

DELEGATED

AGENDA NO.

REPORT TO PLANNING COMMITTEE

DATE: 2nd August 2006

**REPORT OF CORPORATE
DIRECTOR, DEVELOPMENT AND
NEIGHBOURHOOD SERVICES**

**06/1709/FUL
THE FAIRWAYS, WYNYARD PHASE 3B AND 4A
RESIDENTIAL DEVELOPMENT OF 31 DWELLINGS
EXPIRES 30th AUGUST 2006**

SUMMARY

This application seeks full planning permission for 31 dwellings on 2.121 hectares (5.2 acres) of land (14 dwellings per hectare) known as Phase 3B and 4A The Fairways. The site is to be found nestled in the golf course, and between the existing dwellings on Wellington Drive, adjacent to Annigate and Lion Bridge Close, and the more recently constructed dwellings on Wellington Drive, Vane Close and Davison Close. The site has been cleared and is used, in part, for site cabins, storage and car parking.

The site forms part of a wider site allocated for housing under policy HO1 r, for which planning permission was granted in September 2003 for 71 dwellings (11 dwellings per hectare) on Parcels 71 – 73. The application increases the number of dwellings on this part of the site from 21 to 31.

An amended plan has been received showing alterations to the layout as required by Head of Integrated Transport and Environmental Policy.

The application has been publicised by means of a site notice, press notice and individual letters. Seven letters of representation have been received, objecting to the proposal on the grounds that the extra dwellings would increase the density of development, change the character of the area, economic devaluation of property, impact on privacy, increase in background noise levels, increase in pollution, add to the volume and time period required for construction traffic and add to domestic traffic, increase in thereby to the detriment of pedestrian and highway safety. Letters of objection have also been received from Grindon Parish Council and CPRE.

Further neighbour notification has taken place and response from some consultees is outstanding. However, a preliminary assessment has taken place and the proposed development and found to be acceptable.

RECOMMENDATION

Recommended that: Members be mindful to approve planning application number 06/1709/FUL and the decision be delegated to the Head of Planning to approve the application subject to appropriate conditions.

In the event of an outstanding matter not being satisfactorily resolved by 30th August 2006 that the planning application be refused

BACKGROUND

1. The application site forms part of a wider site comprising Parcels 71 – 73, Wynyard Golf Village (referred to within this report as The Fairways), for which planning permission was granted in 2003 (Planning application number 03/1985/P) for 71 dwellings. A subsequent permission was granted in 2004 for a substitution of house types.

PROPOSAL

The Application Site

2. The application relates to a 2.121 hectares (5.2 acres) nestled in Wynyard Golf Course, and between the existing dwellings on Wellington Drive, Annigate and Lion Bridge Close, and the more recently constructed dwellings on Wellington Drive, Vane Close and Davison Close.
3. The site is bordered to the east and west by the golf course, to the north by existing dwellings on The Fairways – Wellington Drive, Vane Close and Davison Close. Immediately adjacent to the site boundary to the north are plots 20 (2 Vane Close), 26 (33 Wellington Drive), 46 (9 Davison Close), and 56 (32 Wellington Drive). To the south any beyond a narrow belt of open land are the properties at 27 and 29 Wellington Drive and those on Lion Bridge and Annigate Close.
4. The site has been cleared and is used, in part, for site cabins, storage and car parking.
5. Access to the site is currently limited to Wellington Drive from the north, until such time as the link to the south is complete.

The Proposed Development

6. Planning permission is sought for the erection of 31 dwellings, an increase of 10 dwellings over this part of the site. The submitted layout shows a mix of 10 house types, providing either 4 or 5 bedrooms. Parking is provided in the form of garages – a mix of integral and detached and driveways. The density of development on the application site would increase from 9 to 14 dwellings per hectare, and on the Fairways site as a whole, from 11 to 12 dwellings per hectare. External materials are to be agreed.

CONSULTATIONS AND VIEWS RECEIVED

7. The planning application has been publicised by means of individual letters, site and press notice.
8. Seven letters of representation have been received from occupiers of 4 Davison Close (x2), Wellington Drive, 35 Wellington Drive, 1 Vane Close, 3 Vane Close, 2 Vane Close and one from a non-resident.

The grounds of objections can be summarised as:

- Increase in density of development, which would change the character of the development
- Loss of spaciousness, and the development would look overcrowded and unsightly
- Design and appearance of the development
- Increase in the volume of construction traffic and subsequently domestic traffic, to the detriment of highway and pedestrian safety
- Increase in the time required to construct the dwellings, thereby prolonging the period construction traffic would visit the site to the detriment of highway and pedestrian safety
- Loss of privacy, particularly in relation to 2 and 3 Vane Close.
- Loss of tranquillity
- Disturbance arising from an increase in background noise levels
- Increase in pollution
- Approval of the this proposal would set a precedent for future developments
- Economic devaluation of property arising from overlooking and new smaller dwellings.

Council for the Protection of Rural England

9. Comment “we are aware of the extensive outstanding housing allocation in Stockton and Government policy not to build on greenfield sites. This was restated at RSS in recent months. We see no justification to support this planning application, especially as there are other brownfield sites in northern Stockton, which should be developed first. There is little service provision here, additional houses will require additional pressure on services, roads, schools etc, and generate more car journeys. We do not support this scheme.”

Head of Integrated Transport and Environmental Policy

10. Following amendments to the layout in respect of driveway widths and lengths, parking spaces, and location of driveways, the Head of Integrated Transport and Environmental Policy raises no objection to the scheme. Comment is made that the house and street naming would be affected.

Landscape Officer

11. Comments that the site is a continuation of housing development within this part of The Fairways. There is an existing housing area directly to the south of the site and housing is presently under construction directly to the north. A golf course bounds the site to the east and west and established planting is located along those boundaries. This planting provides a valuable buffer between the proposed housing and the golf course, and it would appear that the majority is within the golf course land. Due to the close proximity of this planting it is advised that protective fencing should be erected in accordance with BS 5837 2005 Trees in Relation to Construction. Concern is expressed that the mature hedgerow to the south of the site and immediately north of the existing dwellings should be retained and if that is not so then the scheme becomes objectionable.

12. Advice is given in respect of the details required for future submission which include hard surfaces, walls, fences, street furniture, materials, tree planting, shrubs, whips, grassed area, and subsequent maintenance. General advice is given in respect of adoption of open space.

Environmental Health Unit

12. Raises no objection in principle subject to the imposition of conditions in respect of land contamination, and in respect of the impact of construction noise, vibration and dust emissions advises a condition limiting working hours.

CE Electric UK

13. Has no objections to the proposal and has forwarded mains records for the area

Environment Agency

14. Standing flood risk advice applies. (*Comment: The site is not within a Flood Risk Zone*)

Northumbrian Water

15. Objects to the proposal as the sewage treatment works to which the development will discharge is at full capacity and will not be able to accept the foul flows. Makes comments in respect of water supply, foul and surface flows, and the presence of public sewers.

Northern Gas Networks

16. No response received.

Grindon Parish Council

17. Grindon Parish Council has responded to the original and amended scheme in the following way:
- Objects because the proposed development is too dense. The removal of plots 32 and 39 would render it more appropriate.
 - Following the call for further comments Grindon Parish Council wishes to restate its objection to this application, because of its concerns still apply viz that this is too dense a development. If, for example, plots 32 and 39 were omitted, the green space, which is presently lacking could be created.

PLANNING POLICY CONSIDERATIONS

18. 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 Plan, unless material considerations indicate otherwise.

In this case, the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the adopted Stockton on Tees Local Plan (STLP)

19. STLP Policy GP1 requires all proposals for development to be assessed not only against Structure Plan policy, but also against a number of criteria which include concerns about the external appearance of the development, effect on the amenities of neighbouring occupiers, access and parking arrangements, need for a high standard of landscaping and its relationship with the surrounding area.
20. STLP Policy HO11 states that new residential development should be designed and laid out to provide a high quality of built environment in keeping with its surroundings, incorporate open space, provide a satisfactory degree of privacy and amenity, for new dwellings and existing occupiers of neighbouring properties, pay regard to existing features and ground levels, provide adequate access, parking and servicing, and incorporate features to assist in crime prevention.
21. Planning Policy Guidance Note 3 'Housing' (PPG 3) advises that most additional new housing should be on previously developed land within urban areas to minimise the amount of greenfield land developed. PPG 3 states that Local Planning Authorities should therefore avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net), encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net) and seek greater intensity of development at places with good transport accessibility such as city, town and district and local centres or around major nodes along good quality public transport corridors.
22. Alongside the above, PPG3 states that new housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local Planning Authorities should adopt policies which create places and spaces with the needs of the people in mind which are attractive, have their own distinctive identity but respect and enhance local character, promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations, focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles, avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians and promote energy efficiency of new housing where possible.
23. Planning Policy Guidance Note 13 'Transport' seeks to promote more sustainable transport choices, accessibility to jobs, shopping leisure facilities and services by public transport, walking and cycling and reduce the need to travel, especially by car.

MATERIAL PLANNING CONSIDERATIONS

24. The main considerations in respect of the proposed development relate to planning policy implications, impact on the amenity of the residents of adjacent and proposed dwellings, and occupiers of adjacent properties,

impact on the streetscene and visual amenity, access and highway safety considerations.

Land Use Planning Policy Issues

25. The site has a long-standing allocation for housing in the Adopted Stockton on Tees Local Plan, and previous planning permissions have established the principle and character of housing development on this site. Therefore there are no wider policy implications arising from housing development on this site. The current application seeks approval for the detail of how the site is laid out and designed; an assessment of the scheme and the policy considerations arising from those details are set out below.

Residential Amenity and Adjoining Uses

26. The proposed layout has been assessed in relation to the approved and proposed housing development. The layout incorporates a variety of two storey house types and garden sizes, arranged along Wellington Drive and three internal roads ending in turning heads to form cul-de-sacs. One such cul-de-sac is an extension to Davison Close. This arrangement is unchanged from the previously approved scheme
27. The layout has been assessed, and whilst garden dimensions vary and it is acknowledged that some plots are not as generously apportioned as previously approved, the relative disposition of the dwellings across the application site is acceptable, in that it meets the separation distance standards adopted by the Council.
28. The occupants of 2 and 3 Vane Close object to the proposal as the new layout would result in two smaller dwellings overlooking their properties. The residents at 2 Vane Close are of the understanding that the property on Plot 27 (proposed Plots 27 and 27a) would be a large single property with a back garden facing south west towards the golf course. The approved site layout (03/1985/P) shows a house type "Malham" on Plot 27. This house type is a two storey dwelling, and in this case with a rear garden and whose rear elevation faces north (towards 2 and 3 Vane Close).
29. The proposed layout shows two dwellings facing 2 Vane Close. The new dwelling at Plot 27 would stand 14 metres from the boundary, and 21 metres from the nearest elevation of 2 Vane Close. Although the views are oblique, the occupants of the dwelling at Plot 27 would have a view of the rear garden of 2 Vane Close.
30. The dwelling proposed for Plot 27a would stand 12 metres from the common boundary with No. 2 Vane Close. The occupants of the new property would have an unobstructed view of the rear garden of No.2 Vane Close and an oblique view of the rear and side elevation of that property. At its closest, the new property stands 19 metres, and at its most distant, 25 metres from No. 2 Vane Close. The approved layout shows the "Malham" standing 11 metres from the common boundary, with an unobstructed view of the rear garden of No.2 Vane Close.
31. The rear garden boundaries of No. 3 Vane Close (Plot 19) and Plot 27a would be separated by some 25 metres. It is not considered that the new dwelling on Plot 27a would unduly overlook the rear garden of No. 3 Vane Close. Views

from the new dwelling on Plot 27 would be screened by the existing dwelling at No. 2 Vane Close.

32. The new scheme would result in overlooking of No.2 Vane Close by two rather than one dwelling. However, and taking into account that the Council's separation distances are met, and the position of the previously approved "Malham" on the two plots, it is not considered that the loss of privacy would be materially different in extent to that previously approved.
33. In light of the above, it is not considered that the new dwellings on Plot 27 and 27a would compromise the privacy of No 2 and No 3 Vane Close such that planning permission should be withheld.
34. The new dwellings proposed along the southern boundary of the application site (Plots 31 to 35 and 39b to 41 inclusive) are separated from the existing dwellings on Lion Bridge Close and Annigate Close by at least 30 metres. Although a strip of land between the existing and proposed properties falls into a dip, the submitted site and adjacent spot heights show that the two sets of levels are similar and therefore given the separation distances one should not dominate the other. However, a condition would be appropriate which requires floor levels to be submitted for consideration prior to commencement of development.
35. Properties to the west on Mountstewart are at least 80 metres from the application site. It is not considered that the proposed development would have an adverse impact on the amenity of the occupiers of those dwellings.
36. The site has a long-standing permission for housing development and co-existence of residential and leisure uses accepted. It is not considered that the additional dwellings proposed would have an adverse impact on the users of the adjacent golf course.
37. In conclusion, it is considered that the proposed layout, taking account of separation distances and the disposition on the individual properties and any impact on users of the adjacent golf course generally accords with the Council's adopted standards and Adopted Stockton on Tees Local Plan policies GP1, HO3 and HO11 and is therefore acceptable.

Visual Impact and Streetscene

38. The impact of housing on this site in wider views has been previously accepted, and the consideration here is whether the additional dwellings would alter the impact to such an extent as to warrant refusal of planning permission. It is considered that the impact of the additional dwellings would be absorbed by the existing layout and views from out with the site would not be detrimentally affected.
39. Within the site, the design of the dwellings are high quality, detached, executive style housing in keeping with the character of Wynyard, and structure of the layout follows that previously approved. Although the density of the development has increased, it is not considered that this is to such an extent to have adverse impact on the character of The Fairways. It is considered that the proposed development accords with Adopted Stockton on Tees Local Plan policies GP1, HO3 and HO11 and is therefore acceptable.

Landscape

40. Concerns have been raised in respect of vegetation out with the site, and in particular the hedgerow to the south of the application site. In respect of Landscape Officer's concerns, the hedgerow does not form part of the application site, and this and any adjacent vegetation can be protected during construction. As the site is now cleared, any vegetation on the site has been lost. No landscaping or planting proposal is included in the submission, but again can be required and controlled by condition. In this respect, it is considered that the proposed development accords with Adopted Stockton on Tees Local Plan policy GP1 and is therefore acceptable.

Access and Highway Safety

41. Access to the application site is via Wellington Drive to the north and via The Wynd to the road A689. The general highway layout is unchanged from that previously approved. Parking is provided for each plot. Amendments have been made to the initial layout and the Head of Integrated Transport and Environmental Policy now has no objection to the scheme. Residents concerns in respect of additional traffic are noted, however, it is not considered that the construction and occupation of a further 10 dwellings on this site will materially impact upon the volume of construction and day to day such as warrant refusal of planning permission. The Head of Integrated Transport and Environmental Policy has not expressed concerns in this respect. It is considered that the proposed development accords with Adopted Stockton on Tees Local Plan policies GP1, HO3, HO11 and TR15 and is acceptable in this respect.

Residual Matters

42. The objection from Northumbrian Water in respect of capacity of sewage treatment works is noted. However, this matter can be satisfactorily addressed by the imposition of a Grampian style planning condition restricting the commencement of development until those matters are resolved.
43. It is likely that additional dwellings and associated activities will increase noise, disturbance and pollution at The Fairways, however, it is considered that these would be only those to be expected with residential occupation of the new dwellings and unlikely to be to such an extent as to warrant refusal of planning permission.
44. Although the terms of the precedence is unclear, each proposal is considered on its own merits in light of national and local planning policy and guidance and other material planning considerations.
45. Economic devaluation of property is not a material planning consideration.

CONCLUSION AND RECOMMENDATION

In light of the above preliminary assessment, it is considered that the proposed layout is likely to accord with adopted planning policy and guidance. However, given the outstanding responses and notifications it is recommended that consideration of any matters arising and the decision be delegated to the Head of Planning.

Director of Development and Neighbourhood Services

Contact Officer: Jane Hall– Telephone 01642 528556

Financial Implications

None

Environmental Implications

As Report

Community Safety Implications

N/A

Human Rights Implications

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

Background Papers

Adopted Stockton-on-Tees Local Plan (1997)

Planning Policy Guidance Note 3 'Housing'

Planning Policy Guidance Note 13 'Transport'

Ward and Ward Councillors

Ward Northern Parishes

Ward Councillor Councillor S. W. D. Parry