

INTERNAL MEMORANDUM
Highways, Transport & Environment

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

Proposal: Development of 40.no apartments with associated communal facilities	Date:	22/12/15		
Location: Land North Of Myton Park Primary School, Blair Avenue, Ingleby Barwick	Ref:	15/2431/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 dated: 14/12/15

Executive Summary

The Highways, Transport & Environment Manager has no objection to the proposed Development of 40.no apartments with associated communal facilities.

The development site benefits from a previous planning approval for the construction of 48 no. retirement apartments with associated communal facilities (11/0113/FUL) and therefore the principle of development at this location has already been established.

A Transport Statement (TS) has been submitted in support of the application and this has demonstrated that an additional 26 trips in the morning and evening peak hour on Blair Avenue. This scale of trip generation would be unlikely to have a significantly adverse impact on the highway network and therefore no objection is raised on highway capacity grounds.

The proposed site access arrangements are considered acceptable. If approved, the site access would need to be constructed in accordance with the Council's Design Guide and Specification and this would be secured through a Highways Act Section 278 Agreement.

A Construction Management Plan should be secured by planning condition to minimise the impact of any construction works on the public highway.

The palette of paving materials, as shown in the Design and Access Statement is considered acceptable in principle and a variety of hard landscaping materials should be used to visually break up the car park.

The communal garden space is considered acceptable in principle, subject to detailed design, but it is considered to be a space for passive use.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

New tree planting should be designed to accommodate future canopy and root growth, in respect of the buildings, car park and the existing and proposed footpaths.

The planning statement mentions opening up the small wooded open space to the west of the site (for use by the public as informal recreation, which would be supported, and the site should be linked with the public open space (POS) provided as part of the Rings development situated just to the north of this site. An offsite contribution could be sought to provide footpath linkages and an agreement reached for title transfer to Stockton Borough Council.

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.

The applicant must provide a preliminary drainage layout drawing highlighting the existing green/blue corridors and stating the existing greenfield runoff rates. The point of discharge for the surface water runoff from the development must be clearly identified along with the agreed discharge rates. The total impermeable surface area of the developed site must be provided along with the estimated storage volumes required. This information should be secured by condition.

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

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

Appendix 1 – Detailed Comments

Highways Comments

The proposed development is a full planning application for up to 40 no apartments with associated communal facilities. The development site benefits from a previous planning approval for the construction of 48 no. retirement apartments with associated communal facilities (11/0113/FUL) and therefore the principle of development at this location has already been established.

The development should be designed and constructed 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).

Vehicle Access / traffic Impact

The proposed site access is shown on drawing reference 14006 P100D rev D and is very similar to that approved under the previous application for 48 no. retirement apartments with associated communal facilities (11/0113/FUL). It is therefore considered that the proposed site access junction, which will be a simple priority T junction, is acceptable.

A Transport Statement (TS) has been submitted in support of the application and all traffic accessing the site would do so via Blair Avenue. Vehicular trip generation from the site has been calculated using the following average trip rates derived from TRICS:

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	0.063	0.563	0.563	0.063
Vehicle Trips	3	23	23	3

As set out above the site benefits from a previous planning approval for the construction of 48 no. retirement apartments with associated communal facilities (11/0113/FUL) therefore the additional trips to the network could be reduced by netting off against the trips associated with the previous planning approval. The scale of trip generation, without considering the netting off against the previous planning approval (11/0113/FUL), would be unlikely to have a significantly adverse impact on the highway network and therefore no objection is raised on highway capacity grounds.

Parking/Layout

The development should be designed and constructed 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). The parking shown on drawing reference 14006 P100D rev D is in compliance with the Council's requirements with a total of 60 number spaces which equates to 1.5 spaces per unit.

Sustainable Links

The development is located adjacent to a cycleway / footway and is well served by public transport options with the nearest bus stops being located on Blair Avenue which provide access to the no. 17 service.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

The existing public transport, pedestrian and cycle connections make the site reasonably accessible by sustainable modes of transport and therefore no additional measures are required.

Construction

A Construction Management Plan should be secured by planning condition to minimise the impact of any construction works on the public highway. This should be agreed prior to construction commencing on the site, which should take account of the close proximity of Myton Park Primary School and Nursery, and include:

- Access proposals (including HGV routes) and HGV trip profile;
- Details of staff parking proposals during construction;
- Hours of construction; and
- Appropriate mitigation measures.

The implementation and approval of the final Construction Management Plan should be conditioned should the development be approved in order to ensure the impact on the highway is minimised.

Landscape & Visual Comments

The following comments are made regarding the revised layout as shown on the site plan drawing reference 14006 P100D rev D;

The two apartment blocks have been moved slightly into the communal garden spaces and the car park design has been tightened up to allow for more room for soft landscaping. A space of 3m has been created in front of the apartment blocks where they face the car park. The whole space should be planted with low shrubs and not grassed to enhance the look of the layout and create a visual buffer between the buildings and the car park. An area of soft landscaping of minimum width 3.2m has been created along the southern boundary of the site where it faces Blair Avenue. This is considered an adequate area of frontage landscaping that should be planted with shrubs and tree planting. A planning condition should secure final approval of the layout and planting species.

The metal rail fencing style shown in the design and access statement is an acceptable boundary treatment for the site, subject to an approved detailed design in line with the condition wording in the informative section. This detail must be used along the site frontage (southern boundary) to give privacy to the site. It is presumed that the existing metal railing for Roseville Nursing Home will form the eastern site boundary. The railing detail would also be acceptable on the northern site boundary, allowing for open secure views into the site from the footpath corridor on the Meadowbrook development (the housing development north of this site that benefits from an extant permission), where the apartments come close to this site boundary. The remainder of the northern boundary facing the communal gardens and car park, is to be formed of existing hedge planting as shown on the site plan. The exact position of the existing hedge and its physical condition (and the need for management and restoration work), should be determined. Any gate in the western site boundary should link to any footpaths proposed as part of the improvements to the open space that borders the west of the site, although a gate linking to the footpath to the north of the site would be a cheaper and easier link.

The palette of paving materials, as shown in the Design and Access Statement is considered acceptable in principle, showing a range of buff and red coloured paving to complement the

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

colour of the external walls of the apartments. A variety of hard landscaping materials should be used to visually break up the car park.

The communal garden space is considered acceptable in principle, subject to detailed design, but it is considered to be a space for passive use only as the site plan alludes to, with seating, grassed areas, informal paths and planting.

New tree planting should be designed to accommodate future canopy and root growth, in respect of the buildings, car park and the existing and proposed footpaths.

Footpath linkages to the Rings development to the north are welcomed to integrate the site into the wider Ingleby Barwick area. The planning statement mentions opening up the small wooded open space to the west of the site (shown as blue edged land) for use by the public as informal recreation. This would be supported and the site should be linked with the public open space (POS) provided as part of the Rings development situated just to the north of this site. An offsite contribution could be sought to provide footpath linkages and an agreement reached for title transfer to Stockton Borough Council. If the site were to be managed by a land management company, details of the delivery of footpath linkages and for maintenance arrangements should be provided.

Condition wording is provided below in the informative section with regards to landscape and maintenance details.

Environmental Policy

The application has indicated within the Design and Access Statement that it is the development will achieve high levels of energy efficiency, carbon-saving and sustainability and that further discussion will be undertaken with the LPA regarding the details of the energy efficiency and carbon-saving measures. 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.

Flood Risk Management

The proposed development is in a Flood Zone 1 however the Environment Agency's surface water flood maps show that the south-western corner of the site is at medium-low risk of 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.

The applicant has not provided sufficient information regarding the management of surface water runoff from the proposed development until this information is provided the Highways, Transport and Environment Manager is unable to support the application due to uncertainty regarding local flood risk.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

The applicant must provide a preliminary drainage layout drawing highlighting the existing green/blue corridors and stating the existing greenfield runoff rates. The point of discharge for the surface water runoff from the development must be clearly identified along with the agreed discharge rates. The total impermeable surface area of the developed site must be provided along with the estimated storage volumes required.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

Appendix 2 – Conditions

UDHC06a(i)	Discharge of Surface Water	<p>Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. 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 must 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 30% 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 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 30% climate change 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>No works shall commence until a development management & construction phasing plan has been provided to and approved by the Local Planning Authority, for the installation of the surface water infrastructure, the plan should include the following;</p> <ul style="list-style-type: none"> • Timetable for the construction of the key elements of the surface water management scheme these are • The outfall structure • The control structure • The storage structure <p>Reason To ensure surface water runoff is controlled and does not increase flood risk during the construction phase.</p>
UDHC06c	Discharge of Surface Water	<p>None of the dwellings shall be occupied until a Management/Maintenance Plan for surface water solution has been provided to and approved by the Local Planning Authority, the plan should include details of the following ;</p> <ul style="list-style-type: none"> • A plan clearly identifying the sections of the surface water system that are to be adopted by NWL • The arrangements for the short and long term maintenance of the surface water system • Funding arrangements for the long term maintenance of the SudS components. <p>Reason To ensure that all elements of the SUDS are maintained satisfactory.</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</p>

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

		<p>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 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>
UDLV03	Enclosure	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, (whichever is applicable) 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</p>

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

		<p>before the development hereby approved is occupied.</p> <p>Reason In the interests of the visual amenity 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> <p>(i) Siting; (ii) Angle of alignment; (iii) Light colour; and (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 amenity of</p> <p>(v) Adjoining residents; (vi) Highway Safety; and (vii) 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;</p> <p>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>
UDLV11	Maintenance Softworks	<p>No development shall commence until full details of proposed soft 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</p>

Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		

		<p>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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Approval		Date	Approval		Date	Approval		Date
UD Officer:	RB MJP	15/12/15 21/12/15	Authorised:			Authorised:		