trip Forecasts**

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rate	0.286	0.588	0.874	0.566	0.346	0.912
Trips	97	200	297	189	118	307

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

### Highway Impact

Housing growth is forecast in the West Stockton area and given existing traffic issues at local junctions the traffic model has been developed to ascertain how much housing growth can be accommodated and what highway improvements would be necessary to accommodate the full quantum of development.

The submitted TA makes reference to the inclusion of a number of key junctions that have been identified within the AIMSUN traffic model, however, it does not assess the impact of the proposed development on these junctions, which are detailed below:

- B1274 Junction Road / Blakeston Lane / Ragpath Lane signalised junction;
- A177 Durham Road / B1274 Junction Road / Harrowgate Lane four-arm roundabout;
- Darlington Back Lane / Yarm Back Lane three-arm priority junction;
- A66 Elton Interchange.

The base conditions in the AIMSUN model have been validated and a Local Model Validation Report and Forecasting Report are available for review upon request. The outputs from the AIMSUN model suggest the network is experiencing congested traffic conditions in the baseline scenario and therefore any additional traffic travelling through the scope of the modelled area would need to be mitigated. It will, therefore, be necessary for the applicant to review these junctions as a part of the TA for the proposed development. With regard to the junctions included within the TA they are as follows:

- Harrowgate Lane / Leam Lane / Site Access signalised junction;
- Harrowgate Lane / Marske Lane priority junction;
- Harrogate Lane / Scurfield Road priority junction;
- Harrowgate Lane / Letch Lane priority junction;
- Harrowgate Lane / Einstein Way signalised junction;
- Darlington Back Lane / Harrowgate Lane roundabout;
- Darlington Back Lane / Bishopton road West roundabout;
- A1027 / B1274 Station Road / B1274 High Street roundabout;
- A177 Durham road / A1027 / A177 / Durham Road / A1027 Bishopton Avenue roundabout;
- A1027 Bishopton Avenue / Bishopton road / A1027 Oxbridge Avenue / Bishopton Road West signalised junction.

The analysis of the above junctions with the proposed development in place in 2022 show that a number will operate at a level approaching the theoretical capacity whilst some will operate at a level over and above the theoretical capacity. In all cases the impact is deemed, by the applicant, as not severe. Within the context of the modelling work carried out by the Council this is not the case and the applicant needs to provide suitable mitigation at the junctions affected.

This analysis has been carried out taking into account the proposed levels of committed development within the West Stockton area and includes the following:

- Blakeston Lane, Roseworth, 130 dwellings;
- Allen's West. Eaglescliffe, missed use development including 612 dwellings and 12,200m<sup>2</sup> of employment;
- 6411m<sup>2</sup> of employment at NIFCO UK Ltd, Eaglescliffe.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

The TA makes no account of the approved development at Summerville Farm (ref 12/2387/OUT) for approximately 350 dwellings which will bring forward highway improvements at the A177 Horse and Jockey Roundabout and the inclusion of a fourth arm to the Harrowgate Lane / Einstein Way signalised junction to provide a site access.

Taking all of the above into account, with particular reference to the known outputs from the AIMSUN model that suggest the network is experiencing congested traffic conditions in the baseline scenario and therefore any additional traffic travelling through the scope of the modelled area would need to be mitigated, the TA submitted is not considered to be acceptable as it fails to address the impact of the proposed development on the highway network.

### Highway Safety

The TA considers highway safety and concludes that there are no inherent highway safety concerns with their proposal. Whilst this assessment of safety is undertaken at a high level, any final round design will be subject to a detailed Road Safety Audit. For this development, the audit would be of a roundabout access not a signalised access.

### Sustainable Transport

A Travel Plan (TP) has been submitted as a part of this application; however, it includes statements / assumptions which do not align with information provided within the TA or the wider emerging Master plan process.

The TP states (3.1.3 and 3.2.2) that the development will be served by two accesses, in the form of simple priority junctions with Harrowgate Lane, which is contrary to the access arrangement proposed in the TA. It also states that 'the layout of the development allows very good permeability for pedestrians and for cyclists'. The indicative site layout provided (ref 1323.2.2.200 Rev A) provides insufficient information in relation to sustainable transport links and therefore this statement is inaccurate.

Sustainable linkages form part of the emerging Masterplan and are considered essential for this and other sites, and others put forward for the West Stockton area. Such linkages should be formed within a viable green infrastructure network. All West Stockton developments must bring forward a wider strategy for green infrastructure to align with the Masterplanning process.

The site is well served by Public Transport with the nearest bus stops being located on Harrowgate Lane on the site frontage. The no. 59, 588/589 bus services can be served from these stops and provide access to five buses per hour in each direction during the weekday daytime.

Taking all of the above into account, with particular reference to the emerging Master Plan process and the anomalies with the submitted TA, the TP submitted is not considered to be acceptable and will need to be updated.

### Detailed Landscape & Visual Comments

The site is located within the West Stockton Rural Landscape Character Area within an area of undulating arable farmland. Whilst this is not considered an area of special landscape value the site currently presents a view of open farmland and the existing hedges and trees play a role in enhancing these views of the site and should be retained within the development. This is discussed in more detail in the tree and hedgerow section below.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

### **Illustrative Site Plan – Open Space**

The Illustrative site plan, drawing reference 1323.2.2.200 rev A shows three main areas of open space as 'open green areas' within the housing estate. These three spaces appear only suitable for non-active recreational or incidental Public Open Space with two bisected by a road and the third bisected by a stream. It is noted that although the site is part of a wider Masterplan for West Stockton, which includes a wider framework for green infrastructure, this site if considered as a standalone application would need to provide for POS. Indicative requirements for open space based on the initial housing mix, based on the PPG 17 Contributions Calculator, indicate 1.51 hectares of amenity greenspace are required for the development, details of which are provided in the informative section. This should include for a square, level and well drained area of a minimum size 0.6ha set within a wider POS of 1.0ha. As this area could be used for informal ballgames, safe distances with planted buffers should be provided from roads and the Sustainable Urban Drainage (SUD's) pond. Ideally the POS for this site should be best located to serve the needs of the wider Masterplan of West Stockton and the development contribute on an equitable basis to that Masterplan in terms of POS provision and other green infrastructure. The requirements for the POS provision on this site could reduce the yield of the site in terms of housing numbers.

### **Estate Landscaping**

The Design and Access Statement indicates that broad corridors of open space and landscaping (which would include for tree lined boulevards) would fringe the principal highways of the scheme and this proposal is in line with the emerging Masterplan. The Local Highway Authority (LHA) would (subject to agreement of details via a S38 Agreement) accept street trees and other functional vegetation in highway verges. Details on street trees is provided in the informative section below.

Buffer planting alongside the Bishopsgarth School site is indicated on the northern boundary. The planting should form part of the circulatory open space within the development to make it a contributory feature to the estate layout.

The layout will create a broad range of planting areas ranging from the enhancement of existing hedgerows, street planting, buffer planting, amenity grassed areas and planting around SUDs. Should approval be granted a condition requiring landscaping proposals shall be agreed as part of any reserved matters application.

As indicated in the highway comments above a roundabout would be required at the site entrance and the landscape of this must allow for high quality hard and soft feature landscaping as well as artwork (see comments below on Public Art). This requirement would need to be conditioned.

### **Maintenance**

A condition should be added to any recommendation for approval that requires the reserved matters application to provide long term management proposals for the public open spaces (POS) on this site a period of 25 years.

### **Hard Landscaping, Street Furniture, Lighting and Enclosure**

As part of any reserved matters application details of Hard Landscaping, Street Furniture including Lighting and Enclosure would be required would have to be agreed. However it is worth

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

noting that enclosure facing adopted highways must be constructed of brickwork. This requirement would need to be conditioned.

### **Ground Levels**

Details of existing and proposed levels would need to be demonstrated. This requirement would need to be conditioned.

### **Existing Trees and Hedges**

Existing tree cover within the site is limited to the remains of a hedge line with occasional mature trees the application states that they are to be retained. The retention of these site features is essential as there are important hedges and trees on the boundaries and these should be incorporated into the final development proposals. Most important is the dense, mature hedgerow on the western site boundary, which is classed as an ancient hedgerow and the mature trees and hedges on the eastern site boundary alongside Harrowgate Lane.

A full tree survey is required in line with BS 5837:2012 (Trees in relation to design, demolition and construction), to assess all the trees and hedges on the site. No dwellings should be proposed within the root protection area of any trees deemed worthy of retention and houses and gardens should be designed to minimise potential shading from any retained trees and hedges within the scheme.

A tree survey would need to be conditioned and this will inform the age and condition of the existing trees. The requirement to retain all quality trees and hedgerows and incorporate them into the development layout would also need to be conditioned. This requirement could reduce the yield of the site in terms of housing numbers.

### **Detailed Built Environment Comments**

#### **Site Layout**

This development is one of a number of development sites that is anticipated to come forward in the West Stockton area. Subsequently, ATLAS (Advisory Team for Large Applications - Homes and Communities Agency) has been assisting in the preparation of a Strategic Framework and Masterplan for West Stockton. ATLAS encourages cooperation between the Local Authority, the applicant and the adjacent land owner's to create a sustainable community with good design and a sense of place.

The illustrative site plan as shown on plan drawing reference 1323.2.2.200 rev A and as detailed in paragraph 2.2 of the submitted Environmental Statement, demonstrate that the layout is seeking to reflect the current agreed Strategic Framework plan for West Stockton noting that the development is part of a wider strategic housing site and that in order to facilitate integration with the wider fabric of allocation that the linkages identified within the Strategic Framework plan are protected from development. However notwithstanding this submitted information, any reserved matters application should demonstrate that any proposed site layout put forward reflects the emerging masterplan and its associated sustainable development principles.

#### **Design Quality**

It is noted in paragraph 3.3 of the Design and Access Statement that the proposed development will seek to 'play a major role in shaping the character of the new neighbourhood' and that 'the neighbourhood will have its own unique part to play in modernising the range of dwellings

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

available and setting a benchmark for new housing elsewhere'. It is intended to produce a design guide/code to support the emerging Masterplan for the West Stockton Core Strategy site which is being prepared in conjunction with ATLAS (Advisory Team for Large Applications - Homes and Communities Agency). In light of this it is therefore considered that the application would result in piecemeal development which would prejudice the delivery of land at Harrowgate Lane & Yarm Back Lane for a comprehensive, well designed urban extension with related highways and social infrastructure. This in turn would prejudice the need for the collective West Stockton steering group to develop these design principles to ensure consistency across the West Stockton site in creating a sense of place. This design guide will set out the design quality standards required for the treatment of any proposed townscape including built form, streetscape, palette of materials, green infrastructure and public art. Manual for Streets will be one of the core documents that will underpin the design guide and all street typologies proposed should be in accordance with the principles set out in Manual for Streets with regards to design quality and layout. Each street typology should have a distinctive palette of materials to ensure that site is legible, providing delineation as to which streets and spaces are primary, which are secondary and which are semi-private/private.

Proposals should be in accordance with SPD 1: Sustainable Design Guide, in particular section 4 'Design Principles'.

Proposals should be in accordance with guidance and the principles set out in Building for Life 12, which is the government's updated required standards on homes and communities.

[http://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012\\_0.pdf](http://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012_0.pdf)

### Sense of Place

Whilst, the illustrative site plan is seeking to reflect the current agreed Strategic Framework plan, the plan indicates a soft landscape buffer treatment to the road corridor along Harrowgate Lane coupled with an internal layout that suggests an anti-Manual for Streets approach with development turning its back on Harrowgate Lane. Manual for Streets will be one of the core documents that will underpin the design guide. This approach is also contrary to the principles set out in the Strategic Framework plan and it is therefore essential that a Manual for Streets approach is applied along the eastern frontage of the site with active frontages being a prominent feature.

It is essential that a high quality treatment is provided to the streetscene along the Harrowgate Lane frontage, including appropriate building form, fenestration and public realm. Corner and end plots should seek to have active frontages where possible to ensure that built form turns the corner into the site reducing the need for blank elevations or gable ends. The existing valuable mature street trees along Harrowgate Lane should be integrated into the design of this important street frontage with small integrated elements of soft landscaping to create a sense of place and arrival at this important point along Harrowgate Lane.

It is recommended that proposed main green infrastructure and associated SUD's is appropriately introduced and filtered into the wider network of streets and public spaces to create green fingers or linkages. This will not only tackle the site's surface water run-off as close to the source as possible, it will also provide the opportunity to integrate both the green infrastructure and SUD's elements into the streetscape treatment to define main streets and local character areas. A precedent exemplar scheme in Upton, Northampton demonstrates that by integrating

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		



SUD's into the streetscape design, you can define main streets and create a distinctive townscape character which ultimately contributes to creating a sense of place.

### **Scale & Massing**

Any reserved matters application should demonstrate an appropriate range and level of scale across the site with the majority of the core development site being 2 to 2.5 storeys in height. It is recommended that 3 storey elements are introduced to the end of any terraced properties and/or at the corners, squares or entrance points to highlight these entrances and create a sense of arrival. This will also create a varied roofscape, provide visual interest to the street, and break up the potential repetition of a continuous built form streetscape.

### **Detailed Environmental Policy**

No information has been provided by the applicant in relation to embedded renewable energy supply to achieve 10% of energy demand in accordance with CS3, or compliance with Code for Sustainable Homes Level 4.

This should be secured by condition.

### **Detailed Flood Risk Management**

Further information is required in relation to the flood risk assessment as detailed below:

- Due to the significant risk of surface water flooding to this site, existing greenfield runoff rates must be calculated using the total impermeable area of the development site and not the total site area. Therefore the flood risk assessment must be revised to include the recalculated greenfield runoff rates and the storage requirements.
- Although the proposed development site is situated within flood zone 1, the site is at significant risk from surface water flooding. The development must not increase the risk of surface water runoff from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the development or existing surface water/groundwater issues on the site must be alleviated by the installation of appropriate sustainable drainage systems within the site.
- The discharge point highlighted in the Flood Risk Assessment (FRA) is via Northumbrian Water's (NWL) surface water sewer at manhole no.2605 however the flows will remain in the proposed system for a very limited period before discharging to the ordinary watercourse east of Harrowgate Lane. Therefore this is considered to be a direct discharge to the ordinary watercourse; this will restrict the permitted discharge rate to existing greenfield rates and not the rates stated by NWL.
- The Flood Risk Assessment does not highlight how the existing flood risk is to be managed and does not provide enough evidence to suggest that the existing 600mm Culvert will be able to cope with existing flows or the additional flows from the proposed development
- As this development is one of a number of sites identified in the Strategic Framework Plan and the application forms part of the wider West Stockton proposals we therefore believe a drainage strategy should be submitted to include the whole of the development area.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

- Should a SUDs option be the preferred solution for managing the surface water from this site, and the wider West Stockton proposals identified in the Strategic Framework Plan, especially if it is the intention that the local authority will be expected to adopted these systems then early consultation should take place with Flood Risk Management, to discuss surface water management requirements and any proposed drainage solution.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

## Appendix 2 - Conditions and Informatives

### Conditions

#### **UDHW01 CONSTRUCTION MANAGEMENT PLAN**

A Construction Management Plan shall be submitted and agreed, prior to the commencement of development on each phase, with the Local Planning Authority to agree the routing of all HGVs movements associated with the construction phases, effectively control dust emissions from the site remediation works, this shall address earth moving activities, control and treatment of stock piles, parking for use during construction and measures to protect any existing footpaths and verges, vehicle movements, wheel cleansing, sheeting of vehicles, offsite dust/odour monitoring and communication with local residents.

Reason: In the interests of the occupiers of adjacent and nearby premises

#### **UDHW02 APPROVAL OF DETAILS FOR WORKS IN THE HIGHWAY**

Unless otherwise approved in writing by the Local Planning Authority, there shall be no Excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.

A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

- a. The formation of a new site access at the junction of Leam lane and Harrogate lane

Reason: To ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

#### **UDLV01 LANDSCAPING – HARDWORKS**

No hard landscaping works (excluding base course for access roads and car park) 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.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

**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.

### UDLV02 EXISTING AND PROPOSED LEVELS

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans prior to the commencement of development, details of the existing and proposed levels of the site including the finished floor levels of the buildings to be erected 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, the living conditions of nearby residents or integrity of existing natural features and habitats.

### UDLV03 ENCLOSURE

Prior to the commencement of the erection of any permanent fencing , details of the enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.

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

### UDLV04 STREET FURNITURE

Prior to the commencement of the installation of street furniture, 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.

### UDLV05 LIGHTING

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents and highway safety.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

**UDLV06 LANDSCAPING – SOFTWARES**

Notwithstanding the proposals detailed in the Design and Access Statement, prior to the commencement of soft landscaping works full details of Soft Landscaping shall be 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.

**UDLV07 TREE ASSESSMENT**

All trees on site and within 10m of its external boundary shall be indicated on the Site Survey Plan. These trees shall be assessed in accordance with BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations section 4.

The assessment should concur with the latest site plans and include for the following information:

A plan to scale and level of accuracy appropriate to the proposal showing the position of every tree on and adjacent to the site with a stem diameter over the bark measured at 1.5 metres above ground level at 75mm and all root protection areas.

A tree schedule as detailed in BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations

A schedule of all tree works specifying those to be removed, pruning and other remedial or preventative work.

Details of any ground level changes or excavations within 5 metres of the Root Protection Area of any tree to be retained including those on adjacent land.

A statement setting out long term future of the trees in terms of aesthetic quality and including post development pressure.

Details of any statutory of domestic services shall be designed in accordance with Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007

Reason: To assess the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality and should be appropriately maintained

**UDLV09 TREE PROTECTION**

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

No development shall commence until a scheme for the protection of trees BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations Section 5.5 and NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007 has been submitted to and approved in writing by the Local Planning Authority.

Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.

### **UDLV011 MAINTENANCE- SOFTWORKS**

A soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden delete as required shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or approved phases.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

### **UDLV12 ON SITE PUBLIC OPEN SPACE**

No development shall commence until the Local Planning Authority has approved in writing the details of the Public Open Space within the site including:

- a) The delineation and siting of the proposed Public Open Space (POS);
- b) The type and nature of the facilities to be provided within the POS;
- c) The open space shall be completed in accordance with the approved scheme and any phasing arrangements as agreed;
- d) The arrangements the developer shall make for the future management of the POS. Where Title Transfer (Refer to informative) is not proposed the management details shall be prepared for a minimum period of 20 years from practical completion of the completion of the POS works.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

Reason: To enable the Local Planning Authority to satisfactorily control the development.

#### UDEP01 10% RENEWABLES

Prior to the commencement of any of the development hereby approved and unless otherwise agreed in writing with the local planning authority, a written scheme shall be submitted to and approved in writing by the local planning authority which details how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment shall have been installed and brought into use to the written satisfaction of the local planning authority. The approved scheme shall be maintained in perpetuity thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of promoting sustainable development in accordance with the requirements of the Regional Spatial Strategy and Stockton on Tees Core Strategy Policy CS3 (Sustainable living and climate change).

#### Informatives

#### LINF01 RETAINED TREES PROHIBITED WORKS

The following works are not allowed under any circumstances:

- No work shall commence until the approved Tree Protection Barriers are erected.
- No equipment, signage, structures, barriers, materials, components, vehicles or machinery shall be attached to or supported by a retained tree.
- No fires shall be lit or allowed to burn within 10 metres of the canopy spread of a tree or within the Root Protection Zone.
- No materials shall be stored or machinery or vehicles parked within the Root Protection Zone. No mixing of cement or use of other materials or substances shall take place within the Root Protection Zone or within such proximity where seepage or displacement of those materials or substances could cause them to enter the Root Protection Zone.
- No unauthorised trenches shall be dug within the Root Protection Zone.

No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

#### LINF02 TITLE TRANSFER

It is noted that the Council will consider the Title Transfer of the POS in perpetuity for areas which are of general benefit to the development. Should the developer wish to seek Title Transfer of the POS to the Council then the developer will be required to clearly identify all areas that are proposed for transfer in the future on plans submitted with the planning application. Failure to do so shall mean that no land within the development shall be agreed for Title Transfer by the Council. On agreement by the Council for Title Transfer of land the Developer shall enter into separate discussions with the Council to agree a commuted lump sum figure to pay for the on going maintenance of the POS and any facilities contained within its boundaries.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

The Council will not normally accept Title Transfer of small parcels of ground or areas that are awkwardly shaped or located which will be too costly to maintain. These should where appropriate be incorporated into the gardens or curtilage of adjacent properties. The open space shall be completed in accordance with the approved scheme and phasing arrangements as agreed.

**LINF03 CONSTRUCTION DELIVERIES**

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction to the highway then early discussion should be had with the Highway Authority on the timing of these deliveries and measuring that may be required so as to migrate the effect of the obstruction to the general public.

**LINF04 RETAINED HEDGES PROHIBITED WORKS**

The following works are not allowed under any circumstances:

- No work shall commence until the approved Hedge Protection Barriers are erected such as Herras fencing;
- No equipment, signage, structures, barriers, materials, components, vehicles or machinery shall be attached to or supported by the hedge;
- No fires shall be lit or allowed to burn within 5 metres of the hedge;
- No materials shall be stored or machinery or vehicles parked within the 2 metres of the hedge;
- No mixing of cement or use of other materials or substances shall take place within the 5 metres of the hedge;
- No unauthorised trenches shall be dug within the 2 metres of the hedge;
- No alterations or variations to the approved works or hedge protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

**LINF05 MINOR WORKS e.g. SIGNAGE NEAR TREES**

The post holes should be hand dug carefully and if any roots greater than 25mm diameter or numerous smaller fibrous roots are encountered the hole should be back filled with the existing soil and a new position for the post holes located where few roots or no roots are found. The sign should preferably be located outside the canopy spread of the trees to minimise root damage.

**LINF06 MINOR WORKS e.g. POLES NEAR TREES**

A trial hole should be hand dug carefully and if any roots greater than 25mm or numerous smaller fibrous roots are encountered the hole should be back filled with the existing soil and a new position for the post hole located where few roots or no roots are found. The pole should preferably be located outside the canopy spread of the trees to minimise root damage and reduce the need for pruning of branches.

**LINF07 FENCING WORKS**

The following works are not allowed under any circumstances:

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		



- No equipment, signage, structures, barriers, materials, components, vehicles or machinery shall be attached to or supported by a retained tree;
- No fires shall be lit or allowed to burn within 10 metres of the canopy spread of a tree of within the Root Protection Zone;
- No materials shall be stored or machinery or vehicles parked within the Root Protection Zone;
- No mixing of cement or use of other materials or substances shall take place within the Root Protection Zone or within such proximity where seepage or displacement of those materials or substances could cause them to enter the Root Protection Zone;
- No unauthorised trenches shall be dug within the Root Protection Zone.

The post holes should be hand dug carefully and if any roots greater than 25mm or numerous smaller fibrous roots are encountered the hole should be back filled with the existing soil and a new position for the post holes located where few roots or no roots are found.

#### **NMIN01 STREET NAMING AND POSTAL NUMBERING\***

It is a statutory function of the Council to name and number streets and properties. The works you intend to carry out may or may not require a new postal address or street name. Before completion of works Developers should check with the Council to ascertain if the postal address and street names are affected.

Guidance notes explaining the importance of address management and how the Council undertakes this duty on new postal address and street names can be downloaded from the Stockton Council website at the following link:-[www.stockton.gov.uk/urbandesign/designguide/](http://www.stockton.gov.uk/urbandesign/designguide/)

#### **NMIN02 CONSTRUCTION OF HIGHWAYS FOR NEW DEVELOPMENTS\***

The works may or may not require alterations or extensions to the existing adopted highway.

Where a development involves works requiring either improvement or alteration to the existing highway, the Developer may be required to enter into an agreement with the Council as Highway Authority under Section 278 of the Highways Act 1980. This requirement often occurs as a condition on the grant of planning permission.

As part of the new Development you may wish the Council to adopt highways (including carriageways, footways, verges, cycleways, highway drainage and street lighting) which would then be maintainable at public expense. In order to achieve this you would be required to enter into an agreement with the Council as Highway Authority under Section 38 of the Highways Act 1980.

The Council would only consider adoption provided any highways are designed and constructed in accordance with the 'Design Guide and Specification for Residential and Industrial Estates' which can be downloaded from the Stockton Council website at the following link:-[www.stockton.gov.uk/urbandesign/designguide/](http://www.stockton.gov.uk/urbandesign/designguide/)

**It is important for Developers to appreciate that obtaining a planning consent does not imply that a layout is suitable for adoption or give permission to work on an adopted Highway.**

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

It is recommended that the Council is consulted about any of the above at an early stage as the Council are unlikely to adopt the highway without the Developer entering into a Bond with the Council for inspecting the construction and short term maintenance of the proposed highway at regular intervals.

If you require any further information please do not hesitate to contact:

Highway Asset Manager  
Highway Network Management  
Stockton-on-Tees Borough Council  
Technical Services  
PO Box 229  
Kingsway House  
Billingham, TS23 2YL

Telephone: (01642) 526739  
Fax Number: (01642) 361690  
Email: [technicalservices@stockton.gov.uk](mailto:technicalservices@stockton.gov.uk)

**Street Trees**

If street trees are to be offered for adoption then the following details would have to be taken into account as part of any reserved matters application. The street trees shall be planted at a maximum of 10m centres and shall be of a minimum stock size of 20 - 25cm girth, a rootballed or airport stock type with an appropriate tree pit detail to maximise available soil volumes. Trees in grass verges shall be triple staked with wire tree guard. Trees in hard surfaces would require tree grill and guards. Such details would be agreed as part of the Hard Landscape proposals submitted as part of any reserved matters application. Details of the area required for the planting of avenue trees shall be agreed as part of any reserved matters application. The construction details and planting establishment and maintenance specifications for the trees and surfaced pits would be agreed as part of the S38 Agreement for adoption.

**Landscape Maintenance**

If the applicant does not intend to Title Transfer the POS to the Local Authority, details of any costs associated with the establishment and maintenance of POS including the provision of a bond to ensure that the POS is provided to the agreed standard should be included in the Heads of Terms to be attached to any planning consent.

**Public Open Space**

Indicative requirements for open space based on the initial housing mix is described below – PPG 17 Contributions Calculator.

This Contributions Calculator is a tool based on the information contained within the Open Space, Recreation and Landscaping SPD. Final requirements for open space and built facility contributions will be agreed with the Case Officer as part of the planning application process

Number of Bedrooms				Number of Properties			
--------------------	--	--	--	----------------------	--	--	--

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

1 bedroom properties	0
2 bedroom properties	68
3 bedroom properties	136
4 bedroom properties	136
5 or more bedroom properties	
Total Properties	340
Estimated Population	1088

Open Space Type	Provision required (hectares with exception of Play Units)
Parks	On site provision not required - please see standard charge below
Natural greenspace	On site provision not required - please see standard charge below
Sports	For developments of over 1000 people a strategic approach is required to determine if outdoor sports facilities are required on site
Amenity greenspace	1.51232
Play	On site provision not required - please see standard charge below
Allotments	0.8704

### Travel Plan

A Travel Plan Coordinator (TPC) will be required to be appointed as part of the Travel Plan and it is noted that the TP makes reference to a TPC. Ideally this role would be best serving all of the West Stockton developments to maximise its effectiveness. The Travel Plan should include details of the coordinators roles and responsibilities and timescales for implementation. An important action for the coordinator would be to establish an exit strategy for the Travel Plan by enabling the residents to take the plan forward. The full Travel Plan must include:

- Contact details for the TPC;
- Timescales for the TPC to be in place (minimum of 5 years). For a residential development this post should be in place as part of the marketing stage of the development to promote the aims and objectives of the Travel Plan to prospective new occupants;
- Modal split targets and measures to achieve these targets, which must be SMART: Specific, Measurable, Achievable, Realistic and Timebound;
- Details of when the Travel Plan is to be monitored and reviewed including timescales for when travel surveys are to be carried out. The site survey should be carried out after an appropriate number of properties have been occupied to ensure an adequate sample size.
- Details of an exit strategy of how the Travel Plan will be continued once the TPC has left the site (e.g. a community travel plan forum/group established).

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		

It is also recommended that the developer explore the opportunity to work with a car club company to establish the provision of a car club at the development as part of the wider West Stockton development. The presence of a car club at a residential development is something that the Local Highway Authority is encouraging as it could reduce the reliance on car ownership, particularly second car ownership. The developer should explore the opportunity to subsidise the membership of the car club as part of the Travel Plan incentives in the Travel Plan welcome packs.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP RB AP	09/10/14 10/10/14 10/10/14	Authorised:			Authorised:		