

INTERNAL MEMORANDUM  
Highways, Transport & Environment

From: Highways, Transport & Environment Manager  
To: Planning Development Services Manager  
FAO: Simon Grundy  
CC: Planning Administration

Proposal: Revised outline application for residential development of up to 200 homes including provision of means of access and open space.	Date:	26/10/15		
Location: Land Adjacent To Thornaby Road, Ingleby Barwick	Ref:	15/0931/OUT	Rev	

HTE Consultation		Consultation Other	
Network Safety/ Connect Tees Valley		Consultancy Practice	
Highways Network Management		Community Transport	
		Care for Your Area	

I refer to your memo dated: 27/04/15

### **Executive Summary**

The proposed development is for up to 200 residential properties accessed off Thornaby Road. The impact of the additional trips on the highway network has been assessed using a micro-simulation transport model developed by Economic Growth and Development Services (and our Framework Partners Arup) and the results show that the whilst the direct development highway impact could be accommodated with the implementation of mitigation to the highway network.

A revised planning application and appeal against the refusal of planning permission for 550 houses (13/3107/OUT) on the neighbouring site is anticipated. The Highways, Transport & Environment Manager requires a comprehensive Masterplanning approach to this site and the adjoining site. Both applications are currently being considered in isolation and whilst this report focuses on the land accessed off Thornaby Road only, it is recommended that should either site be approved they should be designed to enable the sites to be linked together in the future if required. This site meets this design requirement as the indicative layout that has been provided would allow for the network of routes within this site to be connected to the neighbouring site.

This site on its own would, however, be an isolated housing site with a lack of alternative transport modes available to access the site other than travelling by car and no sustainable linkages will be created without a linkage to the adjacent site. Bus stops are located on Beckfields Avenue to the north but access to these stops would be through Bassleton Wood (Thornaby Plantation). These stops would also be a considerable distance (over 1km walking distance) from the residential properties located in the south of the proposed development. Bus stops are located on Thornaby Road and Low Lane to the south of the site but the stops are unmarked and not suitable in the current form to support a residential development of this size. Furthermore, bus service 507, a subsidised service that operated from the bus stops on Low Lane is no longer operating (service withdrawn on 29 March 2014). Therefore, public transport connections and existing community facilities are largely inaccessible to those without access to

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a car, including school children. The development is proposing to fund the provision of a bus service which would improve the accessibility of the site to some extent but concerns remain that areas of the site would still be a considerable walking distance from schools and other local facilities.

Should the application be approved the following transport contributions / works would be required:

Section 278 works

- Provision of a Roundabout Junction where Thornaby Road meets William Crossthwaite Avenue – to incorporate pedestrian facilities (dropped kerbs, tactile paving and pedestrian refuge) and review into the existing 50mph speed limit.

Section 106 Contributions

- Contribution towards the provision of a dedicated and segregated left turn lane on the Ingleby Way approach to the A1044 Thornaby Road / Ingleby Way / Stockwell Avenue roundabout;
- Provision of a footway access to the A1044 Thornaby Road;
- Provision of a footway access to the A1044 Low Lane;
- Provision of a footway/cycleway access and bridge crossing through Bassleton Beck woods;
- Contribution towards the provision of a bus service or extension to an existing service (and associated bus stop infrastructure) to serve the site for a minimum of 5 years;
- Contribution towards improvements to the pedestrian link between the site and Beckfields Avenue;
- Provision of a £100 Travel Plan incentive per dwelling (currently calculated based on proposed hosing yield at £20,000).

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition.

Given that the Ingleby Manor housing application for 550 dwellings (just west of this site) does not have planning approval, this development must be viewed as an isolated linear housing development within open fields. As an isolated development the proposed development is considered to have a harmful visual impact on the green wedge and the character of the area and would not be supported by the Highways, Transport & Environment Manager.

The extent of the housing area (including buildings and gardens) extends into the Green Wedge, this includes all properties along the eastern edge of the proposed development (approx. 60 units), as outlined on the LDA design plan reference 4565\_06. This physical encroachment of built development into the Green Wedge is considered unacceptable and cannot be supported by the Highways, Transport & Environment Manager.

Two woodland buffer planting areas are proposed on the eastern edge of the housing site. Providing the development footprint is realigned within the agreed extent of the Green Wedge the one immediately abutting the proposed housing would be considered acceptable to provide the necessary level of screening of views of the new development. The second buffer planting area (in the centre of Green wedge) is, therefore, unnecessary to provide the necessary integration of the housing into this rural edge and in its own right at maturity would be considered

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harmful to the character of the Green Wedge by restricting the open views that are an integral part and function of the Green Wedge. It is noted that this second buffer has recently been planted as mixed woodland. This juvenile planting should be removed from the Green Wedge to retain its openness.

The applicant has not submitted any information on how the proposed development will meet the requirements to reduce energy consumption or meet the 10% renewable energy requirements. This information should be secured by condition.

Insufficient information has been provided regarding the management of surface water runoff from this proposed development and this should be secured by condition.

For the reasons stated above the Highways, Transport & Environment Manager cannot support this application.

Detailed comments and additional conditions required are included in Appendix 1 and Appendix 2 respectively.

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## Appendix 1 - Detailed Comments

### Highways Comments

#### **Overview**

The proposed development is a revised application for up to 200 homes including provision of means of access and open space on land accessed off Thornaby Road. A previous application (14/0208/OUT) has been submitted in relation to this site, for a development of up to 550 houses, and this was found to be acceptable in relation to the highways impact with the provision of suitable mitigation.

A neighbouring site was granted consent in 2012 (12/5217/OUT) for a Secondary School and 350 residential units accessed off Low Lane. A planning application (13/3107/OUT), for a site which adjoins the western boundary of the application site, is currently at appeal and a decision is awaited from the Secretary of State.

The Highways, Transport & Environment Manager would encourage a comprehensive Masterplanning approach to this site and the adjacent site. Both applications are currently being considered in isolation and whilst this report focusses on the land accessed off Thornaby Road only, it is recommended that should both sites be approved they should be designed to enable the sites to be linked together in the future if required. This site meets this design requirement as the indicative layout that has been provided would allow for the network of routes within this site to be connected to the neighbouring site.

#### **Development Layout**

The application is in outline only with all matters except access reserved. A single point of access is proposed from Thornaby Road but the indicative layout has been designed to permit a connection to the west if the neighbouring appeal site is granted permission.

The proposed access would create a roundabout junction where Thornaby Road meets William Crossthwaite Avenue. The new access created off the roundabout would be 6.7m in width which would allow the route to accommodate a bus service. All internal roads should have 2m wide footways. Capacity assessments of the access junction show that it would operate within capacity in the future design year of 2022. The applicant would need to enter into a Section 278 Agreement for the proposed access works onto the adopted highway. The applicant is advised to review the informative section of this memorandum regarding land ownership associated with the Section 278 works.

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. A Construction Management Plan would be required in order to ensure that no construction works would have a detrimental impact on the highway. Whilst the internal layout is subject to a Reserved Matters application, it should be noted that it must be designed in accordance with Manual for Streets (Department for Transport, 2007) guidance.

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

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The applicant would need to enter into a Section 38 Agreement for the highway within the site which would become highway maintainable at the public expense. Early consultation with the Highway Authority would be recommended prior to any Reserved Matters application to ensure that the development proposals satisfy the design requirements and would be suitable for adoption.

### Trip Generation

A Transport Assessment has been submitted in support of the proposed development.

The vehicular trip rates and forecast vehicle trips associated with 200 dwellings in the peak hours, which are in line with those used for the previous application (14/0208/OUT), are shown in Table 1.

**Table 1: Residential Trip Rates**

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Rate	0.23	0.59	0.82	0.56	0.34	0.9
Trips	46	118	164	112	68	180

The residential trip rates have been derived from cordon surveys of the six villages within Ingleby Barwick (those without a school).

### Highway Impact

The highway impact assessment has been carried out using a micro-simulation transport model developed by Technical Services to review the impact of developments in the Yarm and Ingleby Barwick area. This model has been developed in conjunction with the Highways Agency and is considered to be the most appropriate tool to assess the cumulative highway impact of a number of proposed development sites locally

The model incorporates traffic associated with local committed developments and includes any agreed highway improvement measures. It does not however include the additional housing proposed on the neighbouring site as the development has not been granted approval.

The results show that with the addition of development traffic some roads within the study area would be adversely affected during the morning peak. Journey times increase substantially on the following roads:

- Ingleby Way eastbound – journey time increase of +02:00 minutes (base 03:41);
- Barwick Way southbound – journey time increase of +01:04 minutes (base 02:18).

The queue lengths at junctions on these routes also increase. During the evening peak the impact is less but there is still a deterioration of traffic conditions on some roads within the study area. The greatest impact during the evening peak is on the A174 Parkway where the queue of vehicles waiting to turn left onto Thornaby Road from the Parkway increases by 9 PCU's to 41 PCU's.

The TA outlines that the journey time increase experienced on Ingleby Way during the morning peak is a result of the queue on the Ingleby Way approach to the A1044 Thornaby Road / Ingleby Way / Stockwell Avenue roundabout. Queue lengths on this approach increase from 53 PCU's (passenger car units) to 80 PCU's (+27 PCU's) as traffic on Ingleby Way has to give-way

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to the additional development traffic travelling northbound during the morning peak on Thornaby Road. This in turn results in traffic being reassigned via Barwick Way and Low Lane.

Given the issues identified the TA proposes the following highway mitigation measure:

- The provision of a dedicated and segregated left turn filter lane on the Ingleby Way approach to the A1044 Thornaby Road / Ingleby Way / Stockwell Avenue roundabout;
- The provision of a roundabout junction with the A1044 Thornaby Road and William Crosthwaite Avenue.

These proposals have been tested in the transport model and the results show that the network conditions improve with some routes experiencing a reduction in journey time. Journey times still increase during the morning peak on Barwick Way northbound from a base of 02:48 to 03:01 minutes (+00:13).

The junction improvement identified would be in addition to other infrastructure improvements already included within the transport model. The future year scenario within the model includes the comprehensive package of highway improvements on the western side of Ingleby Barwick which are not fully funded. The modelling work has demonstrated that the improvements on the western side of Ingleby Barwick are required to accommodate future traffic growth and the Highway Authority are therefore seeking contributions from developments if they would benefit from the west side improvements. The traffic assignment for this site distributes traffic onto Low Lane and Thornaby Road rather than through Ingleby Barwick and therefore it would be unreasonable to seek a contribution from this development to the improvements on the western side of Ingleby Barwick. This development would however have to fully fund the junction the proposed roundabout junction with the A1044 Thornaby Road and William Crosthwaite Avenue and the improvement at the Thornaby Road / Ingleby Way / Stockwell Avenue roundabout. These works should be secured by a Section 106 agreement attached to any planning consent.

### **Sustainable Transport and Travel Plan**

To encourage walking and cycling the site must be connected into the existing walking and cycling network. A link is proposed from the north-west of the site to link to Beckfields Avenue. This route travels through the woods and therefore may not be suitable at all times of day. The supplementary information from Fore Consulting however states that the proposals would significantly upgrade this route through the provision of a bridge to link either side of the valley and the provision of an appropriate form and level of lighting to ensure it is safe at all times of the day and year. It is recommended that Fore Consulting seek the views of the Police Liaison officer regarding these proposed linkages.

Links are provided to connect the site to Thornaby Road to the east with crossing facilities to be provided as part of the access junction works. A 2m footway is proposed along the western side of the A1044, from the proposed site access roundabout, to provide a link along the Thornaby Road boundary of the site and a connection into the site from Low Lane to the south has also been provided.

Of key concern is the distance from some areas of the site to the nearest bus service. There are bus stops on Beckfields Avenue to the north of the site which serve the Arriva 15 service which provides a link to Stockton town centre every 30 minutes during the daytime. A pedestrian route is proposed to connect the site to these stops on Beckfields Avenue. Properties in the south of the site would however be approximately 1km walking distance from these bus stops.

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Furthermore, the link to Beckfields Avenue is via a wood which may not be suitable at all times of day / all year round.

The Arriva 17/ X17 service provides a service through Ingleby Barwick and offers a 15 minute frequency during the morning and evening peaks between Eaglescliffe and Middlesbrough. During the daytime the 17 service operates via the X6 route on a 30 minute frequency. The nearest bus stops for the 17 service are located on Ingleby Way approximately 800m walking distance from the north of the site (and therefore approximately 1500m from properties in the south of the site).

To the south there are bus stops on Thornaby Road and Low Lane but these are unmarked and are therefore not currently suitable for a residential development of this size. The Low Lane stops were served by the Leven Valley 507 service which operated every 2 hours between Stockton and Yarm. The 507 service was however a subsidised service and was withdrawn at the end of March 2014.

Given the scale of the proposed development and the distance some parts of the site lie from an existing bus route, significant areas of proposed housing would be outside the desirable walking distance to a bus stop (400m). To set in place sustainable travel patterns on occupation it would be necessary to ensure a frequent and accessible bus service is available at the outset of this development. The Travel Plan proposes to promote public transport usage as part of the Travel Plan welcome packs but if there is not a viable service for residents to use; the Travel Plan measures would have minimal impact.

It was previously agreed, in relation to the application 14/0208/OUT, that in order to mitigate the impact a contribution towards enhanced public transport services would be provided. This would be either through the provision of a dedicated hopper bus service or through an improvement to the existing services currently operating. The provision of a bus service would improve the accessibility of the site. Funding towards this service (and any necessary improvements to bus stop infrastructure) would need to be secured as part of the Section 106 Agreement. The level of funding would need to be agreed with the Highway Authority and bus operators. The funding would be required to sustain a bus service for a minimum 5 year period.

The new access created off the roundabout would be 6.7m in width which would allow the route through the site to accommodate a bus service. The Highways, Transport & Environment Manager would encourage a comprehensive Masterplanning approach to this site and the adjacent site to create a link road which could be used to allow bus penetration between the two sites in the future if required.

If the proposed adjoining site is not developed the potential to provide walking and cycling links between this site and existing facilities is limited. There is a link to Beckfields Avenue to the north but this is through the woods. All other pedestrian trips would have to travel northwards on Thornaby Road to access community facilities, including the nearest schools, within Ingleby Barwick. If Thornaby Road is to become the main pedestrian route it may be necessary to reduce the speed limit on Thornaby Road (which is currently 50mph). The reduction in speed limit would form part of the Section 278 works to deliver the new access junctions into the site off Thornaby Road. Pedestrian crossing facilities must be incorporated into the new access junctions and again these would form part of the detail design works undertaken as part of the Section 278 Agreement.

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The agreement of a Travel Plan would form part of any reserved matters application. The Full Travel Plan must include:

- Contact details for the Travel Plan Coordinator;
- Timescales for the Travel Plan Coordinator to be in place;
- Modal split targets and measures to achieve these targets;
- Details of the welcome/marketing pack that is to be given to buyers/occupiers – this should include incentives to encourage occupiers to use sustainable modes of travel e.g. public transport discount vouchers, local cycle shop vouchers, home delivery discount vouchers etc. The minimum value should be £100 per dwelling. The Heads of Terms of the Section 106 agreement should request this £100 per dwelling be made available as a travel plan incentive payment for each dwelling. A total cost of £20,000. The Travel Plan Coordinator should devise a list of priorities for the remaining funding should all dwellings not take up this incentive;
- The Travel Plan Coordinator would also be encouraged to contact car club operators to investigate the feasibility of providing a car club at this development.

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition.

### **Summary**

In summary, the transport modelling has demonstrated that with mitigation this development could be accommodated on the local highway network. However, despite the proposed bus improvements, public transport and pedestrian connections would remain limited and the site would be outside the recommended walking distances to school and other community facilities. As the site remains relatively inaccessible by modes other than car the Highways, Transport & Environment Manager does not support development in this location. If the application is however recommended for approval the following transport contributions / works would be required:

#### Section 278 works

- One access junction into the site from Thornaby Road in the form of a roundabout where Thornaby Road meets William Crossthwaite Avenue – to incorporate pedestrian facilities (dropped kerbs, tactile paving and pedestrian refuge) and review into the existing 50mph speed limit.

#### Section 106 Contributions

- Contribution towards the provision of a dedicated and segregated left turn lane on the Ingleby Way approach to the A1044 Thornaby Road / Ingleby Way / Stockwell Avenue roundabout;
- Provision of a footway access to the A1044 Thornaby Road;
- Provision of a footway access to the A1044 Low Lane;
- Provision of a footway/cycleway access and bridge crossing through Bassleton Beck woods;
- Contribution towards the provision of a bus service or extension to an existing service (and associated bus stop infrastructure) to serve the site for a minimum of 5 years;
- Contribution towards improvements to the pedestrian link between the site and Beckfields Avenue;
- Provision of a £100 Travel Plan incentive per dwelling (£20,000).

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## Landscape & Visual Comments

### **Development Proposal**

The proposed development is for up to 200 residential dwellings together with public open space. Although the site adjoins the eastern edge of a proposed adjacent housing development that forms part of the Little Maltby Farm planning application (Ingleby Manor), this development is at the appeal stage and has not yet received planning approval. The development for the 200 houses is, therefore, viewed as an isolated linear housing development within open fields.

There is currently a planning application to the west of the site at appeal stage for 550 dwellings at Ingleby Manor. Therefore, this application site for 200 dwellings must be viewed as an isolated linear housing development within level open fields. Whilst the Masterplan indicates how this site would abut built development at Ingleby Manor, without planning consent the adjacent site will remain as open countryside.

### **Landscape character**

The existing site mostly consists of a large, level arable field with a uniform rough grass verge approximately 30m wide running down the eastern boundary. A number of small trees (in an oak woodland mix) have recently been planted near the centre of this field forming a strip of planting running north to south along the site. An area of varying width of 170-265m (including the verge) has been retained on the eastern edge of the site, which is open in character apart from a few small trees. This uniform agricultural character changes at the southern end of the site where the large field divides into two smaller fields bounded by hedgerows and trees to create a more intimate landscape character.

The southern site boundary is bounded by Low Lane (A1044) with a field hedgerow that follows this road enclosing the south western edge of the site. The eastern edge of the site is bounded by Thornaby Road (B1045). The western edge of the site is formed by a field hedgerow and the north western boundary formed by the dense deciduous woodland that grows along Bassleton Beck. The northern site boundary is formed by the southern edge of the residential property known as Thornbrook.

The site is described in the Stockton Borough Council Landscape Character Assessment as an area of medium landscape and visual sensitivity with a medium capacity for appropriate development. It recognises that the site currently forms part of a defensible boundary for Ingleby Barwick. It is located within the Yarm Rural fringe character area.

Much of the site is also designated under Planning Policy as Green Wedge and this roughly equates to the area of land outside the land area allocated for housing within the proposed development. The site also forms part of Stockton Councils Green Infrastructure Network.

### **Impact on the Green Wedge**

A review of the Green Wedge carried out as part of planning application 14/0208/OUT considered that a minimum area of open Green Wedge required to achieve a separation of settlements could be defined by the existing woodland along Bassleton Beck before opening out to the south. A landscape buffer is proposed on the site masterplan, drawing reference PO3 rev D and is considered acceptable. However, it is noted that a discrepancy occurs between the landscape masterplan by LDA design (no drawing ref). This drawing does not match drawing PO3 rev D and appears to illustrate a weaker, narrower buffer that would not be acceptable. The

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LDA Masterplan must be revised to conform with the acceptable site Masterplan, so that the correct width of planting is shown.

Whilst the existing Green Wedge has been categorised as having 'little to offer in terms of landscape quality' the prevention of the coalescence of settlements of Ingleby Barwick and Teesside Industrial Estate is a primary function of the Green Wedge policy. The extent of the housing area (including buildings and gardens) extends into the Green Wedge, this includes all properties along the eastern edge of the proposed development (approx. 60 units), as outlined on the LDA design plan reference 4565\_06. This physical encroachment of built development into the Green Wedge is considered unacceptable. It is also noted that the 6 units at the southern end of the site, shown on PO7 rev D, are not included on the LDA design plan reference 4565\_06. The proposed development footprint, therefore, must be realigned with the defined extent of the agreed Green Wedge as agreed in the review and development impact assessed by the applicant. All plans relating to the proposed development must be reviewed by the applicant to avoid such discrepancies and all plans updated accordingly.

Two woodland buffer planting areas are proposed on the eastern edge of the housing site. Providing the development footprint is realigned with the agreed extent of the Green Wedge the one immediately abutting the proposed housing would be considered acceptable to provide the necessary level of screening of views of the new development when viewed from the south and the west. The second buffer planting area is, therefore, unnecessary to provide the necessary integration of the housing into this rural edge and in its own rights at maturity would be considered harmful to the character of the Green Wedge by restricting the open views that are an integral part and function of the Green Wedge. It is noted that this second buffer has recently been planted as mixed woodland. This juvenile planting should be removed from the Green Wedge to retain its openness.

The open views to the countryside to the south, as one travels along Thornaby Road, must be maintained as an attractive current open character of the Green Wedge. This open area of Green Wedge could be used as informal public open space but it is noted that equipped play space must be located within the housing area (as shown on the site masterplan) to avoid the urbanisation of this rural green edge. Whilst the removal of the second woodland buffer is required, small scale individual tree planting and limited hedging that follows an agricultural field pattern would be considered appropriate as it would reinforce the Green Wedge designation by maintaining the open agricultural feel of this rural edge of settlement.

The recently planted oak mix woodland planted could be relocated to form part of the buffer planting on the eastern edge of the housing area.

### **Environmental Policy**

The applicant has not submitted any information on how the proposed development will meet the requirements to reduce energy consumption or meet the 10% renewable energy requirements. This information should be secured by condition.

### **Flood Risk Management**

The proposed 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

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the proposed development, or existing surface water/groundwater issues on the site must be alleviated by installation of an appropriate drainage system within the site.

The surface water discharge rates from the proposed site must be restricted to the existing Greenfield runoff rate, to ensure that any flooding problems elsewhere in the catchment are not exacerbated.

If a sustainable urban drainage system (SuDS) is the preferred option for controlling surface water runoff from the site, then early engagement with Stockton Borough Council's Flood Risk Management team is recommended.

Details of the proposed SuDS techniques to be used must be provided and approved by the Local Planning Authority along with the following information:

- A long term maintenance schedule;
- Details of the mechanism for securing the future the maintenance of the proposed drainage system;
- A SuDS construction program;
- A maintenance plan during construction.

Insufficient information has been provided regarding the management of surface water runoff from this proposed development and this should be secured by condition.

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**Appendix 2 – Conditions**

Code	Description	Condition/Reason and Reasons for Refusal
UDHC06a(i)	Discharge of Surface Water	<p>No development shall commence until full details Surface Water discharges from this site be submitted to and approved by the Local Planning Authority. Final details of an appropriate surface water drainage solution shall before development commences and the development shall be completed in accordance with the approved scheme. <u>The discharge rates from the site will be restricted to the existing greenfield runoff rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.</u> The design shall also ensure that storm water resulting from a 1 in 100 year event surcharging the drainage can be stored on site without risk to people or property and without overflowing into drains or watercourse to prevent flooding problems elsewhere in the catchment area. Micro Drainage design files (mdx files) are required to be submitted for approval. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event should also be provided.</p> <p>Reason To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area</p>
UDHC06b	Discharge of Surface Water	<p>A Construction Management Plan shall be submitted to and approved by the Local Planning Authority, prior to the commencement of development on site.</p> <p>Reason To manage flood risk and prevent silt entering the watercourse during the construction phase</p>
UDHC18b	Construction Management Plan	<p>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 and to effectively control dust emissions from the site 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.</p> <p>Reason In the interests of the occupiers of adjacent and nearby premises.</p>
UDEP01	10% Renewables	<p>Prior to the commencement of any of the development hereby approved 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 as approved shall have been installed and brought into use to the written satisfaction of the local planning authority. The approved scheme shall</p>

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		<p>be maintained in perpetuity thereafter unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: In the interests of promoting sustainable development in accordance with Stockton on Tees Core Strategy Policy CS3 (Sustainable living and climate change).</p>
UDLV01	Landscaping Hardworks	<p>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 and in accordance with 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.</p> <p>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.</p>
UDVL02	Existing and Proposed Levels	<p>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.</p> <p>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.</p>
UDLV03	Enclosure	<p>Prior to the commencement of development, 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.</p> <p>Reason: In the interests of the visual amenities of the locality.</p>
UDLV04	Street Furniture	<p>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.</p> <p>Reason: In the interests of the visual amenities of the locality.</p>
UDLV05	Scheme for Illumination	<p>Prior to the commencement of development full details of the method of external LED illumination:</p> <ul style="list-style-type: none"> <li>(i) Siting;</li> <li>(ii) Angle of alignment;</li> <li>Light colour;</li> </ul>

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		<p>(iii) 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 before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.</p> <p>Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of</p> <p>(iv) Adjoining residents; (v) Highway Safety; (vi) Protection of sensitive wildlife habitats.</p>
UDLV06	Landscaping softworks	<p>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 in the first planting season following:</p> <p>(i) Commencement of the development ; (ii) or agreed phases; (iii) 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.</p> <p>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.</p>
UDLV07	Tree Assessment	<p>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 BS5837:2005 Trees in Relation to Construction. The assessment should concur with the latest site plans and include for the following information:</p> <p>a) 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; b) A tree schedule as detailed in Ref. 4.2.6 BS5837:2005; c) A schedule of all tree works specifying those to be removed, pruning and other remedial or preventative work; d) Details of any ground level changes or excavations within 5 metres of the Root Protection Area (Para 5.2.2. of BS5837) of any tree to be retained including those on adjacent land; e) A statement setting out long term future of the trees in terms of aesthetic quality and including post development pressure; f) 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.</p>

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		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	<p>No development shall commence until full details of proposed tree protection has been submitted to and approved in writing by the Local Planning Authority. Such protection shall comply with (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007 ). The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request.</p> <p>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.</p> <p>Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality that should be appropriately maintained and protected.</p>
UDLV11	Maintenance Softworks	<p>No development shall commence until full details of proposed off landscape management has been submitted to and approved in writing by the Local Planning Authority.) The soft landscape management plan shall include 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 and implemented in accordance with the approved plan prior to the occupation of the</p> <p>(i) Development ; (ii) or approved phases.</p> <p>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.</p> <p>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</p> <p>Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.</p>
UDLV12	On site public open space	<p>No development shall commence until a scheme has been submitted and the Local Planning Authority has approved in writing the details of the Public Open Space within the site including:</p> <p>a) The delineation and siting of the proposed Public Open Space (POS);</p>

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		<p>b) The type and nature of the facilities to be provided within the POS; c) 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.</p> <p>The open space shall be completed in accordance with the approved scheme and any phasing arrangements as agreed</p> <p>Reason: To enable the Local Planning Authority to satisfactorily control the development.</p>
	Land Ownership	<p>Stockton Borough Council (Highways) owns land along the side of Thornaby Road that falls within the proposed development boundary. The two access junctions into the proposed development would cross this land. This land has been retained in the ownership of the Council to allow for the future widening of Thornaby Road if ever required. The indicative development layout would not prevent the widening of Thornaby Road as the land along the Thornaby Road boundary forms part of the open space. However, the applicant is still required to negotiate with the Council the use of this land to provide access into the development.</p> <p>A Certificate B has been issued to the Council but this needs to be discussed further with the Land and Property team (contact Kieran Meighan, telephone 01642 526878, email kieran.meighan@stockton.gov.uk).</p>

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