

APPENDIX 6 – HIGHWAYS, TRANSPORT & DESIGN COMMENTS
Application 16/3035/OUT

INTERNAL MEMORANDUM
 Highways, Transport and Design

From: Highways, Transport and Design Manager
 To: Planning Development Services Manager
 FAO: Mrs Elaine Atkinson
 CC: Planning Administration

Proposal: Outline application with for the erection of up to 90 dwellings and associated access (all other matters reserved).	Date:	04/07/17		
Location: Land West Of St Martins Way, Kirklevington	Ref:	16/3035/OUT	Rev	4

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: 20/03/17

Executive Summary

Subject to the comments below the Highways, Transport and Design Manager has no objections to the outline planning application, with all matters reserved except for means of access, for the construction of up to 90 dwellings.

The impact of the proposed application on the highway network has been assessed by the applicant, within the Transport Assessment (TA) submitted in support of the proposed development, and also using the Council's Yarm Traffic Model.

The Yarm traffic modelling provides an informed response regarding the impact of this proposed development on the wider network and its impact as part of a cumulative assessment of highway impact from other planning applications that affect the same sections of highway.

The modelling results show that there would be limited practical difference in terms of traffic impact on the local road network with or without this application for the erection of up to 90 dwellings or cumulatively with other applications awaiting determination in Kirklevington would be a small proportion of both the population and the overall future development proposals within the Yarm area.

Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured by a legal agreement.

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Details of the proposed site access arrangements are shown on Drawing HJB/PA3864/15a and these are considered to be acceptable.

An indicative site layout, drawing ref HJB/PA386/12, has been submitted and this is considered to be broadly acceptable. The details of the site layout will be considered fully should this application be approved and proceed to Reserved Matters.

The Outline Construction Management Plan is also acceptable in principle and this 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 amendments to the layout will be required. These amendments may result in the loss of dwellings, based on the current indicative Masterplan. As the provision of a landscape screen buffer is necessary to bring forward the development and the impact of the buffer, in terms of shade and maintenance access could influence the layout and housing yield then its provision at an increased width to what is currently proposed should be secured by condition. However, it is considered that internal landscape matters may be resolved as part of any Reserved Matters application.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development or the details of the condition of the existing culvert, including future maintenance responsibilities, 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

The proposed development is an outline application for the construction of up to 90 dwellings with all matters except access reserved.

Traffic Impact

The applicant has submitted a Transport Assessment (TA) in support of the proposed development, however, at the request of the Local Highway Authority the impact of the proposed development on the highway network together with any cumulative impact along with other applications within Kirklevington awaiting determination has also been assessed using the Council's Yarm model.

The trip rates in the TA, which are based upon information derived from TRICS (national trip rate database), and the traffic distribution for the proposed development have been taken to be the same as those accepted for the previously approved residential development within Kirklevington (15/1643/OUT). Table 1 and Table 2 respectively show the forecast vehicle trip generation and distribution of the proposed development.

Table 1: Vehicle Trip Generation (for 100 dwellings)

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.243	0.491	0.734	0.495	0.355	0.850
Trips	24	49	73	50	36	85

Table 2: Traffic Distribution

	Development Traffic Flows (PCU)	
	Weekday AM Peak Period	Weekday PM Peak Period
To A67 North	21	18
To A67 South	28	18
From A67 North	14	24
From A67 South	10	26

In order to assess the impact of the proposed development local capacity assessments have been undertaken at the following junctions:

- J1 – Forest Lane / A67;
- J2 - A67 / Green Lane Roundabout;
- J3 – A67 Crathorne Interchange;

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J1 – Forest Lane / A67 – Junction Assessments.

The initial assessment of this junction, which is included in Table 3 below, has demonstrated that the junction would operate within capacity.

Table 3 - Forest Lane / A67 Junction

Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 Do Minimum				
Out of Forest Lane	0.29	0	0.24	0
Right Turn into Forest Lane	0.23	1	0.28	1
2021 With Development				
Out of Forest Lane	0.47	1	0.39	1
Right Turn into Forest Lane	0.29	1	0.38	1

J2 - A67 / A1044 / Green Lane Roundabout

The impact of the proposed development at this location has been assessed against the agreed mitigation, to be provided by extant approval 16/1959/OUT, and this has shown that the junction, with the agreed mitigation in place, would operate within capacity. The results of the assessment are included in Table 4.

Table 4 - A67 / A1044 / Green Lane Roundabout – Junction Assessments

Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 Do Minimum				
A67 North	0.88	6	0.83	5
A1044 Green Lane East	1.18	81	0.75	3
A67 South	0.63	2	0.82	4
B1264 Green Lane West	0.77	3	0.78	3
2021 With Development				
A67 Thirsk Road (North)	0.90	8	0.85	5
A1044 Green Lane (East)	1.20	86	0.76	3
A67 (South)	0.65	2	0.84	5
Green Lane (West)	0.77	3	0.80	4

The results clearly demonstrate that the proposed development would have no discernable impact at this junction.

J3 - A67 Crathorne Interchange.

The impact of the proposed development at this location has been assessed against the agreed roundabout mitigation, to be provided by extant approval 16/1959/OUT, and this has shown that

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the junction, with the agreed mitigation in place, would operate within capacity. The results of the assessment are included below in Table 5.

Table 5 - A67 Crathorne Interchange – Junction Assessment

Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 With Development				
A167 North	0.76	3	0.40	1
A167 South	0.53	1	0.68	2
A19 On / Off Slip	0.18	0	0.52	1

Yarm Traffic Modelling

The Yarm traffic modelling provides a more informed response regarding the impact of the development on the wider network, in the forecast year which assumes all dwellings associated with both the extant approvals and the proposed development(s) would be built out i.e. occupied, giving a worst case scenario, rather than reviewing each junction in isolation as undertaken in the TA.

Prior to assessing development impact the Yarm model (previously referred to as the YIBAM) was rebased and uses survey results from traffic surveys undertaken in the autumn of 2016. To this base the current ‘approved’ situation which includes the traffic associated with the committed developments such as the Tall Trees, Morley Carr Farm, Green Lane and Mount Leven were added to predict a future base model.

The development traffic associated with the proposed development of up to 90 houses was then tested. Further assessment scenarios have then been undertaken which take account of the cumulative traffic impact from all the planning applications within Kirklevington which are awaiting determination namely:

- Site 1 - Land At 18A Braeside (17/0511/OUT) for 11 Dwellings;
- Site 2 - 24 Forest Lane (17/0224/FUL) for 19 Dwellings;
- Site 3 – Consented Development (15/1643/OUT)
- Site 4 - Land West Of St Martins Way (16/3035/OUT) for 90 Dwellings;
- Site 5 - Knowles Farm, Grove Bank (16/3146/OUT) for 10 Dwellings.

Plan 1 – Proposed and Consented Developments

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A comparison of the results from each scenario, which are reported as journey times, has then been undertaken to ascertain the impact of the proposed development traffic for each scenario on the highway network which are included below in Table 6.

Table 6 - Journey Time Results

AM Peak 07:30 - 09:30

Route	Description	Com Dev	Com Dev + West Farm	Diff to CD	Com Dev + All	Diff to CD
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	04:59	04:24	-00:35	05:27	00:28
1b	A67 The Spital - Leven Road to Worsall Road	06:45	06:21	-00:24	06:50	00:04
1c	A67 High Street - Worsall Road to Bridge Street	03:54	03:53	-00:01	03:51	-00:03
Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	15:38	14:37	-01:01	16:08	00:29
2a	A67 Urray Nook Road - Durham Lane to A135	04:40	04:42	00:02	04:40	-00:00
2b	A67 High Street - A135 to Worsall Road	03:13	03:14	00:01	03:10	-00:03
2c	A67 The Spital - Worsall Road to Leven Road	00:50	00:50	-00:00	00:50	00:00
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:18	00:03	01:18	00:03

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2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:50	00:50	-00:00	00:50	00:00
Route 2 Total	A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive	10:47	10:52	00:05	10:48	00:01
3a	Green Lane - Tall Trees to Yarm Rail Bridge	04:29	04:15	-00:14	04:58	00:29
3b	Green Lane - Yarm Rail Bridge to A67	01:51	01:47	-00:05	02:08	00:17
3c	A1044 Green Lane - A67 to Glaisdale Road	00:54	00:54	00:00	00:54	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00	00:14	00:00
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	07:28	07:10	-00:18	08:14	00:46
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:17	00:19	00:03	00:18	00:01
4b	A1044 Green Lane - Glaisdale Road to A67	01:48	01:52	00:04	02:02	00:14
4c	Green Lane -A67 to Yarm Rail Bridge	01:24	01:19	-00:05	01:28	00:04
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:17	01:17	00:00	01:18	00:01
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	04:46	04:47	00:02	05:06	00:21
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	11:50	11:26	-00:24	10:24	-01:26
Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	04:05	03:54	-00:11	05:02	00:57

PM Peak 16:00 - 18:00

Route	Description	Com Dev	Com Dev + West Farm	Diff to CD	Com Dev + All	Diff to CD
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	02:36	02:13	-00:22	02:18	-00:17
1b	A67 The Spital - Leven Road to Worsall Road	07:43	07:49	00:06	07:57	00:14
1c	A67 High Street - Worsall Road to Bridge Street	04:28	04:26	-00:02	04:28	-00:00

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Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	14:47	14:28	-00:18	14:43	-00:03
2a	A67 Urlay Nook Road - Durham Lane to A135	11:49	11:41	-00:08	12:06	00:17
2b	A67 High Street - A135 to Worsall Road	05:31	05:26	-00:05	05:34	00:03
2c	A67 The Spital - Worsall Road to Leven Road	00:51	00:52	00:01	00:52	00:01
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:11	-00:04	01:13	-00:02
2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:51	00:52	00:01	00:52	00:01
Route 2 Total	A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive	20:17	20:01	-00:16	20:36	00:19
3a	Green Lane - Tall Trees to Yarm Rail Bridge	01:36	01:35	-00:01	01:35	-00:01
3b	Green Lane - Yarm Rail Bridge to A67	01:12	01:06	-00:06	01:09	-00:03
3c	A1044 Green Lane - A67 to Glaisdale Road	00:55	00:55	00:00	00:55	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00	00:14	-00:00
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	03:57	03:50	-00:07	03:53	-00:04
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:20	00:21	00:00	00:20	-00:00
4b	A1044 Green Lane - Glaisdale Road to A67	01:27	01:24	-00:03	01:28	00:01
4c	Green Lane -A67 to Yarm Rail Bridge	02:32	02:37	00:05	02:36	00:03
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:16	01:16	-00:00	01:16	-00:00
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	05:36	05:38	00:02	05:40	00:04
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	06:09	06:25	00:16	06:50	00:42
Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	01:44	01:47	00:02	01:43	-00:02

The results show that there would be limited practical difference in terms of traffic impact on the local road network with or without the proposed development. This is because the development would be a small proportion of both the population and the overall future development proposals within the Yarm area and within this, it is reasonable to predict that 'peak spreading' would occur as users stagger journey times to avoid traffic congestion.

It is, therefore, accepted that the highways network within the vicinity of Yarm, would suffer some congestion, however, it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe.

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The model also assumes that all dwellings associated with both the extant approvals and the proposed development would be built out within a 10 year time-frame, however, it is considered that this is unlikely to be the case due to the proximity of the various competing developments to each other.

Further Yarm Traffic Modelling undertaken by the Council

In order to validate the traffic modelling work undertaken by the developer, in support of the proposed application, the Council have carried out a series of further sensitivity tests to ensure the results being report are robust.

These have included the following:

- Journey time assessments with additional traffic growth to take account of the continued economic growth within the area;
- Assessments of the A67 / Forest Lane junction and the Crathorne Interchange with all traffic from the proposed development routing via the A19.

The work undertaken by the Council have confirmed that:

- There would be limited practical difference in terms of traffic impact on the local road network with or without the proposed developments as report by the developer;
- The junctions assessed operate within practical capacity in all scenarios tested.

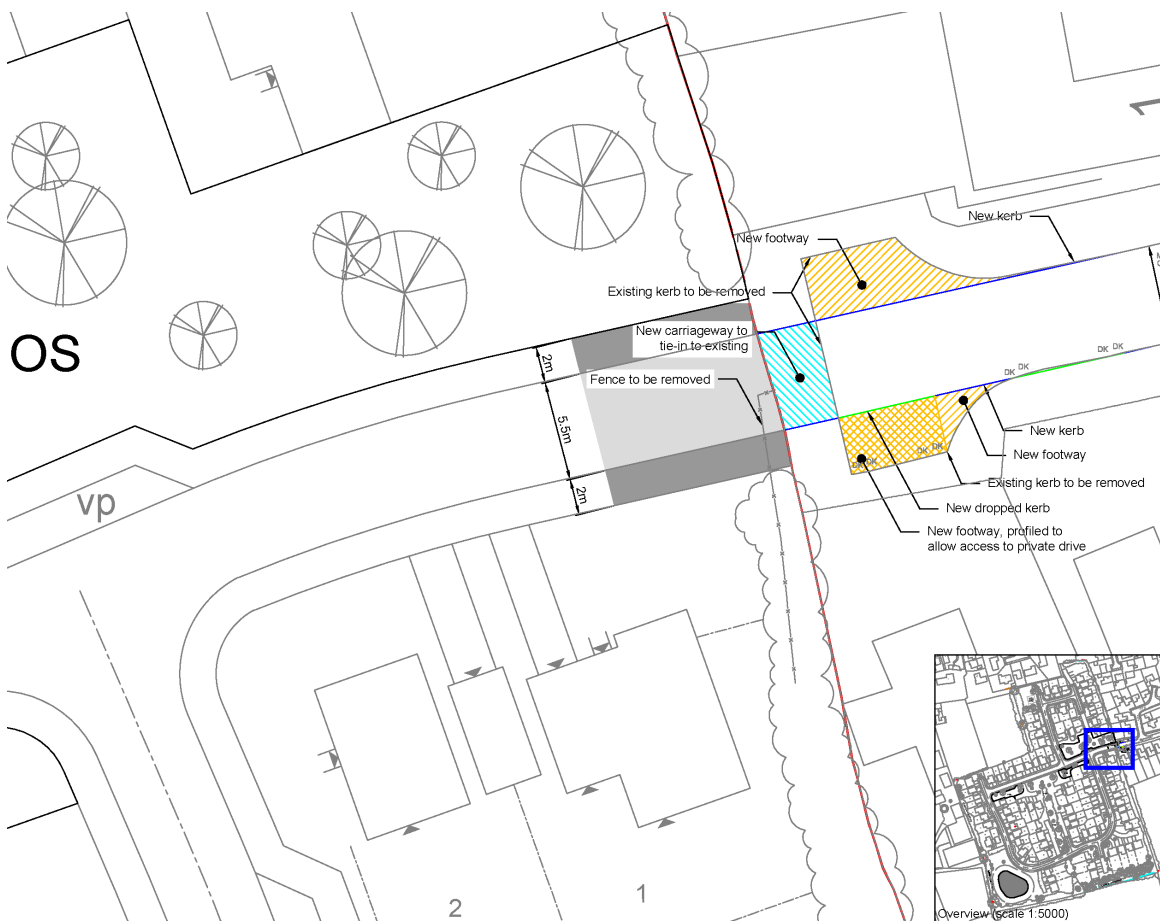
Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured via a legal agreement.

Access

The site will be accessed from St Martins Way, which is accessed from Forest Lane via The Green or Strathmore Drive. The development road would be constructed to adoptable standards and would form an extension of St Martins Way. Details of the proposed site access arrangements are shown on Drawing HJB/PA3864/15a and would provide a 5.5m carriageway with 2 m footways either side taken from the cul-de-sac at the head of St Martins Way as shown below on Plan 2. As a part of the site access arrangements the existing turning head will be removed and areas reinstated to verge, the footways would also re-aligned to provide a direct connection to the proposed development.

Plan 2 - Site Access Arrangements

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The drawing indicating the site access arrangements are considered to be acceptable.

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).

Whilst the application is outline for erection of up to 90 no. dwellings with associated means of access the applicant has submitted an indicative site layout, drawing ref HJB/PA386/12, and this is considered to be broadly 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 details of the site layout will be considered fully at Reserved Matters stage.

The Construction Management Plan is also acceptable in principle and this plan should be agreed prior to construction commencing on the site and this should be secured by condition.

Landscape and Visual

The development is located on the south west edge of Kirklevington village adjacent to the recently consented application for up to 145 dwellings (15/1643/OUT).

Landscape Character

Kirklevington is a small linear village set within an agricultural landscape of fields surrounded by field fences and intermittent hedgerows with an occasional mature hedgerow tree. A number of farms are located across the landscape, but largely hidden from viewpoints on the southern edge of the village. The topography around the southern side of the village is generally flat. There are

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few visible urban interventions in the landscape, with the exception of a line of pylons, which run south of the site. The Stockton Borough Council Landscape Character Assessment lists this proposed development site as 'Urban Fringe Farmland', and has a medium level of landscape sensitivity, and medium landscape capacity.

Visual Impact

The proposed development is located within an area of generally flat farmland south west of the village. No landscape and visual impact assessment has been submitted with the outline application, and it is considered that a landscape and visual study should be undertaken to inform the final site layout and proposals. Representative viewpoints overlooking the site are described below:

View from A67 Thirsk Road

The proposed development site has limited visibility from the A67 Thirsk Road, which passes approximately 620m to the east of the site. The A67 provides access between the A19 and Yarm, and onwards to Darlington. It is, therefore, a key gateway into the borough. Road users travelling north towards Yarm currently experience open views across the fields and hedgerows to the southern edge of Kirklevington village, with glimpsed views of the Church of St Martins.

When construction commences for the extant permission for up to 145 dwellings these new houses and their associated buffer planting would screen the proposed development site from viewpoints on the A67. From viewpoints further south, near to the A19, receptors would experience mid range views towards the proposed development, although filtered by the proposed perimeter planting. During establishment of the planting the development would be visible, particularly the upper storey and roof lines would be clearly visible above the existing boundary hedge.

View from residential properties on St Martins Way

A number of residential properties on the south western edge of the village have oblique views towards the proposed development site. Whilst in close proximity the views from habitable rooms are oblique in nature and heavily filtered by the garden vegetation and enclosure of the individual properties.

View from residential properties on Moor Close, Hall Moor Close, Westlands and Knowles Close, and from Knowles Farm

These residential properties on the southern edge of Kirklevington back on to the development site. A number of residential properties on the south western edge of the village current face out onto agricultural fields. However, many of the views from habitable rooms are heavily filtered by the garden vegetation and enclosure of the individual properties

On completion of the development (based on the indicative Masterplan) visual receptors would view new residential properties in very close proximity, with some softening and filtering of views by the retained and enhanced hedgerow boundary. Residents would experience a complete change in their view from a rural to urban landscape.

View from Public Footpath 16 (Moor House Farm to Kirklevington)

Public footpath number 16 runs across the development site and into Kirklevington village. Footpath users currently have views across fields interrupted by hedgerow boundaries and occasional trees, to the southern edge of the village. Views of the village edge are filtered, by existing mature trees and shrubs within private gardens and the local primary school, which soften the edge of the village.

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The proposed landscape buffer would heavily filter any views of the development at maturity bringing the edge of the settlement further south. However until the planting reaches a substantial height, the development would be clearly visible.

Layout

The following comments relate to the Indicative Masterplan drawing HJB/PA386/12.

The development would be accessed from St Martin’s Way and arranged as a loop with linear streets and private drives accessed from it. There is a small area of public open space (POS) to the north of the site entrance, with a larger area surrounding the proposed SuDs pond at the south west corner of the site. The indicative layout incorporates tree planting to the site perimeter and incidental tree planting throughout the development. The existing hedgerow boundaries are retained within this layout, including the central hedgerow which is punctuated to allow vehicular circulation. The retention and enhancement of these hedgerows is highly desirable to minimise the impact on the surrounding properties and other receptors locally, as well as retaining some green infrastructure links the surrounding landscape.

Whilst indicative, the illustrative layout proposes a reasonably dense layout although interspersed with specimen tree planting which would provide an attractive setting for the dwellings. Green infrastructure including street trees must form part of any approved layout to reflect the current ‘green nature’ of Kirklevington village. Tree positions must be viable and be at least 5 - 6m from properties generally.

It is considered essential that a wide landscape buffer must be incorporated into the development along the southern boundary. This will continue the buffer agreed as part of the adjacent extant residential permission. It is essential that the proposed landscape buffer is increased to a minimum of 10m in width, which may reduce the number of properties that can be constructed on the site. The buffer planting area shall:

- Comprise of dense planting along the full length to screen the development and to integrate the proposed development into its surroundings;
- Shall not include SuDs;
- Allow maintenance access for future management of these boundary buffers, which cannot be from private gardens;
- This landscaped buffer would, due to its location south and west of the proposed dwellings would create shading which could have an adverse impact on the amenity of the future residents. 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 the proposed planting.

Within the development there should be a mix of housing types, varying the height, aspect and form, with attention paid to small details which make the houses unique. It is not appropriate to locate a development of ‘off the shelf’ house types seen nationally, that do not reflect the character of their location. A large concentration of generic house types could adversely impact upon the village character, which has seen small and varied development gradually added over time. It is also recommended that greater consideration be given to properties turning the corners, to avoid exposed blank gable ends. The design of these properties would be key to creating a sense of place, and an attractive entrance to the development, sympathetic to local character. It is essential that the final layout does not result in a car dominated street scene. This should be avoided in any reserved matters application.

This increase in buffer planning, maintenance access to this buffer, the potential for adverse impact from shading and sustainable connections could reduce the housing yield of the proposed development. This buffer should be agreed prior to construction commencing on the site and should be secured by condition.

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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 etc.

Sustainable urban drainage (SuDS) should be incorporated into the design and provide amenity benefit as well as flood storage. Should permanent water bodies be proposed as part of any reserved matters application designs may include access footpaths and small bridges, seating where appropriate and attractive planting. Opportunities for ecological enhancement, such as reed beds, water's edge habitat etc. should also be explored, and incorporated into the SuDS scheme.

Public Open Space

The layout proposes a reasonable amount of Public Open Space (POS). Whilst this POS adds a degree of openness to the future development it is fragmented and does not appear to serve any function for passive or active recreation.

The extant planning consent for residential development (15/1643/OUT) adjoins this application site to the east. Relocating the proposed POS to adjoin this site will provide a visual link. Pedestrian access between the two developments would be via St Martins Way.

The final POS arrangements, layout and facilities would need to be agreed as part of any Reserved Matters application. Such arrangements will need to take account the existing but limited play area located off Forest Lane within Kirklevington Village and the timing of bringing forward the MUGA on the adjoining extant housing site. In the event that application 15/1643/OUT does not come forward or other improvements are required in the existing play it is desirable to secure funding of up to £75,000 for improvements to the existing play provision.

However, should other housing applications in Kirklevington currently awaiting determination be granted planning consent approved then the level of contribution would be made pro-rata to the development impact?

In summary, whilst there are no landscape and visual objections to the proposed development some amendments to the layout will be required to make the proposed development visually acceptable, particularly to the buffer planting to the southern boundary. These amendments may result in the loss of dwellings based on the current indicative Masterplan. However, providing that the landscape buffer as previously set out can be secured by condition along with other recommendations then it is considered that these matters may be resolved as part of any Reserved Matters application.

Flood Risk

The applicant within the information submitted has stated that the preferred point of discharge for surface water runoff from the development will be into Pickton Stell, approximately 215m west of the development site via a private culvert that flows over third party land.

The applicant will need to provide the Local Planning Authority with a full condition assessment report of the culvert, identifying the exact point of discharge into Pickton Stell, the report should also include a condition assessment of the receiving watercourse.

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 along with confirmation of who will be responsible for the long term maintenance of the private culvert.

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Appendix 2 – Conditions

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> <ol style="list-style-type: none"> I. Detailed design of the surface water management system II. A build program and timetable for the provision of the critical surface water drainage infrastructure III. A management plan detailing how surface water runoff from the site will be managed during construction Phase IV. Details of adoption responsibilities; V. Management plan for the Surface Water Drainage scheme and any maintenance and funding arrangement; <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>
UDHC06e	Discharge of Surface Water	<p>The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) & Drainage Strategy, prepared by Patrick Parsons N15153 dated May 2016 Revision 5 dated 25th October 2016 and the following mitigation measures detailed within the FRA.</p> <p>Limiting the surface water run-off generated by the impermeable areas of the development up to and including the 100 year critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. This will be achieved by limiting the rate of surface water discharge to Qbar rate of 18l/sec accordance with the calculations within Appendix K.</p> <p>The mitigation measures shall be fully implemented prior to the occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.</p>
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>

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		<ul style="list-style-type: none"> (i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors; (iii) loading and unloading of plant and materials including any restrictions on delivery times; (iv) storage of plant and materials used in constructing the development; (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, (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; (vii) measures to control and monitor the emission of dust and dirt during construction; (viii) a Site Waste Management Plan; (ix) details of the routing of associated HGVs including any measures necessary to minimise the impact on other road users; (x) measures to protect existing footpaths and verges; and a means of communication with local residents. <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>
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 for providing evidence of compliance. <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</p>

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		To establish measures to encourage more sustainable non-car modes of transport.
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>
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 maintenance access routes to demonstrate operations can be undertaken from publically accessible land, 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>
UDLV14	Landscape Buffer	No development shall commence until full details of a soft landscape buffer have been submitted to and approved in writing by the Local Planning Authority. The buffer shall be a minimum width of 10m. This should include 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

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		<p>completed in the first planting season following:</p> <ul style="list-style-type: none"> (i) Commencement of the development; (ii) or agreed phases; (iii) or prior to the occupation of any part of the development; <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 to screen development in the interests of visual amenity, and which contributes positively to local character and enhances bio diversity.</p>
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