

DELEGATED

AGENDA NO

PLANNING COMMITTEE

11 APRIL 2018

**REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT**

17/2912/FUL

**Land East Of Jasper Grove, Morrison Street, Stillington
Residential Development comprising 55 dwellings with associated access.**

Expiry Date : 30 March 2018

SUMMARY

Members will be aware that this application was presented to the Planning Committee on the 21st March 2018 with a recommendation for approval.

Members deferred the application requesting the applicant explore the provision of an alternative access before determining the application.

Milestone Transport Planning (MTP) were commissioned by Amethyst Homes to provide a review of the concerns raised by Members of the Planning Committee and prepared options that have been fully assessed by the Highways Transport and Design Manager who has provided further comments below:-

Comments from the Highways Transport and Design Manager

When considering the previous application for the site (14/1396/OUT), which was approved with all matters reserved at the Planning Committee held on 20th August 2014, a similar request was made by Members for the applicant to consider alternative access arrangements to serve the site.

A review was subsequently undertaken, in December 2014, of possible alternative accesses which included the following options:

- a simple 'T' junction opposite William Cassidi C of E Primary School (Option A),
- a simple 'T' junction, within the 60mph limit on the approach to Stillington from Whitton, on Morrison Street (northbound) (Option B) and
- a roundabout at the junction of Morrison Street and Whitton Lane (Option C).

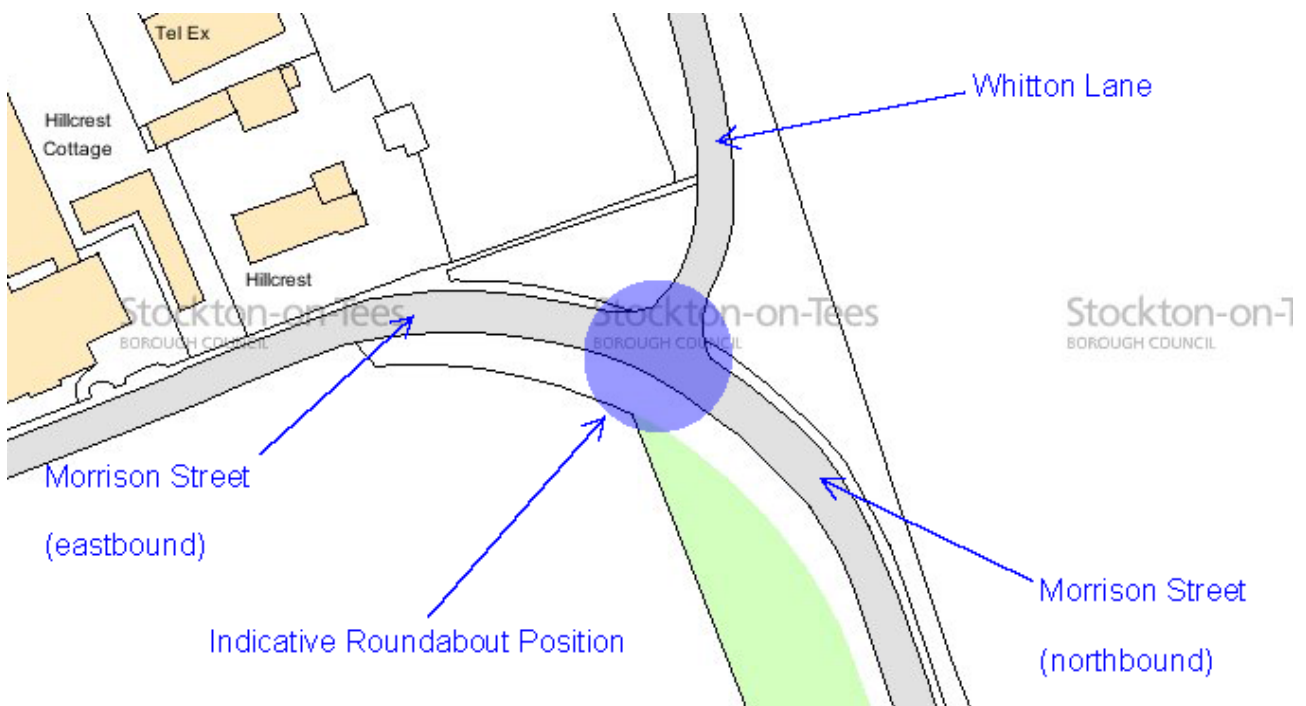
Both options to form a simple T junction at these alternative locations were dismissed as a part of this review as they were considered to be technically unacceptable. This was due to the fact that:

- option A would create a potential conflict at school drop off / pick up times due to its proximity to the school and
- the required visibility could not be achieved within the 60 mph limit on Option B.

The option for a roundabout, at the junction of Morrison Street and Whitton Lane, was also dismissed as it was considered that it would make the site unviable on cost grounds and no further works were undertaken, at that point in time, to explore if a four leg roundabout junction was technically achievable.

Following a request from Members, at the Planning Committee held on 21st March 2018, the provision of a roundabout, again at the junction of Morrison Street and Whitton Lane (as shown on the location plan below), has been explored further by the applicant and two potential options have been prepared (included at Appendix 1 and 2 respectively) and submitted for review.

Location Plan – Proposed Roundabout



Setting aside the previously identified viability issues a review of the proposed Option1 roundabout layout, included at Appendix 1, has been undertaken by the Highways Transport and Design Manager and it is considered that, whilst this may be desirable, it is not achievable due to the alignment of Morrison Street in this location.

The two key factors which have resulted in this conclusion are:

- The curvature (radii) of the roads, on all approaches to the proposed roundabout, is far too aggressive.

The actual and required curvature (radii) on the approaches are as follows:

Approach Arm	Achievable	Required	Shortfall (%)
Morrison Street (eastbound)	87m	510m	83%
Whitton Lane	48m	1440m	97%
Morrison Street (northbound)	79m	1440m	95%
Site Access	24m	510m	95%

- Drivers approaching the proposed roundabout, from all directions, would have limited forward visibility of cars waiting at the stop line to join the roundabout or those already on the roundabout.

The required forward visibility requirements on the approaches are as follows:

Approach Arm	Required	Achieved (Yes/No)
Morrison Street (eastbound)	90m	No - Sight line crosses opposing carriageway and verge on the southern side.
Whitton Lane	215m	No - Sight line crosses opposing carriageway and verge on the western side.
Morrison Street (northbound)	215m	No - Sight line crosses hedge on the western side.
Site Access	90m	No - Sight line crosses the verge on northern side.

The combination of these two factors may result in drives on all approaches, in particular the Morrison Street (northbound) and Whitton Lane approaches which are both currently 60mph roads, undertaking aggressive braking and abortive manoeuvres in order to avoid vehicles waiting to join the roundabout or those already on the roundabout. This could lead to rear end shunt or side impact collisions occurring at a location which currently has no recorded accidents.

A review of the proposed Option 2 roundabout, included at Appendix 2, has not been undertaken as this is positioned further to the south which would result in the following:

- The curvature (radii) of the roads, on all approaches to the proposed roundabout, becoming more aggressive.
- The forward visibility available to drivers approaching the proposed roundabout reducing even further.

It is therefore considered that a roundabout in this location would be unacceptable in highway safety terms.

As it is not possible to form an alternative access, that is considered to be safe, the Highways Transport and Design Manager recommends that the proposed access, taken from the 'St Johns Park' estate, is approved.

The roundabout would also result in at least four houses being removed from the scheme along with the loss of the existing landscape buffer at this sensitive gateway into the village. The retention of this buffer is considered essential in any new development in this location as the site is located at the transition from rural countryside to the urban edge of the village.

CONCLUSION AND RECOMMENDATION

The recommendation of the main report remains unchanged, which is that planning application 17/2912/FUL be approved with conditions, informatives and subject to the applicant entering into a Section 106 Agreement.

Director of Economic Growth and Development
Contact Officer Mr Gregory Archer Telephone No 01642 526052

WARD AND WARD COUNCILLORS

Ward **Western Parishes**

Ward Councillor(s) **Councillor Andrew Stephenson**

IMPLICATIONS

Financial Implications: As report

Environmental Implications: As report

Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications:

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers

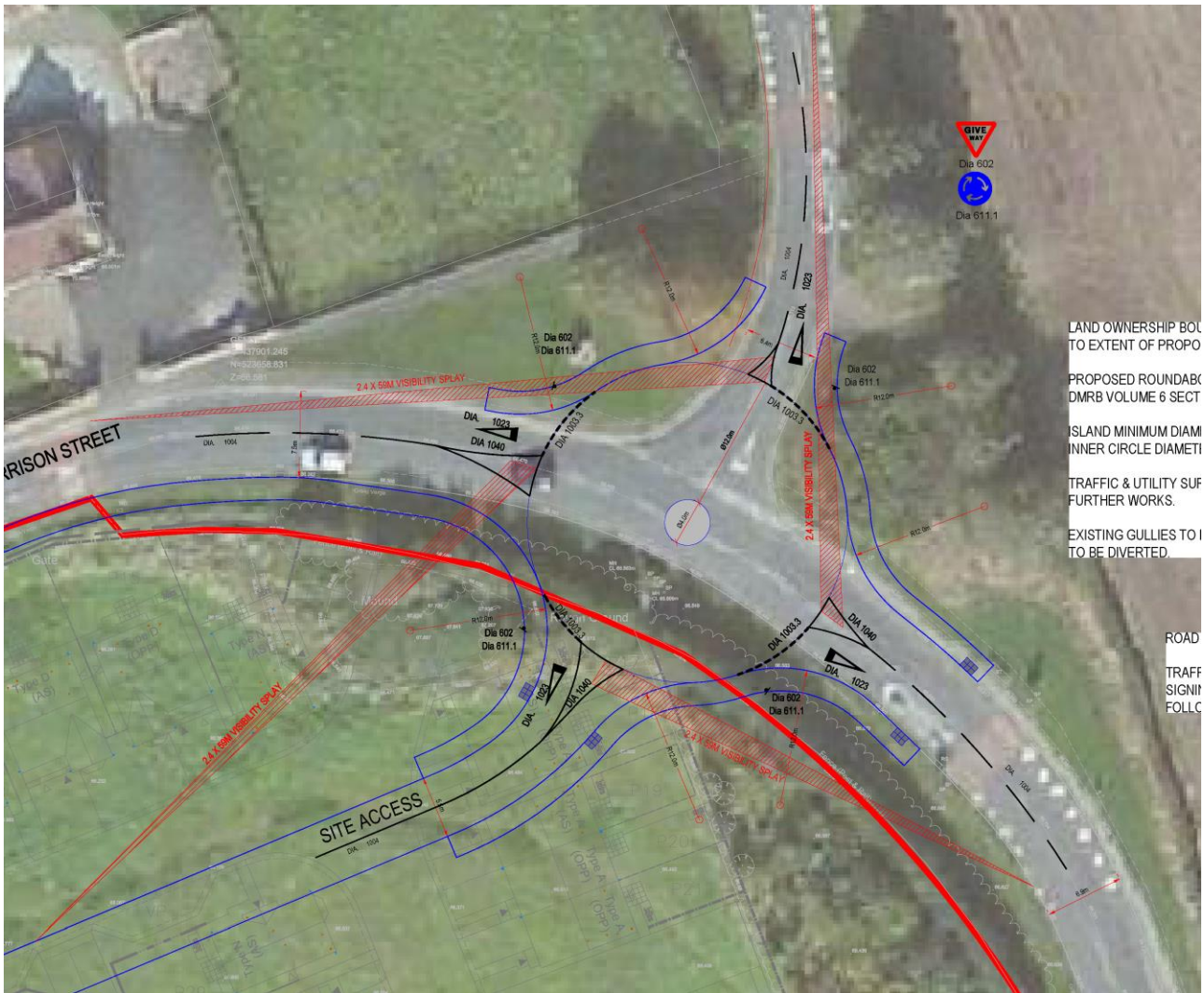
The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010

Appendix 1 – Indicative Roundabout Layout (Option A).



Appendix 2 – Indicative Roundabout Layout (Option B).

