

INTERNAL MEMORANDUM  
Highways, Transport & Environment

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

Proposal: Outline application with some matters reserved for the erection of up to 24 dwellings and upgrading of site access and public open space (demolition of existing building).	Date:	31 <sup>st</sup> March 2017		
Location: Thorpe Beck Farm, Durham Road, Thorpe Thewles	Ref:	16/3211/OUT	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: 27/03/17

### **Executive Summary**

Subject to the comments made below the Highways, Transport & Environment Manager has no objection to the proposed development.

The site access arrangements, as shown on Drawing JN1251 Dwg-0001, are considered to be broadly acceptable however, to incorporate the site within the village the existing 30mph speed limit should be extended to a point to the east of the proposed site access. The details of the works to extend the 30 mph speed limit, which would require an amendment to the existing Traffic Regulation Orders (TROs), and any associated works such as the provision of street lighting and a possible footway connection along the existing highway verge have not been provided at this stage and this would be dealt with at Reserved Matters stage. It will also be necessary for the applicant to enter into a Highways Act Section 278 Agreement to enable delivery of the proposed site access and, if required, the works associated with the extension of the existing 30mph speed limit.

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The scale of trip generation associated with the proposed development has been assessed and it is unlikely to have a significantly adverse impact on the highway network and therefore it is not considered to be severe within the context of NPPF.

An indicative site layout, drawing ref Y81:1009.04 Rev D, has been submitted and this is considered to be broadly acceptable. The details of the site layout will be considered fully at Reserved Matters stage.

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

There are no landscape and visual objections to the proposed development although some minor amendments to the layout would be beneficial to minimise visual impacts. It is considered that these details can be addressed, should the application be approved, at Reserved Matters stage.

An Energy Statement is required identifying how the predicted CO<sub>2</sub> emissions of the development will be reduced by at least 10%, through the use of onsite renewable energy equipment and/or design efficiencies, over and above what is required to comply with Part L (2013) building regulations. This information should be secured by condition.

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.

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

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## Appendix 1 - Detailed Comments

### Highways Comments

All developments should be designed and constructed in accordance with SBC Design Guide and Specification (current edition) (Design Guide) and SPD3: Parking Provision for Developments 2011 (SPD3).

This is an outline application with all matters reserved except for access.

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

### Vehicle Access

The application is outline only with all matters reserved except for access and the applicant has submitted a Transport Statement (TS) in support of the application which includes the proposed site access arrangements (drawing ref JN1251 Dwg-0001) which would take the form of a simple priority T junction onto Durham Road.

The section of Durham Road, from which the proposed site access would be taken, is within a national speed limit (60 mph).

The applicant has undertaken an automatic traffic count (ATC) survey on Durham Road, to the east of the proposed site access, to inform the design of the proposed site access junction. The ATC survey has demonstrated that Durham Road is lightly trafficked and that vehicle speeds are below the national speed limit (60 mph). The results from the ATC survey are reported below in Table 1 and 2 respectively.

Table 1 - Existing Traffic Flows on Durham Road

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
8	8	10	10	91	86

Table 2 - Existing Vehicle Speeds on Durham Road

	ATC East of Access	
	Eastbound	Westbound
85th Percentile Speed	40.6mph	45.3mph

The proposed site access junction, as shown on drawing ref JN1251 Dwg-0001, is therefore considered to be suitable for the scale of the proposed development and the current traffic flows on Durham Road. Visibility splays of 2.4 x 90m, to the west, and 2.4 x 160m, to the east, will also be provided and this is considered appropriate for the existing vehicle speeds on Durham Road.

In order to incorporate the site within the village the existing 30mph speed limit should be extended to a point to the east of the proposed site access. The details of the works to extend

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the 30 mph speed limit, which would require an amendment to the existing Traffic Regulation Orders (TROs), and any associated works such as the provision of street lighting and a possible footway connection along the existing highway verge have not been provided at this stage and this would be dealt with at Reserved Matters stage. It will also be necessary for the applicant to enter into a Highways Act Section 278 Agreement to enable delivery of the proposed site access and, if required, the works associated with the extension of the existing 30mph speed limit.

#### Traffic Impact

All traffic accessing the site would do so from Durham Road and vehicular trip generation from the site has been calculated using a rate of 0.75 two-trips per dwelling, which is consistent with other proposed developments in the area and is therefore considered to be robust. This equates to the proposed 24 residential units generating approximately 18 additional two way trips in both peak hours which, when compared to the existing level of traffic utilising this route, could be considered a significant increase in percentage terms.

Durham Road is however considered to be capable of accommodating up to 13,000 two-way daily trips, which would equate to over 500 hourly two trips, based on guidance available within TA 46/97 (Traffic Flow Ranges for Use in the Assessment of New Rural Roads). It is therefore concluded that, whilst the level of traffic associated with the proposed development would significantly increase the current usage of Durham Road, this would still equate to less than 2% of the potential available capacity. Therefore the scale of trip generation would be unlikely to have a significantly adverse impact on the highway network and is not considered to be severe within the context of NPPF.

#### Layout/Parking

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 applicant has submitted Site Plan as Proposed, drawing ref Y81:1009.04 Rev E, which is considered to be broadly acceptable.

#### Sustainable Links

The development has a frontage with Durham Road which provides access to an advisory cycleway, which connects to national cycle routes 1, and connections to the existing footway network will be provided as a part of the proposals.

The development is located within walking distance of existing bus stops on Wynyard Road, which are served by the 21A bus route which offers an hourly service between Middlesbrough and Peterlee stopping at Stockton, Sedgefield, Fishburn, Trimdon and Wingate.

The existing public transport, pedestrian and cycle connections make the site reasonably accessible by sustainable modes.

#### Landscape & Visual Comments

The development for up to 24 dwellings is located on the south eastern edge of Thorpe Thewles village outside the limits to development, on a triangular plot of land currently used for equestrian purposes. There are a number sheds used as stables and a riding arena currently occupying the

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site as well as associated areas of hard standing. The eastern site edge is bounded by part of the Wynyard Woodland Park Local Wildlife Site, which comprises a footpath route along the old railway line, passing the site on a wooded embankment. To the north west of the site lie the large detached residential properties in Wynyard Court, which are in an elevated position in relation to the site. The western site boundary is formed by a tall, dense hawthorn mix hedge containing a number of trees, that follows Durham Road and joins the Wynyard Woodland Park Local Wildlife Site at its southern end.

#### Landscape Character and Visual Impacts

The Stockton Borough Council Landscape Character Assessment lists this site as 'Urban Fringe rough grassland', with a high level of landscape sensitivity, and low landscape capacity. The study suggests that at the time of the study, only development associated with the existing equestrian use should be accepted. However, as outlined below, the site is well screened by existing vegetation and landform with few viewpoints where the site can be observed. While the character of the site itself will change from a rural agricultural use to a residential development, this does not lead to a significant loss of openness, or coalescence of settlement.

Only glimpsed views of the site are afforded from Durham Road, mainly through the existing site access and the adjoining narrower hedge line, with the dense wide roadside hedgerow screening most of the views at other locations along the road. Views from the Wynyard Woodland Park Local Wildlife Site are similarly largely screened by the dense tree cover on the railway embankment, although glimpsed views of the site are available in the winter months following leaf fall. However the southern corner of the site, where plots 20 and 21 are located, is clearly visible from the walkway as it passes close to the site with little intervening vegetation softening the view. The houses in Wynyard Court have views over the site on account of their elevated position, although these views are partly softened by an existing band of hawthorn and conifer planting that lies along the northern site boundary. Longer distance views from the south are largely screened by the existing hedge along Durham Road and other intervening vegetation. The site can however be viewed from the Wynyard Woodland Park footpath to the south at a distance of 350m, where it rises up to the level of the old railway viaduct. Open views of the site are gained from this position showing the existing sheds and hard standing areas with the view back grounded by the properties on Wynyard Court. Longer distance views from the north are blocked by the houses in the village and from the east by the old railway embankment. The roadside hedge along Durham Road and other intervening vegetation and landform block any views of the site from the west.

The proposed housing layout utilises the existing site access to minimise the impact on the existing hedge along Durham Road. Much of the existing boundary vegetation has been retained within the indicative masterplan, including the existing hedge on Durham Road and the planting on the northern site boundary that will help to soften the development. The indicative masterplan provides for an informal housing design in keeping with the settlement pattern of the existing village. A 10m buffer zone is indicated between the development and the Wynyard Woodland Park Local Wildlife Site (to protect this wildlife site) and it is recommended that this is planted with a mix of smaller native shrubs and trees to enhance the wildlife value of the park, as recommended in the Ecological Site report. This area appears to fall outside the redline boundary, so it needs to be confirmed if it is also outside the limit of the developers land ownership. The exact limit of this ownership and how this relates to the buffer zone and Wynyard Woodland Park needs further explanation. Some additional planting at the southern corner of the site is also requested to filter views of the development from viewpoints to the south, this will also help to screen the proposed pumping station.

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### Site Layout

A footpath link is proposed from the site on to Durham Road at the northern end of the site through the roadside hedge and this would be considered acceptable, but removal of the existing hedge where the path meets the road should be minimised. A footpath link to Wynyard Woodland Park is also provided through 'The Green'. New planting should be used to further enhance the development and internal landscaping including street trees must form part of any approved layout to reflect the current 'green nature' of Thorpe Thewles village. Tree positions must be viable and be at least 5 - 6m from properties generally.

The small area of amenity space called 'The Green' has been relocated to the eastern edge of the site, adjacent to Wynyard Woodland Park. This location allows for good links between the development and Wynyard Woodland Park and provides access to the open countryside to the south. The amenity space within the development is not considered large enough to provide for meaningful recreational space for this development, so an off-site contribution to open space is therefore required. Details of this are provided below.

The indicative masterplan gives no indication of any Sustainable Urban Drainage Systems (SuDS) within the development. SUDs should be incorporated into the housing layout and provide for amenity benefit as well as flood storage. Permeable surfacing should also be considered where appropriate. The design and layout of the proposed pumping station in the southern part of the site should be carefully considered to screen the facility from dwellings near by and from receptors on Durham Road.

The existing tree and hedge planting retained within the layout should be given full protection in accordance with BS 5837:2012 Trees in relation to design, demolition and construction. A shade parameter plan would be required as part of any reserved matters application to inform the final layout so as to ensure that the amenity of the properties and gardens of existing and proposed homes would not be adversely affected by shading from any proposed planting.

As part of the reserved matters application, a full landscaped scheme will be required detailing hard and soft landscaping, boundary treatments, street furniture and lighting, as well as any proposed play equipment or seating in connection with the area of amenity space.

### Public Open Space

For information the Public Open Space (POS) calculator indicates that based on mix of 35% 3 Bed Houses (8no.), 35% 4 bed houses (8no.), 15% 2 bed houses (4no.) and 15% 5 bed houses (4no.) there is an estimated population of 84 no, there is no requirement for open space on site. The off-site contributions would need to be as follows;

	Standard Charge per Person	Total Charge for Development
Open Space	£458.71	£38,531.64
Open Space Maintenance	£510.84	£42,910.56
Built Facilities	£289.60	Not required - no built facilities are proposed as part of the WWP Core Improvement project
<b>Total</b>		<b>£81,442.20</b>

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A masterplan for the redevelopment of the ‘core’ area around the visitor centre at Wynyard Woodland Park has been developed with partners such as The Thorpe Thewles Historical Society and Tees Archaeology. The site is approximately 90m north of the development site, and any off site contributions should therefore contribute towards this scheme. The proposed scheme aims to upgrade the visitor facilities around the car park and visitor centre, to provide better access, and greater connectivity around the site, to undertake woodland management and interpret the history of the site. The Council are currently seeking funding for this work, and the current scheme estimate (construction costs only) stands at £500,322.

In summary, there are no landscape and visual objections to the principle of the proposed development. The site is generally well screened from the surrounding areas by the existing planting and landscape features, such as the old railway embankment. Links into the Wynyard Woodland Park from the development are now included within the indicative Masterplan, however, the developers land ownership and how this relates to the Wynyard Woodland Park buffer zone should be explained. It is considered that these details can be addressed at Reserved Matters stage, should the application be approved.

**Environmental Policy**

Prior to the commencement of development details of on-site renewable energy equipment shall be submitted to the local planning authority which details how the predicted carbon savings emissions of the development will be reduced by at least 10%, 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.

As details of the proposed renewable energy equipment is yet to be submitted and this should be secured by condition.

**Flood Risk Management**

The proposed development is located within flood zone 1. The Environment Agency’s surface water flood maps highlight areas of the proposed site as being at a high risk of surface water flooding, careful consideration should be given to the existing blue/green corridors and surface water flooding when determining the site layout and the location of surface water attenuation structures.

Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. The discharge rates from the site will be restricted to 5l/sec 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 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

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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 climate change should also be provided.

The layout of any proposed development and sustainable drainage system should be designed to mimic natural drainage flow paths, utilising existing natural low-lying areas and conveyance paths where appropriate. This means considering the existing blue / green corridors across the proposed site and utilizing the natural low-lying areas for the surface water management system for the development. To mimic natural catchment process as closely as possible, a “management train” is required, it is fundamental to designing a successful SuDS system, it uses techniques in series to reduce pollution, flow rates and volumes. The detailed design must show flow routes, SuDS component section, sub-catchments, discharge and flow control locations, storage features and how SuDS integrate into the landscape

The developer will need to provide a detailed program including timetable for the construction of the main surface water drainage infrastructure.

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>No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:</p> <ul style="list-style-type: none"> <li>(i) the site construction access(es)</li> <li>(ii) the parking of vehicles of site operatives and visitors;</li> <li>(iii) loading and unloading of plant and materials;</li> <li>(iv) storage of plant and materials used in constructing the development;</li> <li>(v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,</li> <li>(vi) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site;</li> <li>(vii) measures to control and monitor the emission of dust and dirt during construction;</li> <li>(viii) a Site Waste Management Plan;</li> <li>(ix) details of the routing of associated HGVs;</li> <li>(x) measures to protect existing footpaths and verges; and a means of communication with local residents.</li> </ul> <p>The approved Construction Management Plan shall be adhered to throughout the construction period.</p> <p>Reason In the interests of highway safety and visual amenity.</p>
UDHC18c	Site Construction Access	<p>No development shall take place (except for the purposes of constructing the initial site access) until that part of the access(es) extending 15 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the Councils Design Guide and Specification.</p> <p>Reason In the interests of highway safety.</p>
UDHC06d	Discharge of Surface Water	<p>The development hereby approved shall not be commenced on site, until a scheme of 'Surface Water Drainage and Management' for the implementation, maintenance and management of the sustainable drainage scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, The scheme shall include but not be restricted to providing the following details:</p> <ul style="list-style-type: none"> <li>(i) Detailed design of the existing surface water management system for the whole site;</li> <li>(ii) Detailed design of the proposed surface water management system for the whole site;</li> </ul>

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		<ul style="list-style-type: none"> <li>(iii) Detailed design of the proposed bund and the proposed receiving pit, this should include proposed storage volume and discharge arrangements to the existing export pit;</li> <li>(iv) A management plan detailing how surface water runoff from the site will be managed during construction phase;</li> <li>(v) Management plan for the Surface Water Drainage scheme and any maintenance arrangements;</li> </ul> <p>The building hereby approved shall not be brought into use until the approved 'Surface Water Drainage' scheme has been implemented and the approved scheme shall be maintained in accordance with the Surface Water Management scheme for the lifetime of the development.</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, in accordance with the guidance within Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.</p>
UDHI03a	INFORMATIVE – FRM	<p>Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. For 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 rate 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.</p> <p>The drainage system must be designed to operate without flooding for up to the 1 in 30 year event and accommodate the 1 in 100 year plus climate change making sure sufficient steps are taken to ensure that any surface flows between the 1 in 30 and 1 in 100 year events plus climate change are stored within the proposed development site. The updated guidance states the new allowance for climate change and we now require both +20% scenario and a +40% scenario. Therefore new surface water drainage schemes designed within flood risk assessment/drainage strategies require at least three sets of calculation; 1 in 30 year event, 1 in 100 year plus 20% climate change and 1 in 100 year plus 40% climate change.</p> <p>If the applicant proposes to discharge surface water into an ordinary watercourse a land drainage consent will be required from the Lead Local Flood Authority (LLFA). A land drainage consent is separate application that could take up to 8 weeks for completion and no works on the watercourse can proceed until consent has been approved by the LLFA.</p> <p>The updated guidance states the new allowances for climate change now require both +20% scenario and a +40% scenario. Therefore new surface water drainage scheme designed within the Flood Risk</p>

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		<p>Assessment/Drainage Strategies require at least three sets of calculations; 1 in 30 year event; 1 in 100 year plus 20% climate change and 1 in 100 year plus 40% climate change;</p> <ul style="list-style-type: none"> <li>• Drainage systems can be designed to include a 20% allowance for climate change;</li> <li>• A sensitivity test against the 40% allowance is required to ensure that the additional runoff is wholly contained within the site and there is no increase in the rate of runoff discharged from the site. It must be demonstrated that there are no implications to people from the increased flood hazard (volume between 20% and 40% allowance). It is crucial that the additional runoff from the 40% is contained within the site and does not contribute to an increased flood risk to people/property/critical infrastructure/third parties elsewhere.</li> <li>• If the flows cannot be contained within the site without increasing risk to properties or main infrastructure a 40% allowance must be provided.</li> </ul>
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>
UDLV08	Retention of Existing Trees Shrubs and Hedges	<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>

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		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.
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