

Big plans for an outstanding Borough

INTERNAL MEMORANDUM
Highways, Transport & Design

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

Proposal: Outline application with some matters reserved residential development comprising of 3no dwellings	Date:	02/08/17		
Location: Land Off Springfield Grove, Kirklevington,	Ref:	17/0793/OUT	Rev	1

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

Traffic Modelling Update

Further to the initial comments made in relation to this application, issued on 19/04/17, the Highways, Transport and Design Manager has now considered the cumulative impact of all the proposed applications within Kirklevington on the highway network which include:

- Land Off Springfield Grove, Kirklevington (17/0973/OUT) for 3 dwellings;
- Land At 18A Braeside (17/0511/OUT) for 11 Dwellings;
- 24 Forest Lane (17/0224/FUL) for 19 Dwellings;
- Land West Of St Martins Way (16/3035/OUT) for 90 Dwellings;
- Knowles Farm, Grove Bank (16/3146/OUT) for 10 Dwellings.

As a part of this process it has been 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.

However, it has been demonstrated that the proposed development, as with all other yet to be determined applications within kirklevington, 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.

Subject to the applicant agreeing to contribute, on an equitable basis, towards the provision of the required mitigation the Highways, Transport and Design Manager raises no objection to the proposed outline application with some matters reserved residential development comprising of 3no dwellings.

For information the initial comments made, in relation to this application, are included below in Appendix 1.

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UD Officer:	MJP	02/08/17	Authorised:			Authorised:		

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Appendix 1 – Initial Comments (Issued 19/04/17)

General Summary

Subject to the comments below the Highways Transport and Design Manager has no objections to the principal of developing three dwellings on this site.

Highways Comments

This is an outline application with only access being considered however indicative plans have been provided and comments are based on these.

Springfield Grove is an adopted cul-de-sac with a footway on either side and all dwellings served from Springfield Grove appear to benefit from incurtilage car parking. The proposed 3 dwellings would take access from the turning head of Springfield Grove; the provision of these accesses would prevent parking in the turning head leaving it available for vehicle manoeuvring. The red line boundary is such that the adopted footway could be extended around the turning head to the benefit of highway safety, this would require the applicant to enter into a Section 38 agreement.

Any full or reserved matters application should include;

- Incurtilage car parking should be provided for each dwelling in accordance with SPD3: Parking Provision for Developments 2011,
- Incurtilage turning should be provided for dwelling to ensure drivers can enter the turning head in a forward gear.

Landscape & Visual Comments

The proposed development is for 3 no. dormer bungalows on the north eastern edge of the village of Kirklevington. The site is outside the limits to development but sits on its northern boundary. The site is accessed from Springfield Grove, a residential street which serves a number of bungalows, as well as the small equestrian centre owned by the applicant. The equestrian centre is located to the east of the site, and the development site is located within paddocks associated with it. There is no existing field boundary to constrain the northern extents of the site. The eastern boundary is an overgrown but intermittent hedgerow with mature trees, and timber post and rail fence. The A67 is located beyond the hedgerow and runs adjacent to the site. South east of the development site is a further residential property, also a bungalow, which faces onto the A67 and is accessed from it. The existing bungalow boundary fence is a low level post and rail fence, allowing open views across the landscape.

The proposed dwellings are located on the very edge of the village in a highly visible location next to the A67. The majority of residents and visitors to the village, and those accessing Yarm to the north, or the A19 to the south will pass the site, gaining clear views of any development beyond the existing limits of the village.

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Kirklevington village has a rural character, and the treatment of the north, east and south east boundaries of the site will be essential to integrate any development into the landscape. The existing hedgerow east of the site provides valuable screening and filtering of views to the existing village, and must be retained, and gapped up with new native mature hedgerow plants to screen the development. Similarly the south eastern, and northern boundaries must also be carefully considered to present a rural edge to the village. For example, the use of a 2m close boarded fence in such a prominent location would not be acceptable.

The indicative drawings of the dwellings submitted with this application are very plain, but similar in style to the existing bungalows in this part of the village. Consideration should be given to small additions and changes to make the properties individual and provide some variation in the frontage.

The indicative layout drawing P100 includes for significant tree planting around the edges of the site. Planting of appropriate species will help to integrate the development into the landscape however, any trees should be located at sufficient distances from the dwellings, and impacts of shading should be fully considered.

There are no landscape and visual objections to the principle of development on this site although it is considered that these three dwellings would become a strong northern edge to the village, and development beyond this would not be acceptable on landscape and visual grounds. The appearance of the site from the A67 is highly critical to integration of the development into the landscape. Therefore, if the application is approved, the Highways Transport and Design Manager recommends that conditions should be applied to this Outline Application to ensure retention of the existing hedgerow, and appropriate treatment of the boundaries is achieved.

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Informative

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>
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> <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>

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