

Big plans for an outstanding Borough

INTERNAL MEMORANDUM
Highways, Transport & Environment

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

Proposal: Erection of a foodstore (Use Class A1) and associated works including parking and landscaping.	Date:	14/01/16		
Location: Nifco U K Limited, Yarm Road, Stockton-on-Tees	Ref:	15/2447/FUL	Rev	1

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 initial memo dated: 12th October 2015 and additional information received on 27th November, and updated layout received on 23rd December.

Executive Summary

The Highways, Transport & Environment Manager has considered the information submitted in association with this application and considers some aspects of the scheme should be conditioned to allow resolution at a later date. This includes:

1. Details of soft landscaping to reflect the updated layout;
2. Retention of mature trees along the Yarm Road frontage which enhance the development and maintain the attractive character of the road corridor; and
3. Construction methods within the root protection area of existing trees.

For completeness other aspects of the proposed development, which are considered acceptable, are set out below.

A Transport Assessment (TA) has been provided to support the proposed development, the scope of which was agreed with the Local Highway Authority, and the impact on the local highway network is considered acceptable.

The proposed site access, which would be formed by adding a forth leg to the to the A1027 Yarm Road / Queensgate signalised junction, is considered acceptable and final details would need to be agreed with Highway Authority as part of the Section 278 Agreement to deliver the access works and all costs would have to be met by the applicant.

Should the application be recommended for approval, the need to provide and agree a Construction Management Plan with the Highway Authority should be secured by planning condition to minimise the impact of any construction works on the public highway.

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Confirmation is required of the method of providing 10% embedded renewable energy supply backed up with data on estimated energy demand and how this will be offset or reduced and this should be secured by condition.

Detail regarding the management of surface water runoff from the proposed development is required and this should be secured by condition.

Detailed comments and conditions, should the application be approved, are included below in Appendix 1 and Appendix 2 respectively.

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Appendix 1 - Detailed Comments

Highways Comments

The proposed development is for the erection of a foodstore (Use Class A1) and associated works including parking and landscaping.

Site Access / Layout

An acceptable vehicular access to the store will be taken from Yarm Road and the new access will be via a forth arm added to the A1027 Yarm Road / Queensgate junction which will operate under the same signal control. The proposed junction is shown on drawing ref A092778/C001. The kerbed central reservation in front of the southbound stopline will be drawn back to create a right turn pocket for the first two vehicles and the existing road markings on Yarm Road will be amended accordingly. The new internal access road will be 7.3m wide and footways will be provided on either.

A stub from the new internal access road will be formed to serve the future development plot to the north of the proposed foodstore.

The site access would need to be agreed with Highway Authority as part of the Section 278 Agreement to deliver the access works and all costs would have to be met by the applicant.

If approved, the access road and internal roads would need to be constructed in accordance with the Council's Design Guide and Specification.

The internal layout of the proposed development, shown on drawing ref A(90)GAP003 rev 20, is considered acceptable and is in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3).

Should the application be recommended for approval, the need to provide and agree a Construction Management Plan with the Highway Authority should be secured by planning condition to minimise the impact of any construction works on the public highway.

Highway Impact

A Transport Assessment (TA) has been provided to support the proposed development, the scope of which was agreed with the Local Highway Authority.

The trip generation of the proposed development has been ascertained in the TA using average trip rates from TRICS, a national trip generation database. The trip rates and associated trips are shown in Table 1.

Table 1: Trip Rates and Trips

	Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips
Weekday Peak Hour (16:00 – 17:00)	3.17	72	3.35	76
Saturday Peak Hour	9.16	208	8.50	193

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(11:00 - 12:00)			
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Table 1 shows that the proposed development would generate approximately 148 two-way vehicle movements (72 arrivals and 76 departures) during the weekday peak hour and 401 two-way vehicle movements (208 arrivals and 193 departures) during the Saturday peak hour.

The trips associated with the proposed development have then been broken down further to show primary new, pass-by and diverted trips. The associated trips are shown in Table 2.

Table 2: Trip Type Summary

Trip Type	Weekday Peak Hour (16:00 – 17:00)		Saturday Peak Hour (11:00 - 12:00)	
	Arrivals	Departures	Arrivals	Departures
Primary New	25	27	73	67
Pass-by	11	11	31	29
Diverted	36	38	104	96
Total	72	76	208	192

An assessment of the current and future capacity of the following junctions has then been carried out:

- A1027 Yarm Road / Queensgate / Site Access signalised junction
- A1027 Yarm Road / West End Way / Van Mildert Way signalised junction
- A1027 Yarm Road / A1027 / Hartburn Lane / Yarm Road signalised junction

The assessments show that all junctions would operate within capacity, with development traffic, and the Highways, Transport & Environment Manager therefore has no objection to the proposed development in terms of the impact on highway capacity.

Service Vehicle Access

Service vehicles would utilise the same access as customers and a service access through the proposed car park has been provided which is suitable for accommodating a 16.5m articulated goods vehicle and allows vehicles to enter and exit the site in a forward gear. This has been demonstrated using Autotrack and is considered to be acceptable.

Parking

The proposed development would provide 150 car parking spaces (including 8 disabled bays and 4 parent and child bays) and 16 cycle spaces. This is in accordance with the Council's parking standards (*Supplementary Planning Document 3: Parking Provision for New Developments, 2011*) and is therefore considered acceptable.

Sustainable Travel

The proposed site is well serviced in terms of alternative means of travel and is located in close proximity to:

- existing footway network and signal controlled crossing facilities on Yarm Road;
- existing bus stops on Yarm Road, which are within approximately 150m of the store entrance, and provide access to the following services

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- o no. 7 / 7a – Stockton to Yarm (via Eaglescliffe) - Stockton High Street, Eaglescliffe Golf Club, Eaglescliffe Kingsmead, Yarm Town Hall and Yarm Sheepfoote Hill (every 10 minutes (Monday – Saturday) and hourly (Sunday)).

A framework Travel Plan (TP) has been submitted by the applicant, to promote the use of sustainable modes of travel, and this is considered to be acceptable. A full TP should be secured by condition.

Landscape & Visual Comments

The mature tree belt along the Yarm Road frontage should be retained to enhance the development and maintain the attractive character of the road corridor. A full tree survey has been undertaken to assess these trees and requires updating to reflect the current proposed layout. The current layout (A(90)GAP002 Rev 20 and A(90)GAP003 Rev 15) indicates removal of trees from the Yarm Road frontage, however the previous submitted layout required the removal of only nine trees in total. We could accept the loss of some trees providing the remaining site trees are protected. A no dig construction should be used for any works within the root protection area (RPA) of existing trees, such as the proposed footpath parallel to Yarm Road. Details of soft landscaping including all trees to be removed and those to be retained will be conditioned and the suggested wording is included below.

Whilst significant new tree and shrub planting was proposed on the previous site layout no updated details have been provided, so this is required to be conditioned. On the previous layout planting was predominantly restricted to the rear of the store away from the main public areas. Whilst planting in this area is welcomed, it is considered that planting to the front of the store, would have far greater value.

The new arrangement as outlined in A(90)GAP002 Rev 20 and A(90)GAP003 Rev 15 allows for a wider landscape strip adjacent to Yarm Road. This landscaped area should reflect the development layout on sites opposite the store where homes are set back from Yarm Road and separated by a buffer of standard trees set within an area of grass. Planting under existing trees would not be acceptable due to potential damage to existing tree roots.

High quality hard landscaping should be provided for the development and a condition will be required to resolve this.

Environmental Policy

We have reviewed the above application and, in accordance with Core Strategic Policy 3 (CS3), the proposal will need to be accompanied by an Energy Statement identifying how the predicted CO₂ emissions of the development will be reduced by at least 10% through the use of onsite renewable energy equipment or design efficiencies, and these must exceed what is required to comply with Part L (2013) building regulations.

These calculations will need to be assessed and agreed prior to commencement and before the development is occupied the equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day to day operation will provide energy for the development for so long as it remains in existence.

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This information should be secured by condition.

Flood Risk Management

The proposed development is in a Flood Zone 1 however, the Environment Agency’s Surface Water Flood maps show that part of the site is at risk of low surface water flooding.

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

In accordance with National Standards developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should be as close as reasonably practicable to the greenfield runoff from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event.

The discharge rates from the site should be restricted to the existing greenfield runoff rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm. The design shall also ensure that storm water resulting from a 1 in 100 year event plus 20% climate change surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or watercourse. Full Micro Drainage design files (mdx files) including the catchment plan and 3D topographical survey must 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 plus 20% climate change should also be provided.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development and this information should be secured by condition.

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Appendix 2 – Conditions

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>
UDHC06c	Discharge of Surface Water	<p>Surface water discharges from this site should be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. The final details of an appropriate surface water drainage solution shall be submitted to and approved by the Local Planning Authority before development commences and the development shall be completed in accordance with the approved scheme.</p> <p>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. The design shall also ensure that storm water resulting from a 1 in 100 year event surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or a watercourse. 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>
UDHC26	Travel Plans	<p>Prior to the development being brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include:</p> <ul style="list-style-type: none"> (i) the appointment of a travel co-ordinator (ii) a partnership approach to influence travel behaviour (iii) measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site (iv) provision of up-to-date details of public transport services (v) continual appraisal of travel patterns and measures provided through the travel plan (vi) improved safety for vulnerable road users (vii) a reduction in all vehicle trips and mileage (viii) a programme for the implementation of such measures and any proposed physical works (ix) procedures for monitoring the uptake of such modes of transport and

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		<p>for providing evidence of compliance.</p> <p>The approved Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the approved Travel Plan.</p> <p>Reason To establish measures to encourage more sustainable non-car modes of transport.</p>
UDEP01	10% Renewables	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, (whichever is applicable) 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 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 the requirements of the Regional Spatial Strategy and 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>(i) 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>
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>

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		<p>(ii) Siting; (iii) Angle of alignment; Light colour; (iv) Luminance.</p> <p>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>(v) Adjoining residents; (vi) Highway Safety; 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>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans (whichever is applicable) 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</p>

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		<p>quality and including post development pressure.</p> <p>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> <p>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</p>
UDLV08	Retention of existing trees shrubs hedge	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans (whichever is applicable) a plan shall be submitted identifying the trees to be retained on the site all trees indicated for retention shall be retained and maintained for a minimum period of 25 years from practical completion of the development. No tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped other than in accordance with the approved plans Any tree, shrub or hedge or any tree/shrub or hedge planted as a replacement that dies or is removed, uprooted or destroyed or becomes seriously damaged or defective must be replaced by another of the same size and species unless directed in writing by the Local Planning Authority</p> <p>Reason: To protect the existing trees/shrubs and hedges on site that the Local Planning Authority consider to be an important visual amenity in the locality and should be appropriately maintained</p>
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 oft 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>

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		<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>
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