

Big plans for an outstanding Borough

INTERNAL MEMORANDUM
Highways, Transport and Design

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

Proposal: Erection of 5no terraced dwellings, 1no detached dwelling, associated access and parking (demolition of existing buildings)	Date:	15/02/18		
Location: 1-2 Aislaby Road, Eaglescliffe, Stockton-on-Tees	Ref:	17/1020/FUL	Rev	4

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

I refer to your memo dated: 07/12/17

General Summary

The Highways Transport and Design Manager has no objections to the development, subject to the comments below.

Highways Comments

Re: revised plan 1677/03 A

The revised plan shows the proposed access relocated west along Aislaby Road. The applicant has carried out speed surveys in 2 locations on Aislaby Road which demonstrate 85th percentile speeds of 25.8mph eastbound and 23.2mph westbound. In accordance with Manual for Streets (MfS) this allows the required visibility splays to be reduced to 2.4m x 35m west and 2.4m x 30m east. The applicant has demonstrated the required visibility splays on plan both horizontally and vertically can be achieved on site. A condition should be attached to any permission granted requiring that visibility splays of 2.4m x 35m west and 2.4m x 30m east be retained thereafter and that nothing be planted or constructed within the visibility splays above 0.6m in height.

A further condition should be attached requiring a Traffic Regulation Order (TRO) to be brought into use prior to the occupation of the proposed development to prevent 'no waiting at any time'. The applicant is to meet any and all associated costs associated with the introduction of the TRO.

In accordance with SPD3: Parking Provision for Developments 2011, 2 incurtilage car parking spaces are provided for each 3-bedroom house. As no additional car parking could be provided a

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condition should be attached to any permission granted that permitted development rights must be removed.

Given the constraints of the site a construction traffic management plan should be obtained by a pre commencement condition.

Informative: the applicant should contact Transport Strategy and Road Safety EGDS@stockton.gov.uk regarding the introduction of 'no waiting at any time' restrictions.

Landscape & Visual Comments

The proposed development is located on Aislaby Road where the road rises up from Yarm Road to cross the railway line. The site is located against the boundary of the Egglecliffe Conservation area, but is not included within it. The proposal allows for a terrace of five dwellings on Aislaby Road, with a single traditional dwelling at the rear of the site, accessed through the new terrace.

The railway cutting runs along the western edge of the site, although a number of apartment blocks are situated within the cutting at a lower level than the proposed dwellings. The site is separated from the dwellings by a steep wooded embankment. North of the site is a row of residential properties which run at 90 degrees to the site, and face onto Urlay Nook Road. These properties are elevated above the road and slightly higher than the development site. East of the site is Tees Villa, a two storey characterful dwelling which is situated at the corner of Yarm Road and Aislaby Road, and at a lower level than the development site. Tees Villa and its gardens are located within the Egglecliffe Conservation Area. The conservation area boundary runs along the centre of Aislaby Road and contains all of the properties to the south below the development site.

The proposal allows for five tall narrow townhouses in a terrace on Aislaby Road, with vehicular access through to the rear of the plot via a tunnel within the terrace. The proposed dwellings will be elevated above the road level, with a step up to the front door. The proposed dwellings are two and a half storeys. The highest dwelling at the western end of the terrace is likely to be the tallest structure locally. Based on the submitted drawing ref: 1677/08B the roof height will be 9.5m above the road, with the chimney height at 10.5m above the road. This is a reduction of 1.4m when compared to the original submitted development where the maximum chimney height was 11.9m above the road. The reduced height of the current proposals is visually more acceptable. The existing dwelling on this site is located to the eastern end of the plot at the lowest part of the site and is only two storeys.

From a distance the block will have the appearance of 6 dwellings on the frontage. It is considered that the plot may appear overdeveloped due to the narrow width of the properties, their height above the road, and the proximity to the eastern and western boundaries when viewed from the road.

The terraced properties will all benefit from a small rear garden, and parking for two vehicles within the shared parking court to the rear. From outside the site, there will be views of the garden boundaries, and there may be views to vehicle parking areas. The site plan includes some indicative planting to the site boundary which may provide some screening to the rear of the development at maturity. The proposed garage block has now been omitted from the

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development. There are significant level changes on the site, and it is likely that retaining walls will be required to the rear of the site to form useable areas for parking and garden space. It is considered that details of boundary treatments including retaining walls and fencing are required to fully understand the visual impacts from Urray Nook Road. The Design and Access Statement indicates that views may be mitigated by soft landscaping, but as noted above, no details have been provided.

The single dwelling is located at the rear of the plot, accessed from Aislaby Road through the terrace. This house would be clearly visible to receptors using the A67 Urray Nook Road, and Yarm Road near the Cleveland Bay Public House on journeys to and from Yarm. The site is also visible from parts of the Egglecliffe Conservation Area, with the sloping site gradients exacerbating this situation. The layout of the dwelling reflects the style of the adjacent railway terrace, but does not match its orientation, or building line and is located at a lower level.

An arboricultural assessment has been provided. This indicates that the development of House 5 as identified on the landscape proposals (western end of building block) will encroach into the root protection zone of trees T1 and T2. The assessment states that the trees are of poor quality and that any impacts will be of no further detriment to the trees. A tree protection plan and method statement has been provided, and this is acceptable. Some new tree planting should be incorporated into the layout to further soften the development and offset any future loss of these poor quality trees.

Hard and soft landscape details including boundary treatments and retaining walls have previously been requested to ensure that an appropriate treatment is given to the site, and particularly the road frontage of the development. This has still not been provided. The current landscape drawing (MBGD1705/SLP Rev. A) shows a variety of treatments to the road frontage (turf, artificial grass and gravel). A consistent approach to front of the properties is required to unify the development. As previously commented dwellings in this location, and in such close proximity to the Conservation Area, should reflect the local building style and character of other properties in the vicinity. It is considered that an appropriate front boundary treatment must be provided, such as a low wall and railing similar to the existing property on the site. Sensitive treatment of the access to each dwelling should also be considered and details provided. However this may be conditioned.

While a general landscape proposal document has been provided, along with some generic plant schedules and options, no fixed plans have been provided. A detailed planting plan will be required indicating the location of planting beds, planting schedules indicating species, numbers, stock type and planting densities. However this may also be conditioned.

Further information is still required, as outlined above, but this may be secured by condition. Based on the information currently provided there are no objections to this application on landscape and visual grounds.

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Informative

UDLV01	Landscaping Hardworks	<p>No development shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority and in accordance with the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.</p> <p>Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.</p>
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 including an appropriate frontage treatment 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>
UDLV05	Scheme for Illumination	<p>Prior to the commencement of development full details of the method of external LED illumination:</p> <ul style="list-style-type: none"> (i) Siting; (ii) Angle of alignment; (iii) Light colour; and (iv) Luminance. <p>of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.</p> <p>Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of</p> <ul style="list-style-type: none"> (v) Adjoining residents; (vi) Highway Safety; and (vii) Protection of sensitive wildlife habitats.

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UDLV06	Landscaping Softworks	<p>No development shall commence until full details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be 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 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 in the interests of visual amenity which contributes positively to local character and enhances bio diversity.</p>
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