

**APPENDIX E – HTDM COMMENTS
APPLICATION : 17/0943/OUT**

INTERNAL MEMORANDUM
Highways, Transport & Design

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

Proposal: Outline application with all matters reserved except for access for up to 40 dwellings (Use Class C3)	Date:	25/08/17		
Location: Land North Of Thorpe Thewles, Durham Road, Thorpe Thewles	Ref:	17/0943/OUT	Rev	3

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

I refer to your memo dated: 01/08/17

General 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 P0860_20170627.SK002 Rev A, 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 the provision of a new 'gateway' feature to the south of the proposed site access 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.

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.

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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 with all matters reserved except for access for up to 40 dwellings and the applicant has submitted a Transport Statement (TS) in support of the application which includes the proposed site access arrangements (drawing ref P0860_20170627.SK002 Rev A) which would take the form of a simple priority T junction onto ‘Old’ Durham Road.

The section of ‘Old’ 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) surveys on ‘Old’ Durham Road, at three locations on ‘Old’ Durham Road, to inform the design of the proposed site access junction. The ATC surveys have demonstrated that vehicle speeds are below the national speed limit (60 mph). The results from the ATC surveys are reported below in Table 1.

Table 1 - Existing Vehicle Speeds on ‘Old’ Durham Road

Location of ATC	85th Percentile Speed	
	Northbound	Southbound
North of proposed Access	48.3mph	45.9mph
Proposed Access	41.8mph	39.8mph
South of proposed Access (start of 30mph limit)	37.4mph	31.5mph

The proposed site access junction, as shown on drawing ref P0860_20170627.SK002 Rev A, would therefore require visibility splays of 2.4 x 160m, to the north, and 2.4 x 90m, to the south. A topographical survey has been undertaken which demonstrates that the required visibility splays can be achieved, in both directions, and the access arrangements are therefore considered to be acceptable.

The access arrangements will also include the provision of a footway connection, from the existing network on the eastern side of ‘Old’ Durham Road, to the main site access road. The initial section of this footway will be within the existing highway verge, adjacent to ‘Old’ Durham Road, with the remainder being provided within the proposed site.

In order to incorporated 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 the provision of a new ‘gateway’ feature to the south of the proposed site access have not been provided at this stage and this would be dealt with at Reserved Matters stage. It will also be

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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 ‘Old’ Durham Road and the trip rates for the proposed development have been derived from TRICS (national trip rate database), an acceptable methodology. Table 2 shows the forecast vehicle trip generation of the proposed development.

Table 1: Vehicle Trip Generation

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.186	0.406	0.586	0.357	0.176	0.533
Trips	8	17	24	15	8	22

The traffic distribution from the proposed development has been determined utilising data from the ATC surveys and this has indicated that 50% of the traffic would arrive / depart from the north and the remaining 50% would do so from the south and this is considered to be reasonable.

Using the proposed traffic distribution the increase in two-way movements at the main access points to the A177 would be 11 vehicles; 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) and this will be dealt with, should the application be approved, at Reserved matters stage.

A development framework plan, drawing ref. 7699-L-02A, and TA has been submitted in support of the application which indicates that pedestrian connections to the site are currently available from North Close and Wynyard Road. It is considered that whilst pedestrian access can be gained from these locations the routes available are sub-standard and a dedicated pedestrian access along the eastern side of ‘Old’ Durham Road from the junction of St James Close is also to be provided as set out above.

Sustainable Links

As set out above a dedicated pedestrian connection is to be provided, along the eastern side of ‘Old’ Durham Road from the site access to the junction of St James Close, which will provide a connection, via the exiting footway network within the village, to existing bus stops on ‘Old’ Durham Road and Wynyard Road. These stops are served by the 21A bus route which offers an hourly service between Middlesbrough and Peterlee stopping at Stockton, Sedgfield, Fishburn, Trimdon and Wingate.

Drawing number 7699-L-02_A illustrates a pedestrian link to Wynyard Woodland Park via the A177 underpass. This additional link is welcomed, but must to be amended from a pedestrian link to a cycle link, as it is a long term aspiration to provide a safer alternative to the current alignment of NCR1. This is reflected in policy TI1 in the draft Local Plan, cycleway/bridleway from ‘Old’ Durham Road, Thorpe Thewles to Wynyard Woodland Park.

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

Landscape & Visual Comments

The development for up to 40 dwellings is located on the north eastern edge of Thorpe Thewles village outside the limits to development. The application site is currently an agricultural field, surrounded to the north and north east by existing plantation woodland. Beyond the woodland planting to the east of the site lies the A177 with Wynyard Woodland Park beyond that. A public right of way footpath passes through the east of the application site connecting Thorpe Thewles with Wynyard Woodland Park and the Castle Eden Walkway via an underpass. To the south of the site is existing housing on North Close and St James Close. The western site boundary abuts ‘Old’ Durham Road which is lined by a mature avenue of trees within the highway verge.

An additional area of land owned by the applicant is located directly to the east of the application site. This land is also currently an agricultural field, bound to the east by existing plantation woodland, and forms part of the setting of the Grade II listed St James Church.

Landscape Character and Visual Impacts

The Stockton Borough Council Landscape Character Assessment identifies that the application site is located within Landscape Unit 119: Thorpe Thewles which includes areas of improved pasture and mixed woodland on the northern fringe of Thorpe Thewles. Landscape Unit 119 is identified as having a very high level of visual sensitivity, a high level of landscape sensitivity, and a very low landscape capacity.

Due to the plantation woodland to the north and east of the site, views into the site are largely restricted to those from the public right of way footpath which passes through the site, from the rear of residential properties situated along the southern boundary of the site (St James Close and North Close), and from ‘Old’ Durham Road. However, some glimpsed views are possible from the wider surrounding area.

Open views of the proposed development would be possible from the public right of way as it passes through the site. The Development Framework (Drg. 7699-L-02) indicates proposed tree planting around the eastern perimeter of the proposed housing which would, when it matures, help soften views of the development, although the opening for potential footpath links to the right of way mean direct views into the development would be possible from this route. Care should be taken to maximise the screening of the proposed residential development from this right of way in any reserved matters application.

Views from the A177 into the application site would be heavily filtered by existing vegetation along the western edge of the road.

The Development Framework (Drg. 7699-L-02) indicates the retention of existing trees and the inclusion of new tree planting along the southern boundary of the application site to help screen views from the adjacent residential development. As noted later, 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 existing or proposed planting.

A Landscape and Visual Appraisal (LVA) has been submitted as part of this application. The LVA outlines planning policy and other supporting evidence, and provides a description of the baseline conditions and a high level analysis of local landscape character and visual amenity. The LVA has not been prepared in accordance with the guidance provided in the Guidelines for

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Landscape and Visual Impact Assessment 3rd Edition and does not attempt to identify the level of landscape and visual effects that would arise as a result of the proposed development. However, as outlined above, the site is generally well screened by existing vegetation and topography with few viewpoints where the site can be observed. While the character of the site itself will change from a rural agricultural use on the edge of a settlement to residential development, this would not lead to a significant loss of openness, or coalescence of settlement.

Site Layout

The Development Framework (Drg. 7699-L-02) shows a new site entrance to be created from ‘Old’ Durham Road. The Design and Access Statement acknowledges that the existing trees along ‘Old’ Durham Road may need to be lost to enable the creation of the new access and the associated sight-lines. The avenue of trees, which extends northward out of Thorpe Thewles strongly contributes to the setting of the approach to the village from the north and as such every effort should be made to retain these trees. The proposed site access will result in the loss of a number of Category B trees, which are in reasonable condition however; this will be offset by the provision of additional landscaping within the site.

The Design and Access Statement (para. 4.10) outlines that the public right of way that runs from North Close to the Castle Eden Walkway would be improved with surfacing and low level lighting to provide pedestrian access from the proposed development into Thorpe Thewles. The inclusion of lighting along this route is not considered acceptable for this rural location. A new parallel to ‘Old’ Durham Road, but behind the existing tree line, to connect the new site with the existing footpath in Thorpe Thewles is also to be provided. This footpath should include street lighting and meet adoptable standards. Due to the existing trees along ‘Old’ Durham Road the footpath may have to be constructed using no-dig construction. Advice should be sought from a suitably qualified arboriculturalist on suitable construction methodologies and an arboricultural impact assessment and method statement must be provided as part of any reserved matters application.

New footpath links are proposed from the area of proposed housing onto the public right of way from Wynyard Woodland Park to Thorpe Thewles. This would be welcomed but these links should be in keeping with the character of the public right of way, the area of public open space in which they will be located and the wider setting.

The Constraints and Opportunities plan within the Design and Access Statement identifies a potential location for a Sustainable Urban Drainage Systems (SUDS) feature outside of the application site but on the adjacent land owned by the applicant. Provision of SUDS on this site would need to be controlled through a Grampian Condition. No details on the type of SUDS proposed or any connections and outfall locations has been provided. The long term maintenance of these features, including suitable access for maintenance, should be considered as part of the design of any SUDS feature. Additional flood storage on the adjacent land owned by the applicant in the form of a grassed dry basin could be considered. Such features would not detract from the setting of St James Church. Permeable surfacing throughout the development should also be considered where appropriate.

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 existing or proposed planting.

The Highways, Transport and Design Manager would like to see the retained tree planting in the north east corner of the site strengthened in any reserved matters application as the retained planting within the application site tapers to less than 10m in the north east corner.

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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, as well as any proposed play equipment or seating in connection with the area of amenity space.

Public Open Space

The Development Framework (Drg 7699-L-02) identifies a proposed pocket park/green within the application site, as well as three areas of multifunctional green infrastructure which are located around the perimeter of the site. A further area of multifunctional green infrastructure is located outside of the application site but on the adjacent land to the east owned by the applicant. Provision of open space on this site would have to be controlled via a Grampian condition.

The design and access statement identifies that it is envisaged that the development would predominately consist of a mix 2, 3, 4 and potentially 5 bedroom terraced, semi-detached & detached dwellings. Based on an assumed mix (4no 2 bed, 12no 3 bed, 20no 4 bed and 4no 5 bed) the development will have a population of circa 144 residents. Therefore, if open space is not provided on-site (a minimum of 0.6 hectares), the following off site contributions will be required.

	Standard Charge per Person	Total Charge for Development
Open Space	£458.71	£66,054.24
Open Space Maintenance	£510.84	£73,560.96
Built Facilities	£289.60	£41,702.40
	Total	£181,317.60

The total contribution for off-site open space improvements would therefore be £139,615.20p, which would be defrayed on the development project at Wynyard Woodland Park.

It is noted in the planning statement that the applicant is happy to discuss the form of this with the Council during the course of the application). The POS including areas will have be maintained and managed in perpetuity. This may be through Title Transfer to SBC or through a management company or other appropriate organisations as deemed acceptable by the LA if not transferred to SBC.

A condition should be added to any recommendation for approval that requires the reserved matters application to provide long term management proposals for the POS on this site for a period of 25 years.

Overall, there are no landscape and visual objections to the proposed development, although the Highways, Transport and Design Manager would request some amendments to the layout, as outlined above including:

- maximise the screening of the proposed residential development from the public right of way which runs through the application site;
- provision of shade parameter plan which should be used to inform the final layout to ensure that the amenity of the properties and gardens of existing and proposed homes would not be adversely affected by shading from any existing or proposed planting;
- maximising the retention of the trees within the highways verge along 'Old' Durham Road;
- omitting the proposed lighting of the public right of way which passes through the application site; and

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- the strengthening of the existing tree planting in the north east corner of the site as it tapers to less than 10m.

It is considered that these matters can be addressed as part of the detailed design submitted within any Reserved Matters Application.

Flood Risk Management

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"> (i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors; (iii) loading and unloading of plant and materials; (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; (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>
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"> 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;

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		<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>
		<p>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 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 climate change surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or watercourse. Full Micro Drainage design files (mdx files) including the catchment plan and 3D topographical survey must to be submitted for approval. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event plus climate change should also be provided.</p> <p>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 intergrate into the landscape</p> <p>An allowance of 10% should be included within the detailed surface water drainage design for "Urban Creep",</p> <p>The developer will need to provide a detailed program including time table for the construction of the main surface water drainage infrastructure</p> <p>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.</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</p>

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		<p>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 Assessment/Drainage Strategies require at least three sets of calculations;</p> <ol style="list-style-type: none"> 1. 1 in 30 year event; 2. 1 in 100 year plus 20% climate change; 3. 1 in 100 year plus 40% climate change; <ul style="list-style-type: none"> • Drainage systems can be designed to include a 20% allowance for climate change; • 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. • If the flows cannot be contained within the site without increasing risk to properties or main infrastructure a 40% allowance must be provided. <p>The applicant must consider local guidance detailed in the 'Tees Valley Local Standards for Sustainable Drainage'. It is recommended that the applicant contacts the Flood Risk Management Team at an early stage to discuss surface water management requirements and their proposed surface water drainage solution for this proposed development.</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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