

DELEGATED

AGENDA NO
PLANNING COMMITTEE

10th May 2006

REPORT OF CORPORATE DIRECTOR OF
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES

06/0606/FUL

ERECTION OF 1 NO. DORMER BUNGALOW AND ASSOCIATED ACCESS WORKS REAR OF
646 YARM ROAD, EAGLESCLIFFE,
Expiry Date: 24th April 2006

SUMMARY

The application site is formed by what is currently part of the rear garden area of 646 Yarm Road, Eaglescliffe. This property is a large detached property and has a large expanse of garden area to the rear.

The plot size measures approximately 35 metres by 23 metres and planning consent is sought for the erection of a detached dormer bungalow and its associated access.

43 letters of objection have been received to the proposed development. Concerns are raised on the loss of amenity and privacy, the setting of precedent, highway safety, the impact on the character of the area and the loss of a green open space. These concerns have been addressed in the material planning considerations of this application.

On balance and given that the principle for a residential dwelling within this site has already been established by an earlier approval (ref: 05/2580/REV) it is considered that the proposed development is acceptable and can be accommodated within the site without having any significant adverse affects on the character of the area, highway safety or the privacy and amenity of the surrounding properties. The development is judged to be in accordance with policies GP1, H03 and H011 of the adopted Stockton-on-Tees Local Plan and Planning Policy Guidance No. 3 and is subsequently recommended for approval.

RECOMMENDATION

Planning application 06/0606/FUL be Approved subject to the following conditions

01. The development hereby approved shall be carried out in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.

Drawing Number(s): - 100 rev. A, 101 rev. B, SBC001

Reason: To define the consent.

02. Notwithstanding any description of the materials in the application, no above ground construction of the buildings shall be commenced until precise details of the materials to be used in the construction of the external walls and roof of the buildings have been approved in writing by the Local Planning Authority.

Reason: In order to allow the Local Planning Authority adequate control over the appearance of the development.

03. Full details of the proposed means of disposal of surface water and foul drainage shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and shall be provided in accordance with the approved details before the development is brought into use.

Reason: To achieve a satisfactory form of development.

04. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proper restoration of the site.

05. The above scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the future occupiers when the site is developed.

Reason: To ensure the proper restoration of the site.

06. Development shall not commence until the measures approved in the scheme have been implemented.

Reason: To ensure the proper restoration of the site.

07. Prior to site works commencing, provision shall be made for the protection of the trees to remain on the site during construction works in accordance with a scheme to be agreed with the Local Planning Authority. Any trees damaged as a result of site works shall be replaced with trees of such a size and species as may be agreed with the Local Planning Authority.

Reason: To preserve the said trees in the interests of the amenities of the area.

08. No construction activity shall take place on the site outside the hours of 8.00am - 6.00pm Monday to Friday, 8.00am - 1pm Saturday and nor at any time on Sunday's or Bank Holiday's.

Reason: To avoid excessive noise and disturbance to the occupants of nearby premises.

09. During the construction phase of the development there shall be no burning of waste on the site.

Reason: To protect the amenity of the occupants of nearby properties.

10. Prior to the dwelling hereby approved being occupied, the southern section of wall forming the properties frontage onto Yarm Road shall be removed and replaced with a new boundary treatment to be located in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety

11. Prior to commencement of the development hereby approved a scheme for noise attenuation of rooms within the building from noise generated by the railway to the rear of the property shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details.

Reason: To achieve suitable levels of amenity for the occupants of the proposed dwelling.

12. Notwithstanding the details hereby submitted, adequate vehicle turning space for both 646 Yarm Road and the dwelling hereby approved shall be created, made available at all times and retained for the duration of the dwelling hereby approved being in existence, to allow private motor vehicles to both enter and exit the site in a forward gear.

Reason: In the interests of highway safety

13. Notwithstanding the provisions of classes A, B, C, D & E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, nor any ancillary buildings or means of enclosure erected within the curtilage without the written approval of the Local Planning Authority.

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based.

THE PROPOSAL

1. Detailed planning permission is sought for the erection of a dormer bungalow within the rear garden area of 646 Yarm Road. The layout plan shows the access for the dwelling taken from the existing property access.
2. The dwelling has dormer windows within the rear roof slopes, roof lights, an integral garage, vehicle parking and an in curtilage turning area.
3. The dormer bungalow has an eaves height of 2.7m and an overall ridge height of 6.375m whilst its footprint covers approximately 27% of the designated plot area.
4. There are several semi mature trees and established hedgerows within the rear garden area, which would be retained. In addition, there is a tree protected by a Tree Preservation Order to the southern side of the existing access within the front garden of the host property.
5. The application has been amended from the initial submission. The main amendments reduce the overall footprint of the dwelling, move its precise footprint to be further away from trees along the western boundary, distance the dwelling from the northern and southern garden boundaries and include a fencing detail to the front of the property.

BACKGROUND

6. Planning permission (ref: 05/1092/OUT) was refused on the 10th July 2005 for the demolition of the existing property and the erection of 4no. two and a half storey detached dwellings with detached garages. Reasons for refusal referred to the site being inadequate to accommodate the proposal resulting in an over development of the site, having an unsatisfactory relationship with the adjoining properties garden areas, and being detrimental to the amenity and privacy of those properties. It was further considered that the provision of an additional dwelling within the site along the prominent frontage of Yarm Road would create a cramped appearance, being to the detriment of the visual amenity of the area.
7. Outline planning permission (ref: 05/2580/REV) was granted subject to conditions, for residential development on the site and its associated access, with other matters intended to be considered as reserved matters. One of those planning conditions required that the dwelling be single storey in height in order to prevent significant detrimental impact on the surrounding properties.

CONSULTATIONS

The following Consultees were notified and the comments they made are indicated below: _

Cllr J Fletcher

My comments are based on the info available to me now _ may be changed in the light of any further info or arguments I may hear prior to determination.

As the principle of inserting a further dwelling into the plot of No. 646 has already been established, the main point at issue is whether the present proposal for a dormer bungalow, as distinct from a bungalow is acceptable. I see no reason to depart from the Planning Committee's previous view that no more than a single storey is appropriate here.

Egglescliffe Parish Council

The above application for erection of a dwelling to the rear of 646 Yarm Road was discussed at our Council meeting on Thursday evening and I am instructed to inform you of my Council's comments on this.

This Council is generally concerned about back garden developments such as this and are fundamentally opposed to this being classed as previously developed or brownfield land.

We are also concerned about the actual size of the proposed dwelling and the facilities proposed within. The number of en-suites appears excessive for a family dwelling.

Northumbrian Water Limited

Standard response received in respect to new connections of foul and surface water.

Northern Gas Networks

No objections

Environmental Health Unit

Summarised:

I have no objection in principle to the development, however, I do have concerns regarding the following environmental issues and would recommend that appropriate conditions be imposed on the development should it be approved.

Noise disturbance from adjacent railway

Possible land contamination

Construction Noise

I will recommend working hours on site to be restricted to 8.00 a.m. - 6.00 p.m on weekdays, 8.00 a.m. - 1.00 p.m. on a Saturday and no Sunday working.

NEDL

Have no objections to the application.

Network Rail

Summarised:

No objection in principle, although in view of its proximity to the railway line request several issues be taken into account.

Surface and foul water should be directed away from the railway property, construction works should be controlled to prevent materials or plant from falling within 3m of the railway line or its associated equipment,

any excavations should not interfere with the integrity of network rail property or structures, Security of the railway boundary must be maintained at all times including the provision of a suitable trespass proof fence,

Method statements may be required,

Future maintenance of the development should not affect the railway line,

Suitable soundproofing from the railway line should be incorporated into the scheme,

Planting and lighting adjacent to the railway line needs careful consideration,

Landscape Officer

The revised site layout drawing (drg. SJR05: 21 Rev A indicates amendments to the entrance onto the site from Yarm Road. The proposal is to substitute the previous brick wall with 1.8 metre high steel railings adjacent to the protected lime tree. This is now acceptable, however all excavation work within the canopy of the tree should be carried out by hand and the tree should be protected during the construction period.

Other trees have now been included within the site layout drawing. The line of middle-aged beech trees, located parallel to the rear boundary, is a distance of approximately 5.0 metres from the new dwelling. The larger weeping willow, located within the neighbours rear garden (no.644 Yarm Road) is also approximately 5.0 metres from the dwelling. I note that the position of the house has been revised, which now represents an acceptable distance from the trees. The applicant however should be aware that the foundations for the house must be constructed with due regard to the ultimate size of these trees. NHBC provide the necessary guidelines for foundation construction in relation to tree roots. All trees within the site and adjacent to the site should be fully protected in accordance with BS 5837:2005 recommendations in relation to construction. Further comments made in respect of trees, roots storage of materials and landscape details.

In conclusion the revisions to the application are now acceptable however the above information is required.

Head of Integrated Transportation and Environmental Policy

I have no adverse comments regarding this application. The applicant will need to consult Service Stockton for advice regarding the need to widen the existing dropped kerb crossing.

Councillor J Fletcher

It appears that the revised drawings reduce the ridge height by 0.637 metres.

Nevertheless, I am not revising my previous comments.

The application has been advertised on site and individual letters Neighbours were notified and a total of 43 letters of objection were received in respect to the proposal. Other correspondence has been received which refer to the operation of the web site, references to appeals, the legitimacy of the Council's decision in respect of the previous decision and lack of time to examine and comment on amended plans.

The proposal has been amended during the assessment. Any comments received to subsequent plans and drawings have been summarised along with those received originally.

The grounds for objection are summarised below:

- This application, if granted permission would set a precedent for other houses with large gardens.
- The proposed dwelling has two storeys and cannot be classed as a bungalow.
- The proposed dwelling is enormous, and the footprint of the current proposal is larger than that shown on the outline application, and located in what is the garden of a residential house close to a busy main road.
- The proposal constitutes over development of the site, as the dwelling is too large for the plot and in excess of the existing dwelling.
- The position/orientation from the outline application to the present application size are totally different. The bungalow would be too close to boundaries, especially to 644.
- Current application is for a one and half storey dwelling and goes far beyond that granted by the outline planning permission which restricts the building to a single storey dwelling. The application proposes a house not a bungalow.

- The two-storey element of the design is contrary to the wishes of the Planning Committee, and the Committee is urged to apply the same judgements as previously and require a single storey dwelling.
- The application proposes a dwelling with too much space/ too many rooms for a single, family dwelling and too many en-suite bathrooms.
- Loss of garden land - concern has been expressed both by Council Members and MP's about the loss of garden land. This is illustrated by Greg Clarke's 10 minute Bill, which was sponsored by Dari Taylor among others. This fact should influence the decision makers regarding this application. It is requested that determination of the application is deferred until the back garden developments bill has come before Parliament.
- Concern that the quiet appeal of Eaglescliffe is currently being eroded by the current unnecessary number of developments.
- That the proposal would have a detrimental impact on preserved trees and an established weeping willow.
- That there are concerns that the new dwelling would have an adverse impact on a group of five conifers within the boundary of 644 Yarm Road, and for the long-term health of a group of silver birch trees at 644 Yarm Road. Comments that the revised position of the dwelling 3 metres from the boundary will not damage tree roots.
- Loss of green space and a variety of flora and fauna.
- The large intrusive dormer windows would cause a loss of privacy and amenity from 648 Yarm Road.
- That the views of Mike Evans SBC Regeneration and Development still stand as No 648 will have clearer views of the new bungalow and due to the alignment of the new access road the carrying out of screen planting will not be possible.
- Loss of privacy and peace from the rear garden and direct views into bathrooms and bedroom (including baby room) of 648 Yarm Road
- Loss of privacy from the property at 650 Yarm Road.
- That the new dwelling would have an overbearing impact on the amenity of neighbouring properties, it is too big and too close.
- That views of the development will be possible from neighbouring properties. No. 644 has trees and several large shrubs and these will contribute towards reducing the visual impact of the development. No. 648 will have clear views of the new bungalow and due to the alignment of the new access road; screen planting will not be possible.
- Overlooking from the new dwelling of the property at 13 Highfield Drive.
- That the fruit trees are not an adequate form of screening and as they do not appear to be protected, so their survival is not guaranteed.
- Concern that the roof lights shall not become dormer windows, to ensure the continued privacy and amenity use of the rear garden of 644 Yarm Road.
- Possibility that boundary vegetation with 644 Yarm Road would be cut down by the new residents objecting to their height at a later date as they are near occupied rooms.

- That the increase in traffic will affect the amenity of neighbouring properties.
- That the proposed design and materials are unsympathetic and out of character with the area/Yarm Road/Eaglescliffe and the mature housing in this area, contrary to PPG3 Section 58, Local Plan policy HO11 and paragraph 1.24. That the new dwelling resembles an American lodge.
- That the proposal would have a detrimental impact on the street scene.
- The proposed dwelling has an unsuitable mass and scaling. Materials and design which include red brick, red roof tiles and UPVC windows are out of keeping, neither complimenting nor improving the main dwelling. The context and the setting of the original dwelling will be compromised by the proposed dwelling
- The amended materials, which change the colour of the roof tiles and external rendering, and does not address the fundamental objections to the scheme.
- That the proposal would result in an increase in traffic, a total of 8 cars entering and leaving the site, danger to residents, pedestrians and vehicular traffic on Yarm Road. Particular danger to schoolchildren who use this route when walking to local schools.
- Increase in traffic entering and leaving Yarm Road at a site with a nearby bus stop, poor visibility and a history of accidents - one schoolboy has died on this stretch of road.
- Access to/from Yarm Road from the eastern end of Highfield Drive is hazardous due to the presence of a blind bend at the "Yarm " end of the exit, and the general high speed of motorist. An exit from the "cut" accessing the rear of 646 would experience worse problems, due to poorer sightlines due to adjacent fencing. It is simply too dangerous an exit to permit more cars to use it. This will also complicate and impede movement in and out of Highfield Drive, already a difficult road to access or exit. The "cut" is approximately a cars width and shared with foot traffic. Regular traffic would be hazardous to pedestrians due to the lack of refuges. The application proposes a totally inappropriate route for cars and pedestrians.
- The proposed size of the building implies multiple occupation with the inevitable traffic and safety issues arising.
- The proposed dwelling should have a separate access and shared ones lead access difficulties (arising from locked and controlled gates, queuing vehicles in or around the house and to legal battles later.
- Disputes the amount of on site parking – not 8 spaces as suggested, but 2 in the garage, 2 outside, whilst using the south side as a turning area.
- That the requirement for space for 8 cars at a site currently used by 2 cars, this is a ridiculous over intensification and would fly in the face of SBC's desire to encourage the use of public transport.
- Lack of turning area/parking for the new dwelling.
- Questions whether there is a turning area for vehicles at 646 Yarm Road.
- That the proposal will lead to roadside overnight parking.
- Increase noise and air pollution for neighbours generally and in particular from incoming traffic.

- That there is no demand for this type of dwelling as evidenced by those already for sale along Yarm Road
- Conditions should be attached to any permission which would prevent any further sub-division of land and that it may not be used as a guesthouse, bed and breakfast or bed sits.
- Questions the real intent of use and possibility of changing the use of rooms within the new dwelling with the possibility of a commercial use and possibly an old peoples home or flats. This would be the cause of comings and goings at all hours with a subsequent impact on day-to-day routines of neighbours.
- That the design of the dwelling smacks of a house for multiple occupation.
- Questions when will the Council stop development of these very large houses and land, as the beautiful character of Eaglescliffe is being slowly eroded and destroyed by greedy owners and building contractors
- Proximity of the new dwelling to the railway line - It is understood that a 2 metre gap from the railway boundary is required, and it is not clear from the plans, drawings or general correspondence whether this is achieved. National rail should be consulted.
- Noise and vibration from the railway line would deter potential purchasers from the proposed market.
- It is not considered that the rooms in the dormer area of the bungalow could be properly attenuated against noise from the railway as required in the existing permission.
- Questions whether the new dwelling can be adequately insulated from noise from the railway.
- Can the drains cope with seven bathrooms?
- Concerned that the garage would be converted into a dwelling and divide the curtilage.

PLANNING POLICY CONSIDERATION

Where an adopted or approved development plan contains relevant policies, section 54A of the Town and Country Planning Act requires that an application for planning permission shall be determined in accordance with the Plan, unless material planning considerations indicate otherwise.

The relevant development plan in this case is the adopted Stockton on Tees Local Plan.

Policy GP1

Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- (i) The external appearance of the development and its relationship with the surrounding area;
- (ii) The effect on the amenities of the occupiers of nearby properties;
- (iii) The provision of satisfactory access and parking arrangements;
- (iv) The contribution of existing trees and landscape features;
- (v) The need for a high standard of landscaping;
- (vi) The desire to reduce opportunities for crime;
- (vii) The intention to make development as accessible as possible to everyone;
- (viii) The quality, character and sensitivity of existing landscapes and buildings;
- (ix) The effect upon wildlife habitats;
- (x) The effect upon the public rights of way network.

Policy HO3

Within the limits of development, residential development may be permitted provided that:

- (i) The land is not specifically allocated for another use; and
- (ii) The land is not underneath electricity lines; and
- (iii) It does not result in the loss of a site which is used for recreational purposes; and
- (iv) It is sympathetic to the character of the locality and takes account of and accommodates important features within the site; and
- (v) It does not result in an unacceptable loss of amenity to adjacent land users; and
- (vi) Satisfactory arrangements can be made for access and parking.

Policy HO11

New residential development should be designed and laid out to:

- (i) Provide a high quality of built environment, which is in keeping with its surroundings;
- (ii) Incorporate open space for both formal and informal use;
- (iii) Ensure that residents of the new dwellings would have a satisfactory degree of privacy and amenity;
- (iv) Avoid any unacceptable effect on the privacy and amenity of the occupiers of nearby properties;
- (v) Pay due regard to existing features and ground levels on the site;
- (vi) Provide adequate access, parking and servicing;
- (vii) Subject to the above factors, to incorporate features to assist in crime prevention.

MATERIAL PLANNING CONSIDERATIONS

8. The main considerations in determining this application are the principle of developing the site, provision of adequate access and parking, the impact on both neighbouring properties and the character of the area in general, and the overall design and appearance of the property itself.

Principle of development

9. Planning Policy Guidance Note No. 3 (Housing) promotes a more efficient use of land and the re-use of brown field, previously developed land, which is indicated within Annex C as including that "which is or was occupied by a permanent structure" and goes on to state that, the definition covers the curtilage of the development. The curtilage of a private dwelling house including its private garden area is considered to fall within this definition.
10. The site falls within the 'Limits to Development' as defined within the Borough Local Plan, within which, there is a presumption in favour of residential development. Policy HO3 of the Borough Local Plan suggests that development of such land may be permitted subject to several criteria. These criteria require development not to result in the loss of sites which are allocated for another use or are used for recreational purposes and which are sympathetic to the surrounding area, take into account important features within the site, make adequate access and parking provision whilst not result in an unacceptable loss of amenity to adjacent land users.
11. In view of the above, the principle of the proposed development is considered to comply with PPG3 and Policy HO3 of the Borough Local Plan, although more detailed matters are considered below.

Access & Highway Safety Considerations

12. The proposed development is intended to utilise the existing vehicular access off Yarm Road, which serves 646 Yarm Road. The submitted plans show the provision of amendments to

the existing curtilage boundary fronting Yarm Road which will improve the achievable visibility splay for vehicles leaving the site.

13. The Head of Engineering and Transportation has raised no objections to the proposed scheme given the scale of the proposed development (one unit), served via an existing residential access, which itself is to be the subject of an improved visibility splay. It is considered the proposal would not have any significant impact on the existing adequacies of Yarm Road as a transport route, or be likely to detrimentally affect highway safety.

Impact on the Eaglescliffe Conservation Area, the character of the surrounding area and on the street scene of Yarm Road.

14. The site is located 260m away from the Preston with Eaglescliffe Conservation Area. There are 10 large detached properties and their garden areas intervening. It is therefore considered that the proposed development would be unlikely to harm the character and appearance of the Conservation Area, particularly as it relates to back land development.
15. The host property is a large detached dwelling, set back from the highway, and which has a generous spacing from properties either side. The rear garden is large, and contains a variety of trees, other planting and landscaping. Yarm Road is a considerable stretch of highway with differing property types and layouts along its length. However, the properties within the immediate locality are of a similar layout and character to No. 646. These characteristics are positive elements of the locality and street scene and in order to accord with the guidance of PPG 3 and policies GP1 and HO11 of the Borough Local Plan any new development in this location should respect this.
16. As the proposal involves only minor changes to the access to Yarm Road, and that the majority of the development is within the rear garden, it is considered the street scene of Yarm Road will not be significantly adversely affected. Views of the proposed dwelling would be achievable from the highway, although it is considered there are suitable separation distances between existing and proposed properties to prevent visual massing of these structures and therefore, the inclusion of a dormer bungalow in this location is considered to be suitable, being subservient and suitably distanced from the frontage properties.

Impact on neighbouring properties

17. The dormer bungalow has been located approximately 22m from the dwelling of 646 Yarm Road, and 28m and 36m from the two properties either side, the windows of which are even further away. In view of the spacing between the existing and proposed dwellings, and the orientation of the outlook, it is considered that the proposed dormer bungalow would not unduly compromise privacy or amenity associated with these properties.
18. The proposed bungalow is distanced from the northern and southern boundaries of the site by 3m and 4m respectively. It is considered that this spacing, associated with the overall height of the property would prevent any significant overbearing impact being created over the adjoining properties or their associated gardens.
19. There are two dormer windows within the rear roof slopes, one facing toward the railway line to the west and one facing south toward the garden boundary of the adjoining property. The southern facing dormer window is set 13.5m away from the garden boundary. In view of the location of these dormer windows it is considered the impact on privacy associated with the adjoining property would not be significant.
20. Roof lights within the property serve a ground floor kitchen, a landing and a bedroom on the front of the property. The roof lights serving the kitchen would be within the roof space of the kitchen at a height, which would not allow for overlooking and therefore not adversely affect privacy for neighbouring properties. The remaining roof lights should similarly not have a

significant impact on the privacy of adjoining properties as a result of their location within the scheme and the nature of the rooms that they serve.

The overall design and appearance of the property

21. The proposed dwelling has a relatively modern appearance, includes dormer windows, roof lights and integral garage. The design is not a reflection of the frontage property, although, through the use of appropriate materials, should be able to blend sufficiently well within the area to prevent any undue impact on the character of the surrounding area.

Other matters

22. Objection based on the possible future conversion of the dwelling cannot be considered as part of this application as this would be it does not form part of the proposals. Planning permission would be required for such a proposal and the impacts of such could therefore be considered accordingly were this ever proposed.

23. Note and account are taken of comments that compare the proposed dwelling with that previously approved in outline, and the application should be determined on its own merits.

24. Some objectors have cited that the development may set a precedent and open the floodgates for further developments in the rear gardens of neighbouring properties. The Local Planning Authority would argue that the precedent for similar developments in rear gardens has been set whilst there is no specific local plan policy, which protects such areas.

24. That the proposal will result in the loss of an area of green open space within the rear garden area of no. 646 Yarm Road. However, this area is not specifically protected whilst a large proportion of the garden area would be likely to remain as such. Reference is made to the Bill to protect private gardens moved by Greg Clark MP. It is considered that there is no reason to delay determination of this application in the light of legislation in its infancy.

25. Network Rail have raised no objections to the proposal, although have made several requests in respect of the integrity of the line, security and safety which can be dealt with, as appropriate by controlling conditions.

26. There is a protected tree (TPO58, 1985) in the front garden of No 646, to be found immediately to the south of the access. The Council's Landscape Officer has requested adequate protection be given to the tree by relocating or re-specifying the proposed new boundary wall, and now considers that the location of the bungalow would not adversely impact upon alone of middle aged beech trees and the larger weeping willow. The protection of trees throughout construction and in the longer term can be adequately secured by condition.

27. In accordance with advice given by the Council's Environmental Health Unit and to prevent inappropriate site working hours, a condition can be attached to restrict working hours.

CONCLUSION

On balance and given that the principle for a residential dwelling within this site has already been established by an earlier approval (ref: 05/2580/REV) it is considered that the proposed development is acceptable and can be accommodated within the site without having any significant adverse affects on the character of the area, highway safety or the privacy and amenity of the surrounding properties. The development is judged to be in accordance with policies GP1, H03 and H011 of the adopted Stockton-on-Tees Local Plan and Planning Policy Guidance No. 3 and is subsequently recommended for approval.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Andrew Glossop
Telephone No 01642 527796

Email address development.control@stockton.gov.uk

Ward Eaglescliffe
Ward Councillor Councillor M. F. Cherrett

Ward Eaglescliffe
Ward Councillor Councillor J. A. Fletcher

Ward Eaglescliffe
Ward Councillor Councillor Mrs M. Rigg