

APPLICATION: 18/0301/REV
APPENDIX E - HIGHWAYS, TRANSPORT & DESIGN COMMENTS

INTERNAL MEMORANDUM
 Highways, Transport & Design

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

Proposal: Revised outline planning permission with some matters reserved (appearance, landscaping and layout) for the erection of residential development, associated infrastructure including access road and public open space	Date:	14/05/18		
Location: Hunters Rest Farm, Urlay Nook Road, Eaglescliffe	Ref:	18/0301/REV	Rev	1

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

I refer to your memo dated: 27/02/18

Executive Summary

Within the context of NPPF, but subject to the agreement of mitigation measures, the Highways, Transport and Design Manager (HTDM) can offer no objections to the outline planning application with some matters reserved (appearance, landscaping, layout and scale) for the erection up to 130 dwellings, associated infrastructure including access road and public open space.

The impact of the proposed application on the highway network has been assessed by the applicant, within the Transport Assessment (TA) submitted in support of the proposed development, a supplementary Arcady model and also using the Council's Yarm Traffic Model. The assessments predict that with mitigation, that the residual cumulative adverse impact on the highways network would not be severe.

The mitigation measures identified, in order to make the development acceptable in highways terms are:

- Improvements to the A66 Elton interchange;
- Improvements to the Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout;
- Provision of a financial contribution of £60,065.52 towards car parking solutions within Yarm;
- A contribution towards the continuation of this bus service, secured against planning application 13/2184/OUT (Urlay Nook (Taylor Wimpey), for a further 5 year period.

The application also indicates that 'peak spreading' would occur as users stagger journey times to avoid traffic congestion. The HTDM also considers that in addition to peak spreading that a degree of route reassignment would likely take place as road users associated with new developments in the south of Yarm seek to avoid the High Street.

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Details of the proposed site access arrangements are shown on drawing ref. 1701801f, which will be subject to detailed design and will be secured via a s278 Agreement, are considered to be acceptable.

An indicative site layout, drawing ref CAL020616 – 02 –F, has been submitted and this is considered to be broadly acceptable. The details of the site layout will be considered fully should this application be approved and proceed to Reserved Matters. The interaction between the proposed site and the adjoining approved development (15/2752/FUL) must be fully considered at Reserved Matters stage.

A Construction Management should be secured by planning condition to minimise the impact of any construction works on the public highway.

There are no landscape and visual objections to the proposed development although some amendments to the layout will be required however, it is considered that internal landscape matters may be resolved as part of any Reserved Matters application.

Any Reserved Matters application should also take account of the recommendation made with the submitted Landscape and Visual Review, which include:

- Opportunity to enhance existing hedgerows, hedgerow trees and specimen trees planting along the site boundaries, and utilise existing boundary planting to create a stronger landscape framework for development, and enhance Nelly Burdon Beck;
- Appropriate siting of the proposed built form and proposed boundary treatments to minimise adverse visual impacts through careful consideration of existing topography within the site;
- Retain the open character in the southeast corner of the site to respond to the existing landscape character;
- Improve public access through the site with additional Public Rights of Way.

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

The proposed development is an outline planning permission with some matters reserved (appearance, landscaping, layout and scale) for the erection up to 130 dwellings, associated infrastructure including access road and public open space.

Traffic Impact

The applicant has submitted a Transport Assessment (TA) in support of the proposed development.

The trip rates in the TA, which are based upon information derived from TRICS (national trip rate database), for the proposed development are shown in Table 1 below.

Table 1: Vehicle Trip Generation (for 130 dwellings)

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.155	0.413	0.568	0.388	0.237	0.625
Trips	20	54	74	50	31	81

The trip distributions, which utilise those previously approved for application 13/2184/OUT, are shown in Table 2 below.

Table 2: Trip Distribution

	Development Traffic Flows (PCU)	
	Weekday AM Peak Period	Weekday PM Peak Period
To A67 Westbound	16	9
To A67 Eastbound	38	21
From A67 Westbound	14	37
From A67 Eastbound	6	14

The impact of the proposed development, on the local highway network, has been assessed utilising the Yarm Aimsum Model (YAM) and local junction assessments.

Yarm Aimsum Model

The YAM provides a more informed response regarding the impact of the development on the wider network, in the forecast year which assumes all dwellings associated with both the extant approvals and the proposed development(s) would be built out i.e. occupied, giving a worst case scenario, rather than reviewing each junction in isolation as undertaken in the TA.

Prior to assessing the development impact, associated with the proposed site, the YAM (previously referred to as the YIBAM) has been rebased and is now based on survey uses data obtained in November 2016.

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It should be noted that, following the submission of the TA in support of the proposed application, the YAM has been extended, on the Durham Lane leg of the Uray Nook Road / Durham Lane / Elton Lane / Tesco roundabout, up to and including the access to Nifco.

The journey times, in relation to specific routes within the YAM, have then be ascertained utilising the following scenarios:

- Base + Committed Development (Com)
- Base + Committed Development (Com) + Proposed (Prop) Development.

The 'Base + Committed Development' scenario includes all the development traffic associated with the extant approvals within the vicinity of the YAM, such as Morley Carr Farm and Allens West, and any identified mitigation attached to the extant approvals.

A comparison of the results from each scenario, which are reported as journey times, has then been undertaken to ascertain the impact of the proposed development traffic on the highway network which are included below in Table 3.

It should be noted that the results reported below are those obtained by the Highways, Transport and Design Manager, following the extension of the YAM on the Durham Lane leg of the Uray Nook Road / Durham Lane / Elton Lane / Tesco roundabout, and not those reported within the TA as these are considered to represent the latest and most up to date position.

Table 3 - Journey Time Results

Route	Description	AM Peak 07:30 - 09:30			PM Peak 16:00 - 18:00		
		Base + Com Dev	Base + Com + Prop	Diff	Base + Com Dev	Base + Com + Prop	Diff
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	05:24	05:52	00:28	01:51	01:29	-00:22
1b	A67 The Spital - Leven Road to Worsall Road	06:31	06:57	00:26	07:12	07:40	00:28
1c	A67 High Street - Worsall Road to Bridge Street	04:01	04:05	00:04	04:39	04:34	-00:05
1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	15:56	16:54	00:58	13:42	13:44	00:02
2a	A67 Uray Nook Road - Durham Lane to A135	03:01	04:03	01:02	14:28	14:38	00:10
2b	A67 High Street - A135 to Worsall Road	03:05	03:10	00:05	05:31	05:44	00:13
2c	A67 The Spital - Worsall Road to Leven Road	00:50	00:50	00:00	00:51	00:51	00:00
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:22	01:22	00:00	01:08	01:09	00:01
2e	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:21	00:21	00:00	00:21	00:21	00:00

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2 Total	A67 Southbound – A67/Uray Nook Road Roundabout to Kirklevington Hall Drive	08:39	09:46	01:07	22:19	22:43	00:24
3a	Green Lane - Tall Trees to Yarm Rail Bridge	05:49	06:16	00:27	01:36	01:37	00:01
3b	Green Lane - Yarm Rail Bridge to A67	02:19	02:27	00:08	01:04	01:08	00:04
3c	A1044 Green Lane - A67 to Glaisdale Road	00:54	00:54	00:00	00:54	00:54	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00	00:14	00:14	00:00
3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	09:16	09:51	00:35	03:47	03:53	00:06
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:17	00:17	00:00	00:19	00:20	00:01
4b	A1044 Green Lane - Glaisdale Road to A67	01:42	01:45	00:03	01:25	01:27	00:02
4c	Green Lane -A67 to Yarm Rail Bridge	01:31	01:27	-00:04	02:52	02:40	-00:12
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:18	01:17	-00:01	01:16	01:16	00:00
4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	04:49	04:46	-00:03	05:52	05:43	-00:09
7a	Durham Lane Industrial Est - Kingsmead Roundabout	00:47	00:56	00:09	04:38	04:32	-00:06
7b	Kingsmead Roundabout - Tesco	02:56	03:23	00:27	18:08	19:02	00:54
7 Total	Durham Lane SB	03:43	04:19	00:36	22:46	23:34	00:48
8c	Tesco - Kingsmead Roundabout	01:40	01:41	00:01	02:09	01:59	-00:10
8d	Kingsmead Roundabout - Durham Lane Industrial Est	00:48	00:48	00:00	00:50	00:50	00:00
8 Total	Durham Lane NB	02:28	02:29	00:01	02:59	02:49	-00:10

The results show that 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. The results also indicate that 'peak spreading' would occur, as users stagger journey times to avoid traffic congestion, and that a degree of route reassignment would also occur as road users associated with new developments in the south of Yarm seek to avoid the High Street..

The modelling also predicts that the proposed development will result in increased vehicular trips to Yarm High Street but that improvement of car parking within Yarm could mitigate this impact. This contribution together with a contribution to public transport is considered in greater detail below.

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Local Junction Assessments

As set out above local capacity assessments have also been undertaken at the following junctions:

- Urlay Nook Road / Site Access;
- Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout;
- A66 Elton Interchange.

Urlay Nook Road / Site Access – Junction Assessments - The initial assessment of this junction, which is included in Table 4 below, demonstrates that the proposed development would not have a severe impact at this junction.

Table 4 - Urlay Nook Road / Site Access Junction

2028 Base plus Development	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
A67 Eastbound	0.01	0.00	0.03	0.10
Site access	0.08	0.10	0.04	0.00

Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout – Junction Assessments - The initial assessment of this junction, which is included in Table 5 below, demonstrates that the proposed development would not have a severe impact at this junction.

Table 5 - Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout – Junction Assessments

Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2028 Base plus Committed				
Durham Lane	0.89	7.0	0.79	3.5
Elton Lane	0.02	0.0	0.03	0.0
Tesco	0.14	0.2	0.24	0.3
Urlay Nook Road (North)	0.46	0.9	0.49	1.0
Urlay Nook Road (South)	0.52	1.1	0.57	1.3
2028 Base plus Committed plus Development				
Durham Lane	0.90	7.9	0.82	4.3
Elton Lane	0.02	0.0	0.03	0.0
Tesco	0.14	0.2	0.25	0.3
Urlay Nook Road (North)	0.47	0.9	0.50	1.0
Urlay Nook Road (South)	0.55	1.2	0.59	1.4

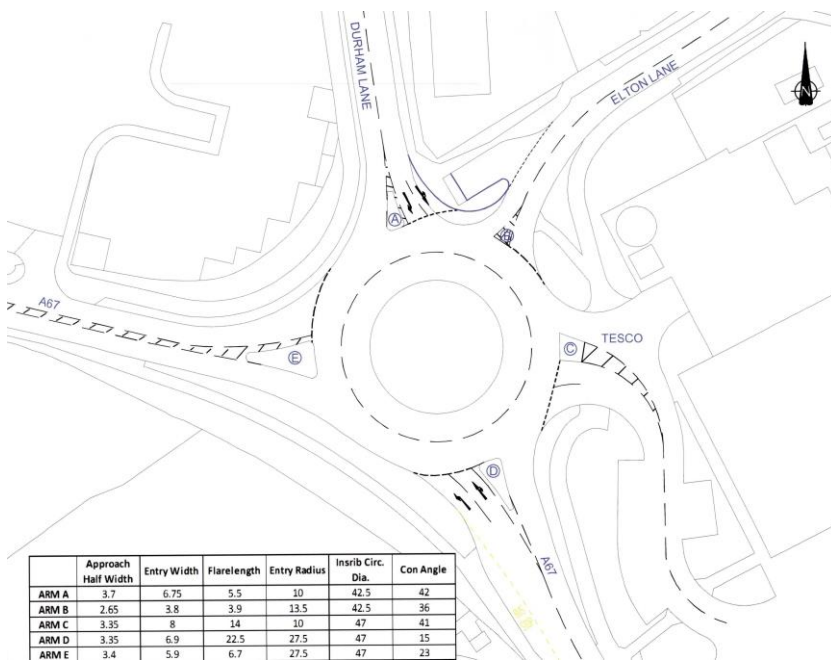
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It is the view of the HTDM that whilst the junction assessment report above shows no discernible impact from the proposed development at this location the results do not reflect the conditions at this location during the peak periods as they do not take account of the conditions on the surrounding highways network and are therefore optimistic.

Therefore, notwithstanding the junction assessment reported above, the Highways, Transport and Design Manager has tested the proposed mitigation at the Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout, associated with the extant planning approval for Allens West (11/2842/EIS) as shown on Plan 1 below, to ascertain if this has any benefit when considering the impact of the proposed development.

Plan 1 - Allens West (11/2842/EIS) – Proposed mitigation at Urlay Nook Road / Durham Lane / Elton Lane / Tesco roundabout



In order to undertake this assessment the he journey times, on this section of the YAM, have then be ascertained utilising the YAM for the following additional scenario which has then been compared to the results report in Table 3 above.

- Base + Committed Development **without** mitigation

The journey time results, for both the AM and PM peak periods, are reported below in Table 6.

Table 6 - Journey Time Results (Without / With

Route	Description	AM Peak 07:30 - 09:30			PM Peak 16:00 - 18:00		
		Base + Com Dev (No Mitigation)	Base + Com + Prop (With Mitigation)	Diff	Base + Com Dev (No Mitigation)	Base + Com + Prop (With Mitigation)	Diff
7a	Durham Lane Industrial Est - Kingsmead	01:03	00:56	-00:07	04:13	04:32	00:19

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	Roundabout						
7b	Kingsmead Roundabout - Tesco	04:42	03:23	-01:19	19:58	19:02	-00:56
7 Total	Durham Lane SB	05:45	04:19	-01:26	24:11	23:34	-00:37
8c	Tesco - Kingsmead Roundabout	01:42	01:41	-00:01	02:10	01:59	-00:11
8d	Kingsmead Roundabout - Durham Lane Industrial Est	00:48	00:48	00:00	00:51	00:50	-00:01
8 Total	Durham Lane NB	02:30	02:29	-00:01	03:01	02:49	-00:12

The journey time results demonstrate that the mitigation, associated with the Allens West development (11/2842/EIS), would have a beneficial impact when considering the proposed development. It is therefore reasonable to request that mitigation is brought forward by the proposed development, should the proposals be approved, this should be secured via a s106 Agreement.

A66 Elton Interchange – Junction Assessment - The initial assessment of this junction, which is included in Table 7 below, demonstrates that with suitable mitigation the proposed development would not have a severe impact at this junction.

It should be noted that whilst this interchange lies outside of the extent of the Yarm Traffic model it traffic is included within the West Stockton Aimsun Model (WesAM). Details of the 'Yarm Traffic Modelling' is covered overleaf.

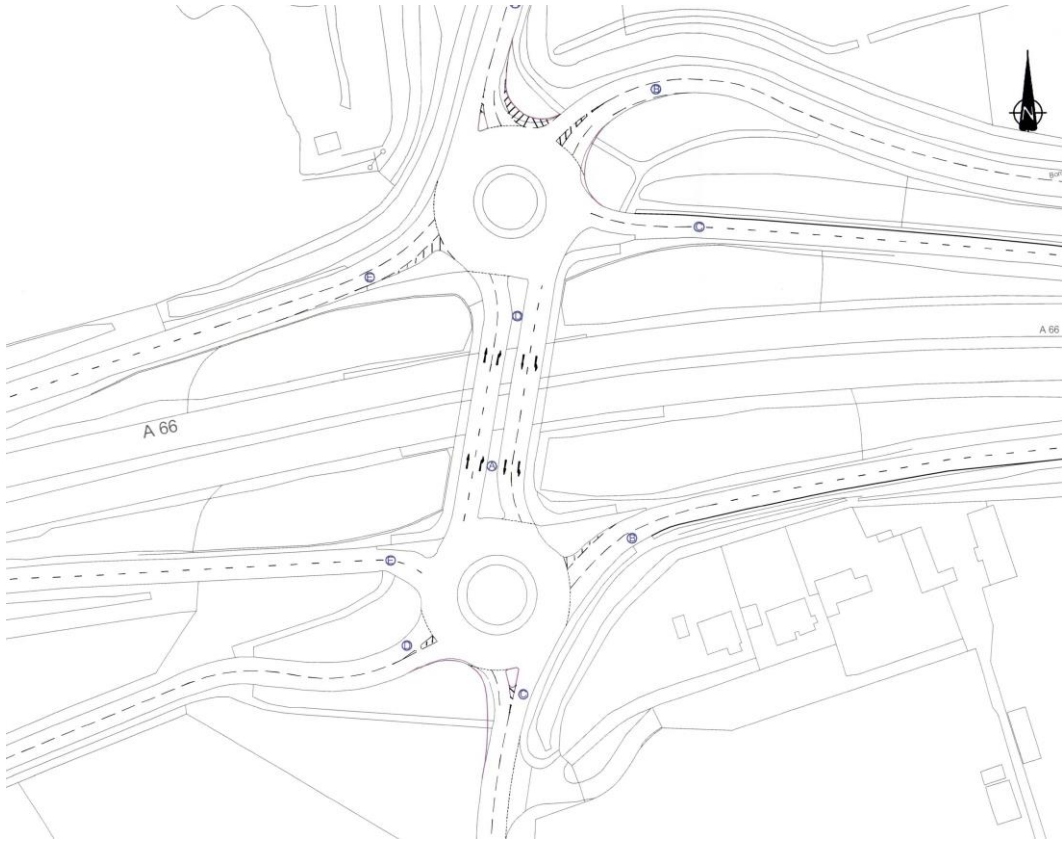
The proposed mitigation will bring forward a scheme that fully takes account of the extant permissions that are already reliant upon improvements at this junction namely:

- Allens West (11/2842/EIS) as shown on Plan 2 below;
- Urlay Nook - Taylor Wimpey (13/2184/OUT) as shown on Plan 3 below.

Plan 2 - Allens West (11/2842/EIS) – A66 Elton Interchange mitigation

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Plan 3 - Urlay Nook - Taylor Wimpey (13/2184/OUT) – A66 Elton Interchange mitigation



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The works would further increase the length of the two lane entries to the A66 Elton Interchange junction at the following locations:

- Yarm Back Lane by 1.5m;
- Darlington Road (north roundabout) by 1.0m;
- Durham Lane by 4.0m.

These works, which take account of the works required by the extant approvals, will be secured through a s106 Agreement.

Table 7 – A66 Elton Interchange – Junction Assessments

Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2028 Base plus Committed				
Elton North – Yarm Back Lane	1.10	50.3	0.88	6.3
Elton North – Darlington Road	0.92	8.5	0.39	0.6
Elton North – Over Bridge	0.58	1.4	0.75	3.0
Elton North – A66 Eastbound Off Slip	0.19	0.2	0.34	0.5
Elton South – Over Bridge	0.36	0.6	0.27	0.4
Elton South – A66 Westbound Off Slip	0.40	0.7	0.72	2.6
Elton South – Durham Lane	0.78	3.4	0.84	4.7
Elton South – Darlington Road	0.23	0.3	0.32	0.5
2027 Base plus Committed plus Development				
Elton North – Yarm Back Lane	1.12	56.3	0.90	7.0
Elton North – Darlington Road	0.93	9.3	0.40	0.7
Elton North – Over Bridge	0.59	1.4	0.76	3.1
Elton North – A66 Eastbound Off Slip	0.20	0.2	0.34	0.5
Elton South – Over Bridge	0.36	0.6	0.27	0.4
Elton South – A66 Westbound Off Slip	0.40	0.7	0.74	2.8
Elton South – Durham Lane	0.80	3.8	0.85	5.2
Elton South – Darlington Road	0.23	0.3	0.33	0.5
2027 Base plus Committed plus Development with Mitigation				
Elton North – Yarm Back Lane	1.12	50.3	0.88	6.3
Elton North – Darlington Road	0.92	8.4	0.39	0.6
Elton North – Over Bridge	0.59	1.4	0.76	3.1
Elton North – A66 Eastbound Off Slip	0.20	0.2	0.34	0.5

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Elton South – Over Bridge	0.36	0.6	0.27	0.4
Elton South – A66 Westbound Off Slip	0.40	0.7	0.74	2.8
Elton South – Durham Lane	0.78	3.8	0.85	5.2
Elton South – Darlington Road	0.24	0.3	0.33	0.5

Yarm High Street – Car Parking

The proposed development will result in increased vehicular trips to Yarm High Street and it has previously been noted, should this application be approved, that a contribution would be required towards the improvement of car parking within Yarm. Yarm High Street is congested and therefore any increase in traffic in the area, as a result of development, is considered material and should be mitigated by a contribution towards off-street car parking.

A formula for calculating the car parking requirement, of 0.046 spaces per property, has been developed for sites within Yarm. Based on this formula the applicant would need to provide 6 car parking spaces within Yarm. If a car park cannot be provided a financial contribution of £60,065.52 (cost of £10,010.92 per space (based on figure quoted for 13/0776/EIS adjusted for Labor Price increases) should be sought towards car parking solutions within Yarm.

The applicant has confirmed that they are unable to provide the required car parking provision and as such a financial contribution of £60,065.52 towards car parking solutions within Yarm should be secured through a s106 Agreement.

Access

The proposed site would be accessed from the same location on Urlay Nook Road as the previously approved adjoining development (15/2752/FUL). The proposed site access, which is shown on drawing ref. 1701801f, would include:

- The provision of a 6m wide carriageway;
- The provision of 1.8m wide footways on either side of the carriageway;
- A visibility splay of 4.5m x 170m to the east.

The proposed site access arrangements, which will be subject to detailed design and will be secured via a s278 Agreement, are considered to be broadly acceptable.

Parking / Layout

Whilst the application is outline for erection of up to 130 no. dwellings with associated means of access the applicant has submitted an indicative site layout, drawing ref CAL020616 – 02 –F, and this is considered to be broadly in accordance with the Council's Design Guide however, the interaction between the proposed site and the adjoining approved development (15/2752/FUL) must be fully considered, should the proposal be approved, at reserved matters stage.

Incurtilage car parking should be provided in accordance with SPD3: Parking Provision for Developments 2011, the applicant should note that the reduced provision applies only to social rented properties, and only if 'pepper potted' within the proposed development. Ideally an additional car parking space should be provided to increase the car parking provision for any social rented properties to two number. If the social rented properties are grouped together without a second space, this could result in drivers parking on-street. On-street parking would likely obstruct access to drives and obstruct manoeuvring for vehicles to the detriment of highway safety.

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The applicant would need to enter into a Highways Act Section 38 Agreement, should the application be approved, for the highway and footpaths which are to become highway maintainable at the public expense. A highway adoption plan is requested to confirm which areas would become maintainable at the public expense.

Sustainable Connections

The proposed development would be reliant upon a bus service which has been secured for a 5 year period against planning application 13/2184/OUT (Urlay Nook (Taylor Wimpey)) which has not yet been implemented. In order to ensure that the site remains sustainable beyond this initial 5 year period, and taking account of the likely timescales for the build out the site, a contribution towards the continuation of this bus service for a further 5 year period is required.

This contribution, which would be over and above that secured against planning application 13/2184/OUT (Urlay Nook -Taylor Wimpey), should be secured through a s106 Agreement.

Construction Management Plan

Should the application be recommended for approval, the applicant needs to provide and agree a Construction Management Plan with the Highway Authority which should be secured by planning condition to minimise the impact of any construction works on the public highway.

Landscape and Visual Comments

The development for up to 130 dwellings is located on the south western edge of Eaglescliffe and is outside the limits to development. The site, currently pastoral land used for grazing and exercising horses, slopes relatively steeply down to the wooded Nelly Burdon Beck which is located outside of the application site to the south and west. As outlined in the pre-application consultation, the proposed development should be offset from the wooded beck valley by at least 10m to minimise the impact upon this green corridor. It appears that the application boundary has responded to this request and, in addition, is located outside of the current flood zones associated with the beck.

The application site abuts the eastern end of the allotments on Urlay Nook Road and has a short frontage along Urlay Nook Road which is bound by a gappy remnant hedgerow. Overhead lines associated with a line of pylons pass through the east of the site where the site abuts the existing housing on Valley Gardens. In addition, a permitted residential development site (application ref: 15/2752/FUL) is located to the east of the application site. The application site would share an access onto Urlay Nook Road with this permitted development site which appears to utilise the existing site access to Hunter's Rest Farm. This would minimise the impact on the existing planting along Urlay Nook Road, which should be maintained and protected during any construction works and should be enhanced with additional planting to help screen the development from the north and reflect the more substantial planting along Urlay Nook Road to the west.

A Landscape and Visual Impact Assessment (LVIA), has been prepared by AAH Planning Consultants in support of this application. The methodology outlined in the LVIA broadly follows the guidance set out in Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) with the exception of the consideration of the sensitivity of the receptor which does not appear to have considered the value and susceptibility of the receptor. However, this is unlikely to alter the overall findings of the assessment.

The site is located in the West Stockton Rural Fringe Landscape Character Area (LCA), and, at a more detailed level, the Hunters Rest Farmland landscape unit. The LVIA demonstrates that, while the proposed development would result in a substantial change in character of the site, it

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would have a lesser effect on the wider West Stockton Rural Fringe Landscape Character Area. There are limited opportunities to view the proposed development from the wider area due in part to intervening topography, vegetation and built form. However, where views are possible it is likely that there will be a noticeable change to the view. It should be noted that it is possible to view the North York Moors across the site from Urray Nook Road. Once the development is constructed this view is likely to be obscured by built form within the development site.

Site Layout

The proposed indicative site masterplan shows that an area of public open space (0.47ha) with a protected area for newts including a pond located in the north east of the site. A second area of public open space (0.72ha) is shown located in the east of the site below the overhead lines, with a third area of public open space (0.28ha) containing a large pond in the south of the application site. The open space provision on site is considered further under the Public Open Space heading below. However, given the sloping nature of the site, the Highways Transport and Design Manager would require agreement of a detailed design for the site setting housing back from the break of slope by a minimum of 10m, and a landscaped buffer including tree planting should be provided along this break of slope.

As overhead power lines cross the proposed open space in the east of the site confirmation should be gained from the operator that they accept the layout and usage of these fields for proposed open space and associated active recreation. National Grid has guidelines on layout: and that HSE document 43-8 gives guidelines as to what standoff distances are associated with pylons. There is a certain amount of publicly available information including the Energy Network Association Technical Specification 43–8 Overhead Line Clearances (www.energynetworks.org/electricity), National Grid’s Sense of Place guidance (<http://www.nationalgrid.com/uk/Senseofplace/Download/>) on development near power lines and HSE Guidance Note GS6 (<http://www.hse.gov.uk/pubns/gs6.pdf>) which provides guidance on working near overhead lines. National Grid’s Plant Protection Team will, however, be able to best advise on these matters.

The proposed indicative site masterplan gives no indication of any Sustainable Urban Drainage Systems (SuDS) within the development. SuDs should be incorporated into the housing layout and provide for amenity benefit as well as flood storage. Permeable surfacing should also be considered where appropriate. Full details of how SuDs will be incorporated into the scheme should be provided as part of any reserved matters application.

The LVIA refers to additional planting along Nelly Burdon’s Beck as part of the mitigation for the site. Planting in this area would be welcomed to enhance the green corridor and reinforce the vegetation in this area; however, it must be designed to avoid conflict with the floodplain. As this area is outside of the application site this would have to be secured through a Grampian condition. Details on how this area will be maintained and how access for maintenance will be achieved should also be provided.

Existing trees and hedge planting retained within the layout and around the perimeter of the application site should be given full protection in accordance with BS 5837:2012 Trees in relation to design, demolition and construction.

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 and Green Infrastructure.

The submitted evidence does not identify the size of housing types anticipated. As a detailed mix of units is not provided the Council have assumed a mix on the basis of similar adjacent new development to calculate the anticipated requirement of on-site open space provision required

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(17% 2 bed, 26% 3 bed, 45% 4 bed and 12% 5 bed). Based on this assumption of unit sizes (22no 2 bed, 34no 3 bed, 59no 4 bed and 15no 5 bed) the development will have a population of circa 457 people creating an on-site open space requirement of 0.635Ha.

The indicative Masterplan provided as part of the application identifies that three areas of public open space (POS) are to be provided totalling 1.47ha. Consideration is required as to whether these spaces fulfil the following as detailed within paragraphs 4.16 and 4.17 of the SPD:

“If the minimum acceptable size is met, amenity greenspace should be provided on site regardless of the existing level of provision as it is integral to the design quality of new development.....

It should be noted that the requirement for amenity space excludes land set aside purely to provide an attractive setting and/or landscaping function, which will normally be expected to be provided by developers in addition to that required under this standard, and as normal design requirements. Highway verges, utility corridors, sustainable drainage systems (SUDS) noise attenuation bunds and the open space provided as visibility splays will not be counted toward open space provision.”

Given the topography of this site this 0.635 ha of POS should be level ground and roughly square.

If open space provision is not to be made on-site it would be appropriate to make contributions to off-site provision and improvements.

	Standard Charge per Person	Total Charge for Development
Open Space	£458.71	£209,630.47
Open Space Maintenance	£510.84	£233,453.88
	Total	£443,084.35

The amount required for off-site provision would be £443,084.35p, which would be defrayed on projects relevant to the development identified within the Green Infrastructure Delivery Plan, such as recreational facilities at St Margaret’s (PS3) or the development of the Preston Park masterplan (PA1).

All areas of POS will have to 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.

The proposed footpath link around the western side of the development is welcomed, though the feasibility of developing a footpath link that is closer to the alignment of the beck should be explored. As this would be outside of the application site this would have to be secured through a Grampian condition. Such a footpath would need to be recorded as a public right of way on the Council’s Definitive Map, at the applicant’s expense. Furthermore, the feasibility of securing either pedestrian or cycle access to Seymour Crescent through this corridor should be explored.

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The public open space at the eastern end of the development should be congruent and connected with the proposed open space included with the neighbouring development, planning ref no 15/2752/FUL, requiring an element of joint planning with the neighbouring developer.

The submitted Landscape and Visual Review document identifies a series of opportunities for the future development of the site under the heading of recommendations, however there is no explicit commitment to them. It is considered that these recommendations should be integral to the detailed design of the site for any Reserved Matters application.

These include:

- There is the opportunity to enhance existing hedgerows, hedgerow trees and specimen trees planting along the site boundaries to integrate proposed development and assist in breaking up proposed built form. Para 4.1;
- There is an opportunity to utilise existing boundary planting and tree planting to create a stronger landscape framework for development, incorporating proposed native hedgerow and specimen trees within the site to create a sense of place enhancing the local landscape character. Para 4.2;
- Appropriate siting of the proposed built form and proposed boundary treatments to minimise adverse visual impacts from isolated partial/glimpsed views from the east and southeast within the semi-rural landscape. Para 4.2;
- Careful consideration of existing topography within the site to assist in integrating the proposed development within the existing site context and help to screen views of the proposed development. Careful use of landform within the site will ensure proposed housing is sensitively integrated. Para 4.4;
- A more open character in the southeast corner of the site will be retained to respond to the existing landscape character of the surrounding rural/urban fringe of Egglecliffe. Para 4.5;
- There is an opportunity to improve public access through the site with additional Public Rights of Way. This would help to connect the site with the surrounding town and to create more connections with local open space and the NCN. Para 4.6;
- There is an opportunity to provide new hedgerow planting and tree planting to enhance the Nelly Burton Beck and also as part of the development to create new green corridors for amenity and habitat value. Para 4.7.

Flood Risk Management

The Local Lead Flood Authority are satisfied that a drainage solution can be achieved however details of the management of surface water runoff from the proposed development and a drainage strategy are required and this information should be secured by condition.

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Appendix 2 – Conditions

FRM1		<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; <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>
FRM2		<p>The development permitted by this planning permission shall only be carried out in accordance with the mitigation measures contained with the Flood Risk Assessment (FRA) ref no 59475 dated Jan 2018.</p> <p>The mitigation measures shall be fully implemented prior to the occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants</p>
FRM3		<p>No dwellings should be occupied until the surface water management system for the development or any phase of the development is in place and fully operational. A maintenance plan detailing how the surface water management system will be maintained during the construction phase must also be submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To reduce flood risk during construction / development of the site</p>

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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>
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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