

INTERNAL MEMORANDUM
Highways, Transport and Design

From: Highways, Transport and Design Manager
To: Planning Development Services Manager
FAO: Helen Boston
CC: Planning Administration

Proposal: Application for the erection of food store with associated car parking and landscaping.	Date:	06/03/19		
Location: Land North Of Blair Avenue, Ingleby Barwick	Ref:	18/2403/FUL	REV	3

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: 04/03/19

Executive Summary

Subject to the comments and conditions set out below the Highways, Transport and Design Manager has no objection to the proposed application for the erection of a food store with associated car parking and landscaping.

Detailed comments and conditions are included below in Appendix 1 and 2 respectively.

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Appendix 1 – Detailed Comments

Highways Comments

The proposals are for the erection of a food store with associated car parking and landscaping. Consent has previously been given for a residential development and associated landscaping on this site which has been taken into account when considering the highways impact of the current proposals.

Highways Impact

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

The TA has assessed the impact of the proposed development on the local highway network, during both the network and store peak periods, utilising local junction assessments and the Ingleby Barwick Aimsun Model (IBAM).

The results from both the local junction assessments, which have been undertaken at the site access and the Blair Avenue / Myton Way / Myton Road / Ingleby Way roundabout, and the IBAM modelling works are reported below.

Site Access / Blair Avenue junction assessment

This assessment has been undertaken during the peak operating periods for the store which are as follows:

- Friday PM Peak – 16:00 - 17:00;
- Saturday PM Peak – 11:00 – 12:00.

The results of the local junction assessment are as follows.

Arm	Friday PM Peak		Saturday PM Peak	
	RFC	Queue	RFC	Queue
Site Access	0.321	0	0.330	0
Blair Avenue	0.120	0	0.190	1

It can be seen from the results, shown above, that the proposed site access junction would operate within capacity.

Blair Avenue / Myton Way / Myton Road / Ingleby Way roundabout junction assessment

This assessment has been undertaken during the network peak periods which are as follows:

- Weekday AM Peak – 08:00 – 09:00;
- Weekday PM Peak – 17:00 – 18:00.

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The results of the local junction assessment are as follows.

Arm	Weekday AM Peak		Weekday PM Peak	
	RFC	Queue	RFC	Queue
Without Development				
Blair Avenue	0.71	2.41	0.56	1.27
Myton Way	0.51	1.02	0.97	18.82
Myton Road	0.81	4.05	0.87	6.01
Ingleby Way	0.29	0.40	0.77	3.20
With Development				
Arm	Weekday AM Peak		Weekday PM Peak	
	RFC	Queue	RFC	Queue
Blair Avenue	0.78	3.36	0.61	1.54
Myton Way	0.52	1.08	0.97	17.89
Myton Road	0.82	4.40	0.88	6.82
Ingleby Way	0.29	0.41	0.78	3.46

It can be seen from the results shown above that the proposed development would not have a significant material impact, during the AM and PM peak periods, on the operation of the existing roundabout.

IBAM modelling works

The IBAM provides journey time results which show the impact of the proposed development on the local highway network by comparing journey times with and without development.

The route along which the journey times are measured is shown in Figure 1 below.

Figure 1 – IBAM Journey Time Routes



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The results from the IBAM assessment, which cover the PM peak period only which is the worst case scenario, are shown below.

Route	Route ID	Without Development	With Development	Net Change
Route 1	1-A	00:01:01	00:01:04	00:00:03
	A-B	00:01:51	00:01:52	00:00:01
	B-2	00:01:09	00:01:21	00:00:12
	TOTAL	00:04:01	00:04:17	00:00:16
Route 2	2-B	00:00:43	00:00:43	00:00:00
	B-A	00:01:09	00:01:10	00:00:01
	A-1	00:00:45	00:00:45	00:00:00
	TOTAL	00:02:36	00:02:38	00:00:02
Route 3	2-C	00:00:23	00:00:22	-00:00:01
	C-D	00:00:55	00:00:54	-00:00:01
	D-E	00:00:36	00:00:36	00:00:00
	E-3	00:00:48	00:00:48	00:00:00
	TOTAL	00:02:42	00:02:41	-00:00:01
Route 4	3-E	00:00:41	00:00:40	-00:00:01
	E-D	00:00:56	00:00:56	00:00:00
	D-C	00:01:04	00:01:06	00:00:02
	C-2	00:00:39	00:00:39	00:00:00
	TOTAL	00:03:20	00:03:21	00:00:01
Route 5	2-C	00:00:23	00:00:22	-00:00:01
	C-F	00:00:49	00:00:49	00:00:00
	F-G	00:00:44	00:00:43	-00:00:01
	G-4	00:00:41	00:00:40	-00:00:01
	TOTAL	00:02:37	00:02:35	-00:00:02
Route 6	4-G	00:00:36	00:00:36	00:00:00
	G-F	00:00:49	00:00:49	00:00:00
	F-C	00:00:48	00:00:49	00:00:01
	C-2	00:00:36	00:00:36	00:00:00
	TOTAL	00:02:49	00:02:50	00:00:01

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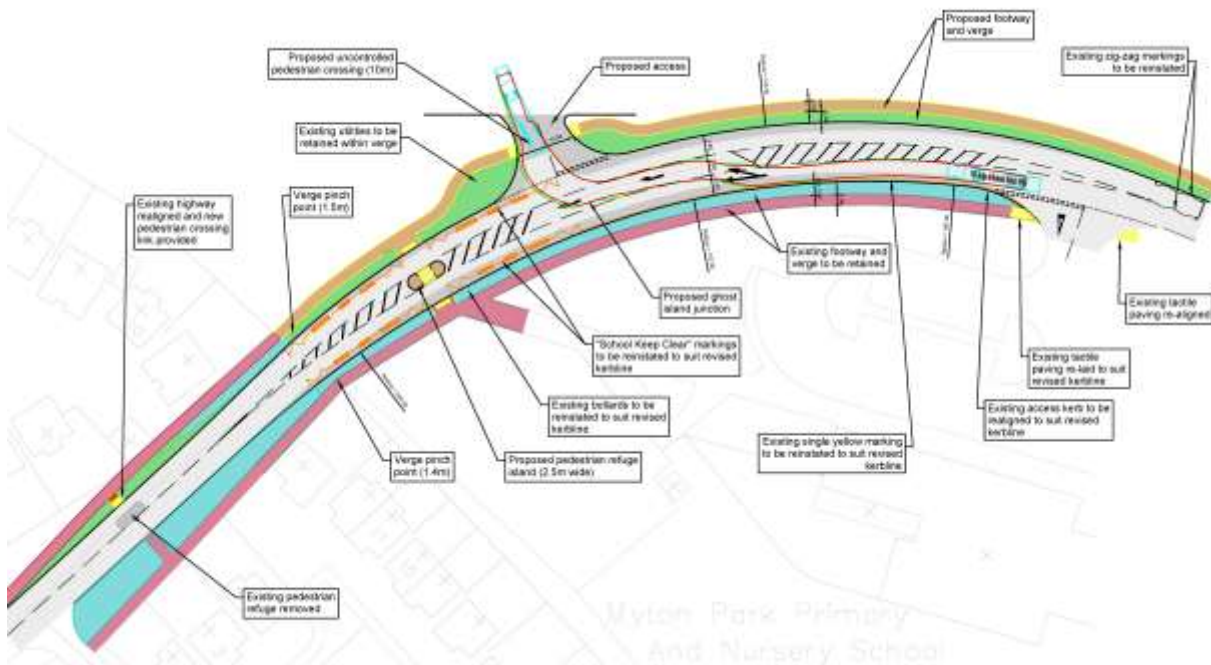
It can be seen from the reported journey time results that the proposed development would not have a significant material impact, during the PM peak period, on the operation of the existing highway network within the vicinity of the proposed development.

Taking into account the results of both the local junction assessments and the IBAM modelling it cannot be demonstrated that the proposed development would have a severe impact on the local highways network, within the context of the NPPF, and as a result an objection cannot be raised.

Site Access

It is proposed to access the site from Blair Avenue via a new ghost island right turn as shown on drawing 251011-ARP-22-XX-DR-CH-0001 (extract included in Figure 2 below).

Figure 2 - Proposed Store Access



The proposed site access arrangements have been subject to a Stage 1 Road Safety Audit (RSA), which has also been submitted in support of the proposed application, which has not raised any significant issues.

It is therefore considered, subject to agreement of a servicing plan that the site access arrangements, as shown on drawing 251011-ARP-22-XX-DR-CH-0001, are acceptable.

The works associated with the site access arrangements will be secured via a s278 agreement and will be subject to further detailed design.

Site Layout

The proposed site layout, as shown on drawing 07381-00-XX-DR-A-91-0001-S3-P28(extract included below as Figure 3), have been reviewed against the requirements of the Councils Design Guide and SPD3: Parking Provision for Developments and are broadly acceptable.

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Figure 3 – Store Layout



Pedestrian Connectivity

The proposed store is located on the northern side of Blair Avenue in close proximity to Myton Park Primary School, All Saints Church of England Academy and the Ingleby Barwick Leisure Centre which is currently under construction.

As a part of the RSA that has been undertaken, a review of existing crossing facilities within the vicinity of the site has also been undertaken.

This has identified the need to re-locate the existing school crossing patrol from its current location, directly to the west of the site access, to an alternative location 75m further to the west. In order to facilitate this a new pedestrian island will be introduced, immediately to the west of the site access, and the existing island at the site of the new school crossing patrol will be removed.

It is also noted that, as a part of the ongoing works to construct the Ingleby Barwick Leisure Centre, a controlled pedestrian crossing point has been temporarily introduced to the east of the access to Myton Park Primary School due to a current footway closure associated with the ongoing works.

This crossing point provides a direct pedestrian linkage between the proposed store and the facilities on the southern side of Blair Avenue and, should the application be approved, should be retained in order to ensure a safe and direct controlled crossing point is available at all times. The retention of this crossing which will require minor highway works which will be undertaken as part of the s278 agreement. The RSA was undertaken on the understanding that the crossing would be made permanent. The works associated with the changes to the current crossing facilities and the retention of the controlled crossing point, which is located to the east of the access to Myton Park Primary School, will be included within the s278 Agreement for the site access arrangements.

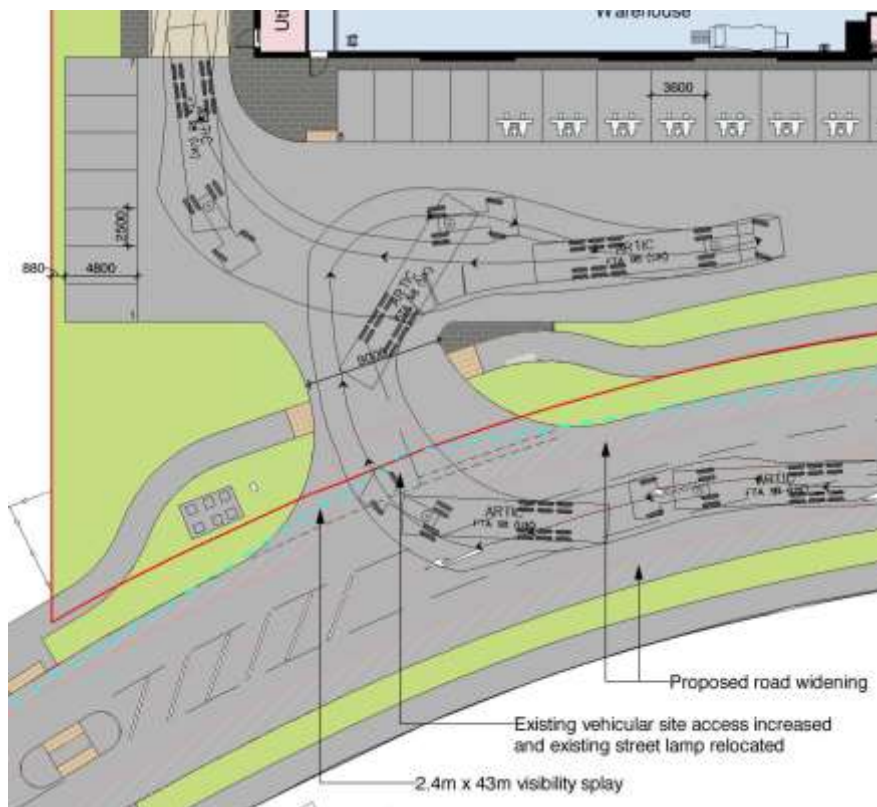
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The RSA was not required to address any internal safety issues associated with the layout of the stores car park or pedestrian circulation within this shared space. The applicant is satisfied that all pedestrians accessing the store including those using the vehicular access will be able to do so in a safe way, *“stating that the number of pedestrians arriving from the west that would be minded to cut across this access amount would be negligible”*. The applicant also considered that in putting the footpath in along the length of the car park that they will actively be encouraging pedestrians do cross here and that would result in a greater interaction with cars, they see this to be a greater highways safety issue.

Notwithstanding this assurance the Highways, Transport and Design Manager would recommend the connection of the adopted footway to the car park to avoid an obvious desire line being created though the proposed soft landscaping. See Figure 4 below.

The Highways, Transport and Design Manager also notes that any footpath along the length of the car park would result in the loss of essential landscaping leading to a Landscape and Visual objection.

Figure 4 – Proposed Footway Connection



A public footpath runs along the southern edge of the adjacent housing development immediately to the north of the proposed store. The submitted plans include a footpath connection to this route.

As part of the existing s106 agreement, for the extant application reference 15/2431/FUL which is to be reattached to this application, the adjacent land to the west is to be Title Transferred to

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the Council. As part of the proposals a new footpath is to be constructed to connect the public footpath runs along the southern edge of the adjacent housing development to Blair Avenue.

These footpaths between the residential areas and the store and to Blair Avenue will ensure good connectivity between the store and the wider area.

Sustainable Travel

The applicant has submitted a Travel Plan, in support of the proposed application, which is considered to be broadly acceptable.

A full Travel Plan, including details of the Travel Plan Co-ordinator (name and contact information), should be secured by condition.

Servicing Management Plan

The access to the proposed stores loading bay from Blair Avenue, has been assessed using vehicle tracking software which has demonstrated that in order to enter and exit the store a HGV would overrun the adjoining lane of the car park access creating a conflict with car drivers also using the entrance.

In order to overcome this issue and comply with the findings of the RSA deliveries must be restricted to ensure that they arrive outside of store opening times. Whilst this is standard practice for a store of this nature a controlling condition should be placed on any approval requiring the written approval of a 'Servicing Management Plan' for the store which shall include:

- A carpark management plan to ensure that the carpark is sufficiently empty to allow the HGV vehicles to safely reverse into the loading bay and then exit in a forward gear;
- Details of vehicle type, size, frequency of all service vehicles;
- Servicing times to be restricted to 6:00am to 8:00am, with all delivery vehicles being off – site by 7:45am or 15 minutes before the store opens;
- Details of all offsite waiting areas where vehicles can stack off the adopted highway waiting to be called to the loading bay.

Construction Management

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition to ensure the impact on the highway is minimised during the construction phase.

Landscape & Visual Comments

Consent has previously been given for residential development and associated landscaping on this site. The proposed development will introduce a new large store building to the rear of the site, blocking views across the site. The submitted layout indicates that much of the site will be hard landscaped, with soft landscaped areas around the site perimeter only.

The landscape proposals are acceptable. A strong landscaped frontage between the highway footpath and car park has been proposed to soften the visual impact of the site from Blair Avenue and residential properties locally. This landscape treatment also provides better integration with the local area which has wide grassed verges with landscaped frontages to nearby commercial and community buildings.

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The site is now enclosed by a number of different boundary fences. The proposed close board timber fence along the eastern boundary is considered to be a barrier to views along the road corridor. It is acknowledged that this will give privacy to residents of the adjacent care home, it is recommended that this is dropped in height to approximately 1m for the last section of 5-10m closest to Blair Avenue, similar to the proposals for the western boundary. Subject to this minor modification, the Highways Transport and Design Manager considers the current proposal is acceptable in landscape and visual terms.

Trees / Hedges and TPOs

There are existing boundary hedges to the site that are indicated as being retained on the layout. There is also existing vegetation on the adjacent site that should be retained. Should the development proceed a scheme of protection should be provided to BS5837 to ensure their retention.

Public Open Space

In addition to the creation of a new footpath to connect the adjacent housing development to Blair Avenue, the s106 agreement must control the necessary regrading and replanting of the land that will be subject to Title Transfer. An increased commuted lump sum for establishment maintenance will also be required. This sum cannot be calculated until the design is completed to the written approval of the Council. It is noted that slopes of 1:3 gradient would not be acceptable for Title Transfer unless planted up with trees and shrubs, the cost of maintenance of such planting will impact upon the previously agreed contributions. Any land drainage associated with the regrading works would also need to be controlled by condition.

Informative

It is also noted that any retrospective or future application to vary any consent to introduce an internal footpath along the length of the car park would result in the loss of essential landscaping. Such an application if submitted would not be supported.

Flood Risk Management

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and the adjoining land that is the subject of the s106 agreement, and this information shall be secured by condition.

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Appendix 2 - Conditions

FRM01	FRM - Discharge of Surface Water	<p>The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water 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> <ol style="list-style-type: none"> I. Detailed design of the surface water management system; II. A build programme 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 the construction phase; IV. Details of adoption responsibilities. <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>Reason for Pre- Commencement Condition</p> <p>The Lead Local Flood Authority must be satisfied that the developer is able to provide a surface water drainage system that will manage the additional surface water runoff generated by the proposed development. The surface water management plan should have a clear timetable / programme highlighting when the main surface water infrastructure will be provided and how surface water runoff from the development will be managed during construction phase of the site, this is to manage potential flood risk during construction phase but also reduce the risk of silt from the development entering receiving water body, watercourse or public sewer.</p>
FRM02	FRM - Discharge of Surface Water	<p>The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk & Drainage Impact Assessment (FR&DIA) dated September 2018 and the following mitigation measures detailed within the FR&DIA.</p> <ul style="list-style-type: none"> • The discharge rate is restricted to 5l/s for all storm events. • The design of the surface water management system should have sufficient storage within the system to accommodate a 1 in 30 year storm and shall also ensure that storm water resulting from a 1 in 100 year event plus 40% climate change surcharging the drainage system can be stored on site. <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>

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		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.
FRM05	FRM - Informative	<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 (5l/s) 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 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>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; 1 in 30 year event; 1 in 100 year plus 20% climate change and 1 in 100 year plus 40% climate change.</p> <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.
ULHC07	Construction Management Plan	Within each phase, 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:

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		<p>(i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors; (iii) loading and unloading of plant and materials including any restrictions on delivery times; (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, including but not limited to wheel washing facilities and the use of mechanical road sweepers operating at regular intervals or as and when necessary, to avoid the deposit of mud, grit and dirt on the public highway 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 HGVs routing including any measures necessary to minimise the impact on other road users; (x) measures to protect existing footpaths and verges; and a means of communication with local residents.</p> <p>The approved Construction Management Plan shall be adhered to throughout the construction period.</p> <p>Reason - In the interests of highway safety and residential amenity.</p>
ULHC08	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>
ULHC12	Servicing Management Plan	<p>Within each phase, no development shall take place, until a Servicing Management Plan has been submitted to, and approved in writing by, the local planning authority. The Servicing Management Plan shall provide details of:</p> <ul style="list-style-type: none"> • A carpark management plan; • Details of vehicle type, size, frequency of all service vehicles; • Servicing times including details of how long individual vehicles must spend in the loading bay and any restrictions in terms of daytime usage of the loading area; • Details of all offsite waiting areas where vehicles can stack off the adopted highway waiting to be called to the loading bay. <p>Reason In the interests of highway safety and the general amenity of the area.</p>

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ULHC10	Travel Plans	<p>Prior to the development being brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include:</p> <ul style="list-style-type: none"> (i) the appointment of a travel co-ordinator (ii) a partnership approach to influence travel behaviour (iii) measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site (iv) provision of up-to-date details of public transport services (v) continual appraisal of travel patterns and measures provided through the travel plan (vi) improved safety for vulnerable road users (vii) a reduction in all vehicle trips and mileage (viii) a programme for the implementation of such measures and any proposed physical works (ix) procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance. <p>The approved Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the approved Travel Plan.</p> <p>Reason To establish measures to encourage more sustainable non-car modes of transport.</p>
UDLV09	Tree Protection	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until an Arboricultural Method Statement and Tree Protection Plan is approved in writing by the Local Planning Authority. This must be in close accordance with:</p> <ol style="list-style-type: none"> 1. BRITISH STANDARD 5837:2012 Trees in relation to design, demolition and construction – Recommendations 2. NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007 <p>Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.</p> <p>Reason: To protect the all existing trees on and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.</p>

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