

INTERNAL MEMORANDUM
Highways, Transport and Design

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

Proposal: Reserved matters application for the appearance, landscaping, layout and scale, for residential development of 55 no. dwellings.	Date:	08/01/18		
Location: Land At Low Lane, High Leven,	Ref:	17/0919/REM	Rev	6

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

I refer to revised drawings received: 03/01/18 and 08/01/18

General Summary

This is a Reserved Matters application for the appearance, landscaping, layout and scale, for residential development of 55 no. dwellings.

This application forms one of the residential plots which benefits from an extant approval. The principles for the provision of housing on the site being previously been established through the outline planning approvals for the Low Lane developments (12/2517/OUT, 14/0562/OUT and 15/0497/OUT). This approval was supported by a Masterplan which set out the development parameters for the wider site including public open space and strategic landscape provision.

The applicant has submitted the following drawings in support of the application:

- 1617-24-P01 Rev X – Site Layout Plan;
- 1617-24-P02 Rev K – Boundary Treatment Plan;
- LDS406-01 Rev E – Planting Plan;
- 1835_53 Rev D – Detailed Landscape Proposals – OS2A.
- 1835_55 – Proposed Bridleway Diversion Plan.

The details of the proposed site, with the exception of the landscaping proposals for the area of open space to the south of the site, shown on the above plans are considered to be broadly acceptable.

Therefore subject to a condition securing this information the Highways, Transport and Design Manager has no objections to the proposed reserved matters application for the appearance, landscaping, layout and scale, for residential development of 55 no. dwellings.

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Appendix 1 – Detailed Comments

Highways Comments

This is a Reserved Matters application for the erection of 55 dwelling houses. The principles for the provision of housing on the site have previously been established through the outline planning applications for the Low Lane developments (12/2517/OUT, 14/0562/OUT and 15/0497/OUT).

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

Realignment of the Public Right of Way (PRoW) - Bridleway

The proposed route of the Bridleway, as shown on drawing 1835-55 – Bridleway Diversion Route, is now considered to be broadly acceptable.

Whilst a plan, drawing reference 1835_53 Rev D, has previously been submitted showing the landscaping proposals in this area, which was considered to also be broadly acceptable, this does not reflect the current proposed alignment of RoW, as shown on drawing reference 1835-55 – Bridleway Diversion Route.

Therefore details of the hard and soft landscaping proposals within this area should be secured by condition. It should also be noted that a minimum width of 8m is required, including landscaping buffers, for the route of the proposed bridleway diversion. This comprises of a 3m bridleway, a 0.5m clear area adjacent to the bridleway and a 2m landscape buffer.

Traffic Impact

The principles for the provision of housing on the site have previously been established through the outline planning applications for the Low Lane developments (12/2517/OUT, 14/0562/OUT and 15/0497/OUT).

The trip generation, distribution and assignment for the full quantum of residential development for 970 dwellings and the subsequent operational impacts, on both the local and strategic road networks, have been assessed as a part of the outline planning applications (12/2517/OUT, 14/0562/OUT and 15/0497/OUT).

Therefore the impact on both the local and strategic highways network, which has previously been considered and accepted as a part of extant approvals 12/2517/OUT, 14/0562/OUT and 15/0497/OUT, is not a material consideration of this current application.

Vehicle Access

The site will be accessed via an internal spine road, to be provided as part of planning approval 12/2517/OUT, which connects to Low Lane at a new roundabout junction.

The site access junction, which is taken from the internal spine road, will take the form of a simple priority T junction which is considered to be acceptable.

The works to create the internal spine road and simple T junction to serve the site will be secured via a s38 Agreement.

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Layout/Parking

The applicant has submitted a proposed site layout, as shown on drawing 1617-24-P01 Rev X, which indicates that the properties will initially be accessed via a 5.5m wide carriageway.

The proposed site layout, in terms of layout and parking, is considered to be acceptable.

Construction Management Plan

A Construction Management Plan (CTMP) should be agreed, should the application be approved, prior to construction commencing on the site. The requirement to provide a CTMP has been secured by controlling condition attached to the previously approved outline application 14/0562/OUT.

Landscape & Visual Comments

The principles for the provision of housing on the site together with an approved Masterplan have previously been established through the outline planning applications for the Low Lane developments (12/2517/OUT, 14/0562/OUT and 15/0497/OUT).

The soft landscape proposals for the residential area of the site, as shown on drawing ref. LDS406-01E, are generally acceptable in terms of the layout, use of hedges as boundaries, and the location of planting areas, and the tree lined feeder road has been continued where it passes along the eastern edge of the development plot. A number of the proposed new trees are located too close to the dwellings. It is generally recommended that trees be located approximately 5-6m away from any buildings, and therefore some minor amendments to the layout may be necessary, unless the use of a root barrier membrane is proposed.

It is recommended that the hedge planting mix proposed on drawing ref. 1835_53 Rev D should be amended so that both hedges rows north and south of the green corridor are the same species.

The enclosure drawing shows use of a 450mm high kick rail in locations around the site. Timber kick rails would not be supported if they are to be located on or abutting the adopted highway and a metal rail should be provided. If kick rails are used, they should not prevent pedestrian movement around the site and connections to other adjacent sites in future, particularly at the northern edge of the site. An alternative boundary treatment should be considered which can be used throughout the remainder of the wider master planned housing allocation. No details of boundary treatments have been provided, other than their proposed locations, therefore further details are required. These can be secured by condition.

Should the application be approved a condition should be added to any permission to secure adequate public open space maintenance of the site.

Flood Risk Management

The principles for the provision of housing on the site and the flood risk strategy have previously been established through the outline planning applications for the Low Lane developments (12/2517/OUT, 14/0562/OUT and 15/0497/OUT).

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Notwithstanding that consent Stockton Borough Council as the Lead Local Flood Authority (LLFA) require confirmation of the following prior to the determination of the application:

- As the water main diversion is required for this application, the LLFA must be satisfied that the proposed division will not adversely impact on the landowner's riparian maintenance responsibilities;
- The LLFA would request that the Environment Agencies approval is also sought the installation of the water main within the defined 10m buffer.

In addition the LLFA is unable to provide comment until the following information has been provided. However, these matters can be dealt with by the controlling condition attached to the extant permission:

- Site specific Drainage strategy for the final drainage scheme including sustainable drainage measures proposed for this phase of development;
- Detailed flow calculations (mdx file) that makes reference to a site layout drawing;
- Detailed drawing must highlight; total site area, total impermeable area, total permeable area, the drainage catchment area for phased development sites.
- A drainage site layout drawing of the whole development highlighting any flooding that is not contained in the drainage system between a 1 in 30 year event up to the 1 in 100 year event plus 40% climate change. The drawing must include;
 - The extent of the flooded area;
 - Its volume;
 - Flooded depths;
 - Duration (time the flood water will be present);
 - Pipe run numbers;
 - Manhole numbers including manhole cover & invert levels;
 - Flow controls;
 - Plot finished floor levels;
 - Existing and proposed site levels including falls;
 - Discharge rate & location;
 - Storage volumes;
- A drawing highlighting the exceedance flow routes for events greater than 1 in 100 plus 40% climate change **that will not be contained within the development site**. The drawing should highlight the storm event that will result in surface water flows exiting the site and the direction of flow;
- Detailed drawings of any proposed on the surface SUDS features, must include;
 - details of any suitable silt interception upstream of system;
 - detailed design parameters for inlet/outlet structures, flow control devices, overflow arrangements, slopes/gradients, erosion control, finished site levels;
 - access arrangements for maintenance;
 - designed return period(s) (years), maximum designed water depth(s) and levels, maximum designed storage volume(s) (m³);
 - highlight the 1 in 30 year event flood level & depth and the flood level/depth for the 1 in 100 plus 40% climate change on any proposed SUDS features, including freeboard;
 - Details of any proposed water quality treatment;
 - Critical materials/product specifications – details of finished ground materials, Geomembrane, Geotextile (non-woven), Topsoil, Other etc.;
- Long/cross-section drawings including dimensions;

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- A detailed Maintenance and Management Plan, setting out the maintenance arrangements of any SuDS features that will not be adopted by Northumbrian Water and will be privately maintained. The document should highlight the features to be privately maintained along with a maintenance schedule, including the funding arrangements to undertake the required maintenance for the lifetime of the development;
- A Health and safety plan, if appropriate, considering area of open water;
- A plan highlighting what is to be adopted by Northumbrian Water & Management Company etc;
- Detailed drawing indicating the landscape proposals for the Sustainable Urban Drainage Systems to resolve all elements of the layout, appearance and character of the feature including;
- Hard landscaping – footpaths and access track surfacing materials, boardwalks, boulders, fences, and any other furniture, etc;
- Soft landscaping – proposed new tree and shrub planting, grass seed mixes, aquatic plants etc;
- Details of recreational features, if appropriate;
- Ecological enhancements – such as habitat creation;
- A build program and timetable for the construction of the critical surface water infrastructure, must include, outfall structure, control devices, attenuation/storage, temporary control measures during construction phase, measures to control silt levels entering the watercourse.

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Informative

- The surface of the existing route cannot be disturbed (dug up) or built on (including any new access road over it) until the new route has been confirmed by legal order and new route is fit for purpose. Also enforcement action will be taken against any persons/developers who obstruct or damages a RoW given footpaths/bridleways are protected by law.
- Any changes to the RoW network will be made under the TCPA 1990, as part of the approved planning application. The Council cannot guarantee that a diversion application will be successful and SBC can only approve new route in principle as part of the planning application as planning permission does not grant the right of way to close or alter without the necessary legal order coming into effect. Following approved planning permission, if granted the Local Highway Authority would require a plan to show the existing and new route of the bridleway (1:2500 or less) and meet all costs associated with changes to bridleway status (approx. £2000 which inc. Officers time and advert costs, and is non-returnable if the RoW application is not approved).
- If planning permission were to be granted but the proposed diversion of the Bridleway receives an objection that cannot be resolved, then SBC has to refer the matter to the Secretary of State for determination. These are determined by the Planning Inspectorate on behalf of the Secretary of State. Further costs may occur if the RoW application is referred to the Planning Inspectorate to determine which may involve a public inquiry.
- SBC and Central Government encourages applicants to consider rights of way issues at an early stage of the planning process, to minimise the overall impact of the proposal on the right of way, and reduce the risk of delay at a later stage.

Relevant information on opposed Orders etc, can be found on Gov.uk.

- 1617-24-P03 Rev K – Adoption Plan – The submitted plan is not acceptable for the purposes of securing planning permission. It will need to be amended to take account of the Bridleway Diversion. The extent of adoption to be agreed following confirmation of the diversion order and agreement of the s38.

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