

DELEGATED

AGENDA NO

REPORT TO PLANNING COMMITTEE

25th April 2007

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

07/0204/REM

**Ashmore House, Richardson Road, Stockton-on-Tees.
Reserved matters application for residential development of 220 no. dwelling
units with associated landscaping and infrastructure works.**

Expiry date: 25th April 2007

Summary:

Outline planning consent was granted in April 2006 for residential development of up to 220 dwellings on the Kvaerner site, Richardson Road in Stockton (06/0017/OUT), and therefore the principle of the development has been established; all matters were reserved as part of the original approval. This application is concerned with these matters and relates to the form and design of the development as a whole including the vehicle access into the site from Bowesfield Lane and a secondary entrance at Richardson Road, all garaging, parking and landscape provision.

A Design and Access Statement, Landscape Layout and Strategy document, Ecology report, Site Investigation report and Noise report support the application.

The development as proposed is acceptable in terms of highway safety, does not adversely impact on the neighbouring properties and character of the area, and is considered to be in line with general planning policies set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATIONS

It is recommended that planning application 07/0204/REM 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) :- N81:1821 001 Rev F, N81:1821 002 Rev C, N81:1821/008, GAR/01, GAR/02, GAR/03, GAR/04, BIN-01, AME/ENG/PD/1000, LYM/ENG/PD/1000, WAH/ENG/PD/1001, BAI/ENG/PD/1000A, CAR/ENG/PD/1000C, SHA/ENG/PD/1000, BRA/ENG/PD/1000, FAC/ENG/PD/1000, GIS/ENG/PD/1000, ROM/ENG/PD/1000, BEC/ENG/PD/1000, HAR/ENG/PD/1000B, LYN/ENG/PD/1001, CRO/ENG/PD/1000, HAM/ENG/PD/1000, GLA/ENG/PD/1000, STE/ENG/PD/1000A, STO/ENG/PD/1000, CRA/ENG/PD/1000, N81:1821/50,

N81:1821/51, N81:1821/52, N81:1821/53, N81:1821/10.

Reason: To define the consent.

02. Development shall not be commenced until the Local Planning Authority has approved in writing the details of arrangements for the setting out of the Public Open Space within the site by the developer, as part of the development, and such arrangements shall address and contain the following matters:

- A) The arrangements the developer shall make to ensure that the Public Open Space delineated in Plan number N81: 1821 001 Rev F, is laid out and completed during the course of the development**
- B) The arrangements the developer shall make for the future maintenance of the Public Open Space.**

Reason: To enable the Local Planning Authority to satisfactorily control the development

03. Details of all external finishing materials including roads and footpaths shall be agreed with the Local Planning Authority before the development is commenced.

Reason: To reserve the rights of the Local Planning Authority with regard to these matters.

04. Notwithstanding the provisions of classes A, B, C, D and 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.

05. No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water run-off limitation and drainage works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason : To prevent the increased risk of flooding.

06. No development approved by this permission shall be commenced until:

a) a desk top study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. And using this information a diagrammatical representation (Conceptual Model of the geology and hydrogeology) for the site of all potential contaminant sources, pathways and receptors has been produced.

b) A site investigation has been designed for the site using the information obtained from the desk top study and any diagrammatical

representations (Conceptual Model of the geology and hydrogeology). This should be submitted to, and approved in writing by the LPA prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken relating to ground and surface waters associated on and off the site that may be affected, and - refinement of the Conceptual Model, and

- the development of a Method Statement detailing the remediation requirements

c) The site investigation has been undertaken in accordance with details approved by the LPA and a risk assessment has been undertaken.

d) A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation has been submitted to the LPA. This should be approved in writing by the LPA prior to that remediation being carried out on the site.

Reason : To protect Controlled Waters and ensure that the remediated site is reclaimed to an appropriate standard.

07. If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing by the LPA) shall be carried out until the applicant has submitted, and obtained written approval from the LPA for, an addendum to the Method Statement. This addendum must detail how this unsuspected contamination shall be dealt with.

Reason : To ensure that the development complies with the approved details in the interests of protection of Controlled Waters.

08. Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the LPA that provides verification that the required works regarding contamination have been carried out in accordance with the approved method Statement(s). Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Reason : To protect Controlled Waters by ensuring that the remediated site has been reclaimed to an appropriate standard.

09. Development approved by this permission shall not be commenced unless the method for piling foundations has been submitted to and approved in writing by the Local Planning Authority. The piling shall thereafter be undertaken only in accordance with the approved details.

Reason : The site is contaminated/potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.

10. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor installed in accordance with a scheme previously submitted to and approved in writing by the LPA. Roof water shall not pass through the interceptor.

Reason : To prevent pollution of the water environment.

11. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason : To prevent pollution of the water environment.

12. Before the commencement of the development hereby permitted, a scheme for the protection of the proposed residential dwellings from noise from adjacent roads/railway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the reasonable satisfaction of the Local Planning Authority before any of the permitted dwellings are occupied.

Reason: To protect the amenity of the occupants of the dwellings from excessive noise.

13. Notwithstanding the submitted plans a detailed scheme for landscaping and tree and/or shrub planting and grass shall be submitted to and approved in writing by the Local Planning Authority before the development authorised or required by this permission is commenced. Such a scheme shall specify types, sizes and species, densities, layout contouring, drainage and surfacing of all open space areas. The works shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development whichever is the sooner and any trees or plants which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar prior attained size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

14. No development shall commence until a scheme for the protection from construction works of trees required by the Local Planning Authority to remain is submitted to and agreed in writing by the Local Planning Authority.

Reason : In the interests of the visual amenities of the area.

15. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its

permitted use. The landscape management plan shall be carried out as approved.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

16. No construction/building works shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 8.00am and 1.00pm on Saturdays. No Sunday/Bank Holiday working.

Reason : To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

17. 5% of the residential units hereby approved shall be affordable and provided in the form of shared ownership and/or shared equity. As part of an application for reserved matters, details shall be submitted for approval of the Local Planning Authority of a scheme for the provision of affordable housing on the site. The submitted scheme shall include details of the following, as appropriate:

- i) the arrangements the developer shall make to ensure that such provision is affordable for both initial and successive occupiers;**
- ii) the phasing of the affordable housing provision in relation to the provision of open market housing on the site;**
- iii) Occupancy criteria and nomination rights in relation to identified housing need.**

Reason : To achieve a satisfactory form of development.

18. Wherever any changes in levels that are greater or lesser than one metre AOD throughout the development are proposed, details of the existing and finished levels shall be submitted to and approved by the Local Planning Authority before any relevant work is commenced.

Reason: To ensure that earth-moving operations and the final landforms resulting are such as to compliment and not detract from the visual amenity or integrity of existing natural features and habitats.

19. No development shall take place unless in accordance with the the mitigation detailed within the protected species report (A Bat Survey of the Aker Kvaerner Site, Bowesfield Lane, Stockton, R01 Draft, 11/1/07; E3 Ecology Ltd) including, but not restricted to; adherence to timing and spatial restrictions; provision of mitigation in advance; adherence to precautionary working methods.

Reason : To conserve protected species and their habitat.

20. The detailed location, design, spacing and materials of the speed reduction features shall be agreed with the Local Planning Authority before the development is commenced and shall be constructed in accordance with the approved details to the reasonable satisfaction of the Local Planning Authority.

Reason: To reserve the rights of the Local Planning Authority with regard to these matters.

21. The detailed design and materials of the sub station shall be agreed with the Local planning Authority before the development is commenced and shall be constructed in accordance with the approved details to the reasonable satisfaction of the Local Planning Authority.

Reason: To reserve the rights of the Local Planning Authority with regard to these matters.

22. All street furniture associated with the development hereby approved shall be in accordance with a scheme to be agreed with the Local Planning Authority before the development commences. Such street furniture as agreed shall be erected before the development hereby approved is occupied.

Reason: In the interests of the visual amenities of the locality.

23. Development shall not be commenced until the Local Planning Authority has approved in writing the details of the lighting columns, lighting and colour and luminance, including the specification of the lighting units for the illumination of the garage areas.

Reason: To enable the Local Planning Authority to control details of the proposed development.

The Proposal has been considered against the policies below and it is considered that the scheme accords with these policies as the overall nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the residential proposal without any undue impact on the amenity of any adjacent neighbours and is acceptable in terms of highway safety and there are no other material considerations, which indicate a decision, should be otherwise. Stockton on Tees Local Plan policies GP1, HO3, HO4 and HO11.

THE PROPOSAL

1. The site is located to the north of the A66 and adjacent railway line. It is bounded by Gladstone Street to the north and by further existing dwellings on Sadberge Road and Richardson Road to the west. Bowesfield Lane delineates the extent of the site to the east (a site location plan is attached at Appendix 1).

2. The site itself occupies an area of approximately 5.49 hectares and currently comprises a mix of office buildings and a number of disused industrial buildings with large areas of hard standing presently used for car parking.

3. This is a reserved matters application for residential development comprising 220 no. dwelling houses with landscaping and infrastructure works on land within the limits of development. The principle of the development has been established.

4. The design comprises a mix of units, providing a broad range of accommodation from 4 bedroom and 3 bedroom houses and townhouses and 2 bed apartments (a detailed site layout plan is attached at Appendix 2 and a sample of the elevational treatment is shown in Appendix 3)

5. A sequence of character areas have been set out around the site and defined by a variety of treatments and identified as follows: -

- * Bowesfield Lane and Gladstone Street frontage and site entrance;

- * Bowesfield Common
- * The Square
- * The Garden Street
- * The Green, and
- * The Railway Street.

Examples of these character areas are shown in Appendix 4.

6. The site is accessed via a main access road from Bowesfield Lane and a secondary access from Richardson Road.

7. The elevational treatment of the units has been designed to reflect the local vernacular and enhance the character of the local area. A sequence of character areas have been set out around the site to create a bespoke solution with a logical hierarchy of space. Where the site has an open aspect onto existing streets the scheme is set out to provide a positive outward frontage. This occurs in three locations to Bowesfield Lane, Gladstone Street and Richardson Road. In each instance the dwellings are positioned close to the back of footpath with car parking provided to the rear to maximise the impact of the houses upon the streetscape and to increase natural surveillance and promoting community integration.

8. The centrepiece of the site is a large area of public open space (P.O.S.). This is defined on three sides by new housing and on the fourth by existing terraced housing on Gladstone Street. The P.O.S. will form a new focal hub of the development and is designed to cater for walking, informal ball games and active and creative play and will serve the needs of residents within the scheme and the wider community, together with informal areas of landscaping. This provision will also deliver one of the wider community objectives of the Parkfield Regeneration Masterplan.

9. A series of apartments and townhouses define the southern site boundary and comprise a sequence of three and four storey blocks providing a double fronted landmark feature which backs onto the railway and A66. The design is intended to create a positive frontage towards the two major transport links into the town centre whilst providing a visual and noise barrier against the railway and motorway backdrop. Car parking, cycle and communal refuse and recycling stores are all sited to the rear of each block. This creates a buffer space towards the noise sources, minimises the impact of cars on the internal street frontages and provides security for residents.

10. Elsewhere around the site housing areas have been set out in predominantly perimeter block form. These form clusters of dwellings with an outward aspect giving positive street frontages onto the main circulation routes and public spaces. Secondary access roads provide the route into the inner areas of these blocks. These spaces are semi-private and provide the access to the majority of parking either in-curtilage or in shared parking courts and the access to rear gardens.

11. The approved outline application considered a proposal for the residential development of the site in two phases, in order to facilitate the relocation of the business, the intention is to retain an office use on site whilst suitable bespoke premises are identified elsewhere. The scheme provides for the retention of the majority of the existing office buildings within the site in the short term until alternative premises are available for occupation.

12. Phase 1 of development would include the selective demolition of the older office

buildings and facilitate the creation of a temporary car park for the remaining office buildings, in order to replace the informal parking areas displaced by the residential development of phase 1.

13. Phase 2 will comprise the clearance and residential development of all of the remaining office buildings, and would be progressed once alternative premises for Kvaerner were available for occupation.

14. The position of the main access to the scheme from Bowesfield Lane is further north than originally anticipated and will necessitate the need for a temporary site access during Phase 1 as the site of the access falls within the Phase 2 area.

15. The main access road will follow a circuitous route around the site eventually linking to a secondary entrance at Richardson Road. The meandering route has been designed to discourage rat runs. Traffic speeds around the site will be further limited by the provision of traffic calming. A segregated 3m wide cycleway link between Bowesfield Lane and Richardson Road has also been provided and the provision of a new bus stop facility on Bowesfield Lane to promote sustainable transport modes.

16. 5% affordable housing units are provided on site and will be designed to same specification and standard as the private market housing and will be pepper potted across the site.

17. An acoustic assessment has been prepared to assess the existing noise environment and the mitigation measures that will be required in a residential scheme.

CONSULTATIONS

18. Local residents have been individually notified of the application and it has also been advertised on site and in the local press.

19. The following Consultees were notified and their comments they made are below: _

20. Head of Technical Services

The development is to be designed and constructed in accordance with the Councils Design Guide and Specification (Residential and Industrial Estates) Current Edition. Further to this I would comment as follows:

Unobstructed visibility splays of 4.5 x 70 metres must be provided from the site on to Bowesfield Lane. Unobstructed internal visibility splays of 3 x 33 metres must also be provided.

A Departure from Standard Form has been submitted with the application for both parking and centre line radius reductions and after due consideration both are deemed as acceptable.

All parking courts are to be privately maintained, therefore they should be secured by design, to include lighting.

A service strip of 0.5 metre must be provided on the Richardson Road / site entrance junction as has been previously agreed.

The footway / cycleway should be designed in accordance with SBC guidance.

All driveways should be 90 degrees to the centre of the carriageway.

All vehicles must be able to leave the parking courts in a forward gear.

All driveways must be a minimum length of 6metres, if less (5.5metres) then a roller shutter door must be fitted.

Any trees / shrubs planted in the forward visibility splays must not exceed 600mm in height.

The applicant must address all issues raised in the Stage 1 Safety Audit undertaken by Cundalls.

A traffic-calming scheme must be agreed with the Local Planning Authority.

Tactile paving at pedestrian crossing points are required.

I have no knowledge of flooding in this area and the applicant is advised to make their own enquiries.

21. Environmental Health Unit

No objection and require noise condition.

22. Landscape Officer

The new proposed site plan contains amendments to the site layout to accommodate engineering guidelines and relocation of the cycleway at our request and this has lead to some amendments to the areas set aside for soft landscaping as follows:

Southern boundary planting

This section of the site has narrowed in parts to accommodate the revised parking layout and bins and cycle stores. Following a recent conversation with the developers landscape architect I understand that Network Rail will not permit any trees near the railway line, so this area would only have had minimal tree planting of smaller species away from the site boundary anyway and it was suggested that larger shrub planting with a number of evergreen species for screening would be more suitable to try and achieve some form of screening for the development. As such I would not object to the reduction in the planting area from 3 to 1 metre next to bays 65-72 and suggest this boundary is planted with a hedge, which would afford similar screening to a 3 metre shrub bed.

The area labelled as amenity space will only be suitable for a small seating area on account of its size and this area should be designed to minimise possible crime – i.e. lower planting around the seats is recommended.

We request the landscape details for this area so we can comment further.

Open space in front of units on plots 209-213

This area has reduced in size to accommodate the refuse vehicles access. The space was for amenity purposes with tree planting and not for play use. A similar character for the space could be achieved be tree planting on the new area so we do not object to the changes but again await landscape details.

Large open space

With the new plan showing the cycleway on the edge of this space this area should now be acceptable for adoption by the council but the landscape details will be very important in minimising nuisance and controlling play activities most notably ball games so these are requested before further comment can be made. We would be happy to meet with the developer's landscape architect to discuss any landscape design issues for this space with this in mind.

23. The Environment Agency

The Agency has no objections to the proposed development but wishes to make the following comments. We have no issues with the position of the housing development. It is noted from the topographic survey that the properties are a minimum of 5 metres above the required flood level.

Due to the size of the development surface water drainage from this site is required to be regulated so as not to exacerbate flooding problems downstream within the catchment. The discharge should be regulated to the Greenfield run-off from a 1 in 1 year storm and sufficient storage to accommodate a 1 in 30 year storm. The design should also ensure that storm water resulting from a 1 in 100 year event and surcharging the drainage system can be stored on the site without risk to people or property and without overflowing into the watercourse.

Request a condition covering land contamination.

24. Natural England

The proposal is unlikely to have an adverse affect in respect of species especially protected by law, subject to a condition covering mitigation works detailed within the protected species report.

25. CE Electric

No objection and standard mains record shown.

26. Northern Gas Networks

No objection and standard mains record shown.

27. One North East

One NorthEast is supportive of the broad regeneration objectives established for the Parkfield/Mill Lane area; the Agency welcomes the mix of housing types, which will be expected to compliment the existing stock of housing in the vicinity. As you are aware, the Regional Economic Strategy promotes the need for quality of place within existing and proposed development. The Agency would therefore request the Local Planning Authority to encourage the developer to pursue the highest standards of quality in the development of this site, e.g. BRE EcoHomes, Building for Life and Secured by Design.

28. North East Assembly

The reserved matters application is in general conformity with RPG1 and the Submission Draft RSS. The principle of the development has been supported by the Assembly at the outline stage. Following the consultation on the outline application in January 2006, the issues of affordable housing provision and Sustainable Drainage Systems have been addressed.

The proposal would better meet the objectives of regional planning policy by the incorporation of energy efficiency measures and embedded renewable energy generation.

29. Network Rail

No objection in principle to the development, however due to its close proximity to the operational railway; we would request that the following points are taken into account if granting the application, including drainage; operational use of cranes and other plant; excavations and works compounds; security of railway boundary; boundary treatment; approval prior to works commencing on site; construction and future maintenance; tree planting and new lighting requirements.

30. **Neighbourhood Management**

I believe that if planning permission is to be granted, the developers need to ensure that due care and consideration is given during the demolition and construction process, to residents, businesses and organisations such as my own, who may be adversely affected or inconvenienced by the proposed redevelopment works.

My primary concerns relate to Richardson Road which runs through a residential area, with on street resident parking on both sides of the road, Access through Richardson Road, will be narrow as a result of double parking, particularly for HGVs. I am concerned that a high volume flow of site traffic through Richardson Road will pose a danger to vulnerable residents, particularly young children who play in the street after school and in school holidays, as well as older residents. The proximity of the Richard Hind Sure Start Centre creates a further hazard, as parents with very young children walk this route on a daily basis to attend Sure Start activities.

In addition to the physical hazards posed to residents by site traffic in this area, the use of Richardson Road as an access road will potentially cause further inconvenience to residents including mud and dust; damage to vehicles if Richardson Road is used as an access route, then there is a risk that resident's cars may be damaged by HGVs and Plant accessing the site via this route. Inconsiderate parking of site vehicles and/or construction worker's vehicles, may cause problems for residents and limit their ability to park outside their own properties. Richardson Road is a residential road, not designed to take high volume of HGVs or Plant. Pot holing and other damage may occur as a result. The noise generated by site traffic will be a further issue of concern, to myself and other residents in the area.

A further traffic hazard caused by this development will be the additional congestion at the busy Yarm/Richardson Road junction. At peak hours, the traffic can back up significantly, especially right hand turns. Turning points left and right are also tight, particularly for large vehicles, due to resident on-street parking. I am also concerned that site traffic may cause additional problems if attempts are made to use Dennison and Northcote Streets as a cut-through from Bowesfield Lane. These roads are very narrow, and are made narrower by on-street and double parking. The close proximity of Bowesfield and St Cuthbert's primary schools and St Peter's training Centre for adults with learning difficulties adds to the potential risks posed to pedestrians, particularly the vulnerable.

Noise disturbance is also an issue for residents, businesses and schools in close proximity of the site and I would request that work is limited to reasonable hours. On weekdays only and that no work takes place on Bank Holidays or other public holidays. Again the use of plant and machinery that causes vibration will generate disturbance and inconvenience for residents in the local area.

Anti-social and criminal activities linked to construction sites has the potential to generate massive problems for local residents and I would like to express my concerns with regard to the security of the site. The site will need to be managed

properly to ensure that it does not become a target for anti-social behaviour and criminal damage particularly during the demolition phase. Inevitably construction sites run the risk of becoming a place of attraction and interest for children and young people. I therefore have concerns that if not managed and secured properly, the development site could pose a risk to young people in our area. I would therefore request that the developers consider funding an on-going safety campaign in local primary schools for the duration of the development. I would also request that residents are given site managers contact details should problems arise.

31. Police Architectural Liaison Officer

No comments received

32. Neighbours were notified and any comments received are below: -

33. Andrew Reading, 17 Witton Park, Victoria Park, Stockton on Tees

The proposed development seems very well planned and will greatly improve this area of town. However, I would like planners to consider the impact on the Parkfield road roundabout, which can already be extremely busy without the addition of extra traffic.

34. John Grummitt, Gladstone Street, Stockton on Tees

Our prime concern is that directly opposite our property and in the grounds of Kvaerner, which borders Gladstone St., there are a number of trees, which provide welcome relief from the urban landscape. We are concerned that these trees would not be preserved in any future development. Parkfield streets generally lack any form of foliage and so we feel that these should be preserved as a feature, which will enhance the neighbourhood.

Additionally, our tenant informs us that a small park may be planned near Gladstone St although we are not sure if this is the plan for the current development or previous one. If so, we should like to raise our concerns that any small areas like this within Parkfield would become a focus of vandals and drug users despite the planners' best intentions to create an area for families or small children to enjoy.

35. Mr J Hawdon, 32 Sadberge Road, Stockton on Tees

My concern is how high are these properties to be built. I don't want to lose any light into my garden and also into the bedrooms at the back of the house which do face into Ashmore carpark, also close to the back of my fence will these properties be built.

36. Alex Bain (Chair Parkfield Residents Association), 3 Eleanor Place, Stockton on Tees

The development of this site is likely to take place over a number of years, which will result in a protracted period of disruption and inconvenience to an existing and well-established area and local community.

The noise, mud, dust and other associated environmental problems generated by this development will also greatly impact on people living in this area, and poses a

risk to their quality of life and their right to peace and quiet.

I also have further issues of concern related to the use of Richardson Road as an access route to the proposed site. Richardson Road has been ear marked for traffic calming measures, and if site traffic is permitted to use this road as a route into the site, the noise, vibration and disruption caused by site traffic particularly HGVs would create a completely intolerable situation for local residents.

37. Mrs. Williams, Gladstone Street.

As a resident of Gladstone Street, I don't have any major objections to the proposed housing development on the Kvaerner Site, Richardson Road.

However, I do feel that the increased traffic and noise may be a problem, especially the traffic. I feel that more traffic calming measures should be put in place before the development can begin and that the developers must show consideration to the local residents who suffer with more than enough anti-social behavior/noise etc, at present. The surrounding streets are already being used as "grand-prix tracks" by some drivers who don't seem to care about the possible danger to others or themselves.

38. S Weatherall, 37 Arlington Court, Stockton on Tees

The main problem that currently exists in the area is the level of anti-social behaviour and graffiti which may present a most unwelcome greeting to the new residents of this project, and I fear some of them may not have experienced such in the past. Concerns expressed about the quality of policing in the area.

PLANNING POLICY CONSIDERATIONS

39. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. In this case the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).

40. In respect of housing, the Tees Valley Structure Plan reflects national and regional guidance. The strategy adopted in the Tees Valley Structure Plan is one of sustainable urban growth with the majority of new development taking place on previously developed land within urban areas or along public transport corridors on the edge of the main built-up areas. The Structure Plan also supports the need for increased residential densities and the provision of affordable housing as appropriate.

41. 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 HO4

In housing developments exceeding 2 hectares (5 acres), affordable housing shall be provided to an extent agreed between the council and the developer as appropriate to help meet any local need. There shall be arrangements to ensure that the benefits will be passed on to subsequent, as well as initial occupiers.

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.

42. **Supplementary Planning Guidance 4 (SPG 4)** is concerned with high-density development. The SPG develops the themes set out in it to ensure that flats are built in appropriate locations, are well designed, and add value to the housing stock of the Borough. The guide does not seek to put a blanket ban on flats being built, nor encourage an 'anything goes' policy, but gives guidance to developers about what the Council expects them to produce, as well as to inform the public how and why decisions are made.

43. **Planning Policy Statement 1: Delivering Sustainable Communities** lists design as one of the fundamental ways of delivering sustainable development and states that planning authorities should prepare robust policies on design and access. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics.

44. **Planning Policy Statement 3:** Housing seeks to secure mixed communities with

developments incorporating both affordable housing and appropriate levels of housing. Requires housing to be responsive to local need, and designed to a constantly high standard responding to local distinctiveness and reflect wider environmental and sustainability considerations.

45. Planning Policy Guidance Note 13: Transport seeks to integrate planning and transport by reducing the reliance on the motor car, encouraging the use of more sustainable transport choices, reduce the need to travel, and promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking.

MATERIAL PLANNING CONSIDERATIONS

46. The main considerations of this application relate to the impact of the proposed development on the locality in terms of residential amenity, vehicular access and highway safety and whether it satisfies the requirements of the Local Plan Policies and Government Guidance.

Site Characteristics, Detailed Design and Residential Amenity

47. The application site already has outline consent and therefore the principle of the development has been established, all matters were reserved as part of the original approval. This application is concerned with these matters and relates to the form and design of the development as a whole including the vehicle access into the site from Bowesfield Lane, all garaging, parking and landscape provision.

48. The outline approval is tied to a design guide, which sets out a series of constraints to be adhered to in the development of the detailed proposals as well as general good practice. The design constraints can be summarised as follows: -

- * the creation of the main site access onto Bowesfield Lane. A secondary access is to be provided onto Richardson Road;
- * the setting out of buildings and their architectural and landscape treatment at the main site entrance should form a gateway feature into the site;
- * the provision of a segregated pedestrian/cycle link across the site from Bowesfield Lane to Richardson Road and the provision of a new bus stop facility on Bowesfield Lane to promote sustainable transport modes;
- * the provision of a significant area of public open space in the northern portion of the site;
- * the creation of an inclusive sustainable community through the design of high quality housing, delivering a range of types, mix and sizes into distinct neighbourhoods; and
- * the location of a higher density area of housing to the southern boundary in the form of apartment and townhouse blocks to provide a landmark statement as a gateway into the town and act as a physical and visual barrier against the A66 and railway noise.

It is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and overall layout.

49. The site is approximately 5.49 hectares and with the proposed 220 dwellings equates to a density of 40 dwellings per hectare. The proposal involves the re-use of existing brownfield land for housing to provide a mix of dwellings including social housing and fully accords with national policy which encourages the reuse of previously developed land.

50. The proposed housing layout incorporates a mix of house types, which are traditional in design being predominantly red facing brickwork and slate effect roofs. A variety of red bricks are proposed to provide subtle variation across the site. It is proposed that a limited amount of buff/cream brickwork and render and terracotta pantile effect roof tiles are used to provide focal points within streetscapes.

51. The dwellings themselves consist of a range of 70 no. 2 bed apartments, 61 no. 3 bed houses and 89 no. 4 bed houses and the proposed layout has been designed to ensure that adequate distances are met. The internal arrangements together with the positioning of window openings have been designed to negate any overlooking and it is considered that the proposal would not impinge on the privacy or amenity of surrounding residential properties.

52. In terms of the provision of apartments SPG 4 sets out the Council's sequential criteria based approach to assessing an appropriate location for apartments. In terms of location the proposed development is within the limits to development, on previously developed land and within 250 metres of local shops and within walking distance of two schools, a health centre and five churches and thus accords with the guidance and the general principles set out in the guidance.

53. In accordance with the outline consent the scheme accommodates 11 units of affordable housing incorporated in a 'pepper pot' fashion and is in accordance with Policy HO4. The proposal provides 6 no. 2 bedroom apartments and 5 no. 3 bedroom houses.

54. The site is located within an almost exclusive residential area and the wider area is currently the subject of a Parkfield regeneration masterplan, including proposals for selective clearance and new build, together with significant environmental enhancements. This site has the potential to make a direct and positive contribution to this strategy, and the design concept recognise the need to integrate and enhance the local environment.

55. The scheme incorporates a public open space for walking, informal ball games and active and creative play and will serve the needs of residents within the scheme and the wider community, together with informal areas of landscaping. This is to be fenced all round and is overlooked on all sides and a group of existing trees fronting Gladstone Street has been incorporated into the design. This provision will also deliver one of the wider community objectives of the Parkfield regeneration Masterplan

56. The layout has been developed taking into account the orientation of all dwellings. The units are orientated to afford a southerly, easterly or westerly rear garden. Provision will be made to provide space for two 140-litre bins to all dwellings within the rear gardens together with the required number of 940 litre bins for the apartments. It is also intended to install water butts to the houses within the site. Apartments will not be appropriate for the use of water butts. This will assist in the harvesting of rainwater for garden maintenance and provide environmental benefits in reducing the use of treated water.

57. The design of the site drainage has been undertaken with a view to the incorporation of sustainable drainage techniques where possible. Existing ground conditions comprise of deep made ground, primarily of clay based fill. Whilst this material is not conducive to traditional soak away techniques, sustainable elements

will be incorporated in to the design including separating out the surface water flows from the combined system and thereby reducing the quantity of water discharging to the treatment works. A separate surface water outfall is to be constructed to an existing sewer with restricted flows representing a reduction in flows of around 60% compared to the existing site.

58. The design of external works level on the site will seek to maximise the amount of clean water that is shed from driveways and small areas of hard standing onto soft surfaces. This will act to reduce the volume entering the site storage system and return rainwater to the ground in a controlled manner. Furthermore larger areas to the rear of the apartment blocks will be considered for permeable surfacing.

59. The site is considered to be a sustainable brownfield site located less than 1 km from Stockton Town Centre giving ease of access to the Town Centre facilities and the selection of a variety of house types and sizes and tenure should ensure a sustainable community is developed. The units proposed attain an Eco Homes "Good" rating and the applicant has stated that they will review the Eco Homes criteria to assess whether the Eco Homes value can be raised to a "Very Good" status.

60. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the additional primary school places should they be required.

61. Concerns have been expressed by the Parkfield Neighbourhood Manager and residents regarding potential nuisance, disturbance and highway safety issues during the course of construction and in particular from HGV movements.

62. Whilst it is recognised that there will be a degree of inconvenience, particularly during demolition of the main buildings, the applicant has put forward a number of initiatives aimed at minimizing any potential disruption.

63. Working hours on the site will be typically 8.00am-6.00pm Monday to Fridays and 8.00am-1.00pm Saturdays. The site will be run by a Senior Site Manager and an Assistant Site Manager at all times. Health, Safety and Welfare boards will be displayed at the site entrance and excellent house keeping kept at all times on the development site and the entrance highways.

64. The Site will be accessed via Bowesfield Lane for the Construction Vehicles, Richardson Road will not be used, and adequate signage will be erected directing traffic to this effect. Road sweepers will attend the site each working day and clear all mud from the highway as a result of the development. Noise and dust will again be kept to a minimum, with dust suppression being deployed throughout the summer.

65. The applicant states that the Site Manager will always be available to monitor and act on any legitimate cause for concern. Before work commences, a letter drop to neighbouring estates and schools will be made, giving as much information as possible on contractors, programme etc which will help the transition.

Means of Access, Parking and Traffic Issues

66. The main vehicular access is from Bowesfield Lane with a secondary access via Richardson Road. The redevelopment for residential purposes provides an opportunity to rationalise and reduce the number of existing access arrangements onto Bowesfield Lane.

67. As part of the outline approval the applicant agreed to fund off-site highway works at the Riverside Roundabout and provide additional public transport infrastructure to support sustainable links from the development to local facilities. These comprise two new bus stops including shelters with CCTV and a cycleway will also feature within the site from Bowesfield Lane to Richardson Road. In addition to this funding the applicant has agreed to fund highway improvements to Richardson Road to provide a traffic calmed school zone.

68. The majority of car parking spaces have been provided in parking courts set behind the dwellings to remove as many cars as possible from view and also reduce their visual impact. Lighting has been incorporated into the design of the parking courts and is designed to ensure that passive surveillance is enhanced. The distance from the car-parking space to the home is also kept to a minimum.

69. All pedestrian/cycle routes are directly overlooked by dwellings and where possible located in, or next to, green areas.

70. The Head of Technical Services has considered the highway arrangements in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal

CONCLUSION

71. Overall the nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the residential proposal without any undue impact on the amenity of any adjacent neighbours and is acceptable in terms of highway safety and does not conflict with policies in the Development Plan.

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Financial Implications – As report

Environmental Implications – As report

Community Safety Implications – As report

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

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

Background Papers – Planning Policy Statement 1: Delivering Sustainable Development, Stockton on Tees Local Plan (June 1997), Adopted Tees Valley Structure Plan (February 2004), Draft Regional Spatial Strategy, Planning Application 06/0017/OUT, Planning Policy Statement 3: Housing and Planning Policy Guidance Note 13: Transport.

Ward Parkfield and Oxbridge

Ward Councillors Councillor R. Rix