

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE**

**DATE 2 July 2008**

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

**08/0740/FUL**

**502 - 506 Yarm Road, Eaglescliffe, Stockton-on-Tees**

**Revised application for residential development for the erection of 1 no. three storey apartment block comprising of 11 no. apartments (demolition of existing petrol station)**

**Expiry Date 19 August 2008**

### **SUMMARY**

This application seeks permission for the redevelopment of the Eagle Service Station on Yarm Road to provide 11 apartments over 3 floors, having a density of 92 dwellings per hectare. The site currently provides a petrol filling station, shop, ancillary takeaway and car wash facility.

Planning permission for a similar proposal of 12 Apartments was refused under application reference 07/2899/FUL as it was considered that the proposal was over development of the site and both detrimentally affected adjoining properties and the character of the area in general.

Neighbours have been consulted and a total of 15 letters of comment have been received, 13 of which are objections. The objections mainly relate to the impact of the scheme on the surrounding properties and area in general and the impacts of traffic. A letter of support received considers it will be a positive scheme for the area which reduces traffic at the site.

It is considered that the general principle of residential development on the site accords with Policy HO3 of the Local Plan as well as national guidance in the form of PPS3. Furthermore, the scheme generally accords with the requirements of SPG 4 in respect to the locating of flatted development.

The proposed development includes balcony areas at the 2<sup>nd</sup> floor level which are considered unacceptable with regard to their impact on privacy associated with this property and as such a request has been made for these to be removed. The applicant's agent has confirmed that the balconies will be replaced with 'Juliet balconies' which prevent anyone being able to physically walk out onto a formal balcony area, thereby having the same impact as a window in the same position.

It is considered that the reduction of the scheme from 12no. to 11 no. units and the benefits this brings in terms of reducing parking requirements, reduction in footprint and dominance of the building, allow for a site which can achieve adequate landscaping and a more positive road frontage treatment than the previously refused scheme. The scheme remains to be high density, (92 dwellings per hectare) and provides minimal amenity space within it however the site is in close proximity to Preston Park and the developer will be making a contribution of £7,000 to the Council towards the provision of off site recreation space or works. It is considered that, taking into account the existing appearance of the site as a petrol filling station and forecourt, the proposal will positively enhance the street scene, whilst can adequately provide for its future occupiers without having an undue detrimental impact on the privacy and amenity of the surrounding properties.

It is also considered that the likely reduction in traffic movements from the existing use is likely to reduce traffic entering and existing the site and general noise and disturbance associated with the existing site usage.

In view of the above subject to the receipt of amended plans as outlined below, it is considered that the proposed development would be in accordance with the guidance of Policies GP1, H03 and H011 of the Stockton on Tees Local Plan.

## **RECOMMENDATION**

Subject to the receipt of amended plans as outlined in the report planning application 08/0740/FUL be Approved subject to the following conditions:

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

*Approved Plans – Awaiting minor amendments to currently submitted plans (latest version is appended to this report)*

02. *Notwithstanding details shown on the plans hereby approved, prior to any works commencing on site, a scheme of ground levels and finished floor levels for all properties within the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall indicate the finished floor levels of all adjoining properties. The development shall be carried out in accordance with these approved details.*

*Reason: To take into account the properties position and impact on adjoining properties and its appearance within the street scene in accordance with Policy HO11 of the Stockton on Tees Local Plan.*

03. *No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, a landscaping scheme. Such a scheme shall detail the following;*
- a) Areas of soft landscaping including plant species, numbers, densities, locations, and sizes, planting methods, maintenance and management.*
  - b) Hard landscaping throughout the site,*
  - c) Areas of landscaping to be retained and a scheme for their protection.*
  - d) Precise locations of protective fencing,*
  - e) Areas of level change,*
  - f) Areas of material storage within the site, and*
  - g) Excavations required for service runs.*

*The development shall be carried out in accordance with the approved details. Planting works shall be carried out during the first planting and seeding season following the substantial completion of the development, and any trees or plants which within a period of five years from the date of planting, die are removed or become seriously damaged, shall be replaced with others of a similar size and species in the next planting season unless the Local Planning Authority gives written consent to any variation.*

*Reason: In the interests of visual amenity and to comply with Policy GP1 and HO11 of the Stockton on Tees Local Plan.*

04. ***During construction of the scheme hereby approved there shall be no development works undertaken outside the hours of 8.00a.m. - 6.00p.m. weekdays, 8.00a.m. - 1.00p.m. Saturdays and at no times on Sundays or bank holidays.***

***Reason: To avoid excessive noise and disturbance to the occupants of nearby properties and to accord with Policy GP1 and HO11 of the Stockton on Tees Local Plan.***

05. ***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. The development shall be carried out in accordance with the approved details.***

***Reason: In order to allow the Local Planning Authority adequate control over the appearance of the development and to comply with Policy GP1 of the Stockton on Tees Local Plan.***

06. ***The development hereby approved shall not be occupied until cycle stores and bin stores have been provided on site and brought into use in accordance with a scheme to first be approved in writing with the Local Planning Authority.***

***Reason: In order to adequately provide for the future residents of the scheme in accordance with the requirements of Policy GP1 of the Stockton on Tees Local Plan.***

07. ***Notwithstanding details hereby approved plans prior to occupation of the development, the car park associated with the development shall be surfaced and laid out in accordance with a scheme of such to be submitted to and approved in writing by the Local Planning Authority.***

***Reason: In order to ensure the car park is provided for the future occupants and is of a suitable appearance in accordance with the requirements of Policy GP1 of the Stockton on Tees Local Plan.***

08. ***Prior to the occupation of units 7 and 11 as detailed on the plans hereby approved and notwithstanding details hereby approved, windows serving bedroom 2 of units 7 and 11 shall be obscurely glazed in accordance with a scheme of obscure glazing to first be approved in writing by the Local Planning Authority. The scheme shall remain in place during the life of the building unless the Local Planning Authority agrees otherwise in writing.***

***Reason: In order to protect the privacy and amenity of the occupiers of the adjoining property 508 Yarm Road in accordance with the requirements of Policies GP1, HO3 and HO11 of the Stockton on Tees Local Plan.***

09. ***No Development hereby approved shall commence on site until a Phase 1a+b desk study investigation to involve hazard identification and assessment has been carried out, submitted to and approved in writing by the Local Planning Authority. The study must identify industry and geologically based contaminants and include a conceptual model of the site. If it is likely that contamination is present a further Phase 2 site investigation scheme involving risk estimation shall be carried out, submitted to and approved in writing by the Local Planning Authority prior to any development hereby approved commences on site.***

***Reason: To ensure the proper restoration of the site.***

10. ***No development hereby approved shall commence on site until a remediation scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. This scheme shall identify and evaluate***

***options for remedial treatment based on risk management objectives. No Development hereby approved shall commence until the measures approved in the remediation scheme have been implemented on site, following which, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include programmes of monitoring and maintenance which will be carried out in accordance with the requirements of the report.***

***Reason: To ensure the proper restoration of the site.***

- 11. Before the commencement of the development hereby permitted, a scheme for the protection of the proposed dwellings from noise from the adjacent roads shall be submitted to and approved in writing by the Local Planning Authority. All works which form part of such a scheme shall be completed before any of the permitted dwellings are occupied.***

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

## **HEADS OF TERMS**

Prior to occupation of the premises the Owner shall pay to the Council the total sum of £7000.00 to be applied by the Council for the provision of off site recreational open space in the vicinity of the Development or such other works as are deemed necessary by the Council to mitigate the effect of the development.

Prior to occupation of the premises the Owner shall pay to the Council the total sum of £1500.00 to be applied by the Council for the provision of waiting restrictions along Chestnut Road or such other highway in the vicinity of the development as the Local Authority considers necessary if the Local Authority considers such a scheme is necessary.

## **BACKGROUND**

1. Planning permission for a similar form of development (12 apartments in one block) was refused under application reference 07/2899/FUL for the following reasons;

*In the opinion of the Local Planning Authority, the proposed development is of a scale, density and design which is out of character with the surrounding area in terms of height, style, overall massing and projection within the street scene of Yarm Road, and would be an overly dominant and incongruous feature within the street scene, contrary to the provisions of Policies GP1, HO3 and HO11 of the adopted Stockton on Tees Local Plan and Planning Policy Statements 1 (Delivering sustainable development ) and 3 (Housing).*

*In the opinion of the Local Planning Authority, the scheme provides insufficient space to achieve adequate landscaping of the site, having an excessive proportion of built development and hard surfacing to that of landscaping and planting areas, preventing the development from being able to be in keeping with its surroundings and provide a high quality of development, thereby being contrary to the provision of Policies GP1 and HO11 of the adopted Stockton on Tees Local Plan.*

*In the opinion of the Local Planning Authority, the proposed development does not adequately provide for either formal and informal open space or general amenity space, contrary to the provisions of Policies HO3 and HO11 of the adopted Stockton on Tees Local Plan.*

*In the opinion of the Local Planning Authority, the proposed development does not adequately address matters of highway safety as a result of their being no contribution in place to provide a scheme of waiting restrictions along Chestnut Road, therefore being contrary to Policies GP1 and HO11 of the Stockton on Tees Local Plan.*

*In the opinion of the Local Planning Authority, the proposed sun deck would dominate and overshadow the habitable room windows associated with a ground floor apartment within the scheme, resulting in it being unable to achieve adequate levels of amenity contrary to the requirements of Policy HO11 of the adopted Stockton on Tees Local Plan.*

*In the opinion of the Local Planning Authority, the proposed development would unduly affect the privacy as a result of having habitable room windows which would overlook habitable room windows at 508 Yarm Road, being contrary to the requirements of Policies GP1, HO3 and HO11 of the adopted Stockton on Tees Local Plan.*

2. This application has been submitted to address these reasons for refusal.

## **PROPOSAL**

3. Planning permission is sought for the redevelopment of the Eagle Service Station on Yarm Road which currently provides a petrol filling station, shop, ancillary takeaway and car wash facility.
4. The proposed redevelopment is to provide 11 no. apartments over three floors with ancillary parking and amenity space. It is proposed to reuse the existing access onto Yarm Road.
5. The site is laid out having a T shaped block of development with its main frontage onto Chestnut Road and a secondary frontage onto Yarm Road. Parking is provided along the southern edge of the site, adjacent to the boundary with the adjoining bungalow. Small areas of amenity space and landscaping are provided mainly along the northern and western boundaries of the site.
6. The site measures 0.12 ha and achieves a density of 92 dwellings per hectare.

## **CONSULTATIONS**

The following Consultations were notified and comments received are set out below:-

7. Northern Gas Networks  
No Objections

8. NEDL  
Standard comments re connection etc

9. Northumbrian Water Limited  
No objections

10. Preston Parish Council  
Should be refused as per previous application based on insufficient space to achieve adequate landscaping, scale, density and design is out of character, lack of formal and informal open space provision, Highway Safety, effect on privacy of adjoining properties as well as possible nuisance value to neighbours due to location of bin store.

Councillor Mrs M Rigg

11. There is no evidence of passive or renewable energy, amenity space appears particularly limited and as such would hope the applicant would contribute to improving provision at the Park.

Environmental Health Unit

12. No objection in principle although would recommend the following are controlled by condition;  
Noise between apartments  
Noise from adjacent traffic  
Possible land contamination  
Construction working hours

Urban Design Engineers

13. Amended site plan 0733/L100C shows that the total car parking provision is 17. This is in accordance with the agreed departure standard for a flatted development of 1.5 spaces per dwelling. The requisite number of covered cycle parking spaces has been provided. To further ensure all parking is contained within the site (particularly if a reduction in parking spaces is to be permitted) it is necessary to condition a commuted lump sum of £1,500 to fund possible waiting restrictions on Chestnut Road.
14. The proposed private access on Yarm Road is approx 30m south of Chestnut Road and visibility splays of 2.4m x 90m are available. The access width is 4.8metres. The access is therefore acceptable.
15. The bin store has been relocated to a covered position close to the building which is acceptable.
16. There is an existing Pelican crossing to the north of the site that may benefit from an upgrade to a Toucan crossing, subject to recommendations from the Preston Park study. A S278 Agreement is required for the amended access on Yarm Road and to close the access on Chestnut Road.
17. It is my understanding that the previously requested contribution of £12,000 to partially fund Preston Park highway improvements (in close vicinity of the application site) can not be justified in planning terms. The provision of this financial contribution is no longer a requirement of our support to this application.

**Urban Design Landscape & Visual**

18. The revised layout successfully addresses our previous concerns.
19. Due to the continued limited usable amenity space in the scheme it is recommended that open space is provided in the form of an offsite contribution in accordance with council guidance. Overall, I support the application in principle.

Urban Design - Built Environment Comments

20. The revised layout successfully addresses our previous concerns and therefore I have no objections.

The following consultees did not respond

Care For Your Area  
Stockton Police Station - Eddie Lincoln

## **PUBLICITY**

21. Neighbours were notified. A total of 15 letters of comment have been received. 13 letters of objection, 1 of support and 1 of comment. Comments were received from the following addresses:-

1, 2, 3, 18 Sycamore Road' Eaglescliffe  
1, 10 Cedar Crescent' Eaglescliffe  
4, 9, 14, 16, 19 Chestnut Road' Eaglescliffe  
508, 510 Yarm Road' Eaglescliffe  
4 Laurel Road' Eaglescliffe  
45 Myrtle Road' Eaglescliffe

Comments raised are summarised as follows;

- Comments of Objection;
22. The size of the block will over power the adjacent houses and the surrounding area.  
3 Storey development is too tall - 2 storey would be preferable  
Out of character with the area  
The access is unacceptable  
concern over the increase in traffic and there being a lack of on site parking  
The car parking is unacceptable  
It will spoil the flow of Yarm Road as viewed along Yarm Road  
There is no demand for more apartments in the area, evident by existing ones standing empty.  
Will result in overlooking of opposing property in Sycamore Road.  
Ground contamination  
Added strain on amenities such as drains and sewers  
Bin store on edge of Yarm Road is unacceptable and does not appear adequate in size.  
No communal clothes drying areas,  
Poor vehicle manoeuvring and possible backing up of traffic on main road.

- Comments of Support
23. The flats will improve the appearance of the area; there will not be an increase in traffic in view of the existing use thereby leading to increased safety for children.

## **PLANNING POLICY**

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

Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, 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)*.

The following planning policies are considered to be relevant to the consideration of this application:-

### ***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.

## **SITE AND SURROUNDINGS**

- 24. The application site is located at the junction of Yarm Road and Chestnut Road, having frontage onto both. Preston Park lies on the opposing side of Yarm Road whilst the remainder of the site is surrounded by existing residential development. Bungalows lie to the south, a two storey terrace lies to the west and a mix of two storey housing lies to the north.
- 25. The character of the surrounding area is defined in part by the mature trees associated with Preston Park on the opposing side of Yarm Road and the residential properties elsewhere within the vicinity. The character is also defined by the existing Service Station which has a significant projecting canopy, an expanse of hard standing and a more hard and harsh appearance to the remainder of its surroundings.

## **MATERIAL PLANNING CONSIDERATIONS**

### ***Principle of Development***

- 26. The application relates to a brownfield site within the limits of development as defined by Policy H03 of the Stockton on Tees Local Plan. The proposed development generally meets the requirements of Policy H03 in that the site does not lie under electricity lines and should not result in the loss of a site used for recreational purposes.

27. The key considerations with respect to the proposed development therefore relate to its assessment against Policy GP1 and HO11 of the adopted Local Plan and Supplementary Planning Guidance Note No. 4 (flatted development), these mainly being whether the site is suitable for flatted development, its layout, design, access and parking, impact on surrounding properties and provision of amenity space and landscaping. These and other remaining matters are considered as follows;

### ***Location of Flatted Development***

28. Supplementary Planning Guidance Note no. 4 relating to the locating of flatted development requires new flatted development schemes such as this to be located on brownfield land within the defined limits to development, within 500m of a stop on a main bus route with a regular service and within specified distances to service centres. In view of the site being on brownfield land, within the limits to development and within 100m of a bus route, it is considered that the development generally accords with the guidance of SPG 4. The site is located 600m away from the neighbourhood centre at Station Road Eaglescliffe which exceeds the guideline distance of 250m. However, due to the location of the public transport link being almost adjacent to the site, it is considered that the links with this neighbourhood centre and both Yarm and Stockton centres are particularly good.
29. In view of the site generally according with Policy HO3 and SPG 4 it is considered that the principle of development is satisfactory established.

### ***Site layout, building design and landscaping***

30. The apartment block has a 'T' form footprint, continuing the existing terrace of Chestnut Road whilst providing a rear projecting section, which is entirely consistent with existing development in Chestnut Road.
31. The proposed apartment block has three storey elevations, an eaves level that is in line with the attached terrace of properties and in part has a vertical emphasis. This aside, the appearance of the scheme does contrast with the attached housing in regard to the nature of windows and their opening sizes, the line of windows being different to that of the attached block and there being projecting gables above the eaves level. Although it is believed that an improved appearance which has greater consistency with the adjoining housing could be achieved it is considered that the building design is acceptable.
32. The site is relatively prominent within the street scene, being at a junction of two highways where an increased dominance of building can usually be accommodated. The building is slightly lower than the attached properties on Chestnut Road although is much larger than the bungalow on the adjoining site to the south (508 Yarm Road). The schemes dominance has been reduced from earlier submissions by reducing the amount of external parking, reducing the proximity of the buildings main elevation to Yarm Road (by 0.8m), and reducing the scheme down by 1no. Unit and increasing soft landscaping opportunities around the site access. In view of these changes and the spacing from the adjacent bungalow on Yarm Road, it is considered that the proposal would sit well within the street scene which in itself has a variation of property types and scales.
33. The proposed layout incorporates landscape strips along the road frontage of Chestnut Road and Yarm Road. Although the Yarm Road frontage projects beyond existing residential development along Yarm Road, this is considered to be acceptable in view of the amount of landscaping being provided to this road side and as the existing forecourt canopy (which is to be demolished) projects up to the site boundary.
34. The landscaping along the road side boundaries of the site should allow the scheme to be softened with the parking and hard surfaced areas being set within the site, thereby limiting their impact on the street scene, which at this point is dominated by landscaping associated with Preston Park and existing residential properties.

35. Screen planting has been indicated to the southern boundary which the Councils Landscape Architect has indicated will be adequate.
36. The previous application was considered to result in the over development of the site and was refused accordingly. It is now considered that this proposal as amended reduces the buildings impact to a level which would now accord with policy, being an acceptable addition to the street scene.

### ***Amenity space and landscaping***

37. The proposed development provides 3 no. 1bed and 8 no. 2 bedroom apartments and in accordance with Local Plan Policy HO11 is required to provide open space for both formal and informal use. In view of the scale and position of the areas of landscaping and amenity space within the site it is considered that these would not adequately provide in this regard. As such, there is a requirement for a Section 106 agreement to contribute towards off site amenity and recreation space at a rate of £3500 per 0.1ha or part thereof. This has been included within the Heads of Terms.
38. PPS 3 requires some areas of usable amenity space to be provided within the site which allows occupants the ability to sit out within the confines of the site. Although there is some space to achieve informal amenity (sitting out areas), these areas are immediately adjacent to either the main thoroughfare of Yarm Road, or adjacent to habitable room windows within the development. A request has been made to relocate one of the parking spaces (space 15) in order to increase the provision of such and subject to this change, the provision on site is considered to be acceptable, taking into account the awkward nature of the sites shape, the provision of the nearby Preston Park and the need to provide adequate on site parking. The applicant's agent has confirmed that this will be amended on a revised plan prior to committee.

### ***Impact on surrounding uses***

39. The development site is located adjacent to a bungalow to the south and two storey housing to the north and west with Yarm Road forming its eastern boundary and the residential properties to the north being located on the opposite site of Chestnut Road.
40. The side gable of 508 Yarm Road (bungalow) has a habitable room window within it. The boundary between the two sites at this position is in the form of a 3m high hedge. The proposed apartment building is set 11.5m from the southern boundary and a further 2.5m from the bungalows side gable. The nearest part of the proposed apartment block facing the bungalow has 1 no. bedroom window on the first and second floors. These windows were previously considered to have a detrimental impact on the privacy associated with 508 Yarm Road; however, this scheme contains a window style which will reduce this impact whilst will be obscurely glazed in part. In view of these changes and the distances involved between properties it is considered that there would be no undue impact on the privacy associated with this property.
41. The proposed apartment block is to be attached to the existing terrace of properties on Chestnut Road, in a similar manner to the existing service station shop. The only elevation facing the terrace to the east is a blank stair well wall to the rear whilst there are projecting bays to the Chestnut Road frontage. The projecting rear wing of the proposed apartment block is of a significant scale, however, the adjacent property in Chestnut Road already has a two storey rear extension which projects back to the same line as the proposed block. In view of the above, it is considered that the proposed development would not unduly affect privacy and amenity associated with these properties.
42. Existing properties to the north, on the opposite side of Chestnut Road lie at right angles to the proposed development and as such, the Chestnut Road frontage of the development would overlook the side gable elevation of 2 Sycamore Road. There is approximately 22m

between elevations. The proposed development includes balcony areas at the 2<sup>nd</sup> floor level which are considered unacceptable with regard to their impact on privacy associated with this property and as such a request has been made for these to be removed. The applicant's agent has confirmed that the balconies will be replaced with 'Juliet balconies' which prevent anyone being able to physically walk out onto a formal balcony area, thereby having the same impact as a window in the same position.

### ***Access, parking and general highways matters***

43. The site is proposed to be accessed at the same point as the existing service station onto Yarm Road and is unlikely to generate more movements than the existing situation and as such its principle is acceptable. The proposed layout provides a total of 17 spaces for the 11 apartments equating to in excess of 1.5 spaces per apartment, incorporating 2 no. undercroft disabled parking spaces. The Councils Supplementary Planning Document for parking provision recommends 1.5 spaces are required per flatted unit although in the western area there is a maximum figure of 1.75 spaces being required with an adjustment of 0.25 spaces per unit being acceptable. The Urban Design Team considers the proposed parking levels are acceptable in view of the sites location with respect to public transport links, although this is subject to the provision of adequate cycle storage.
44. Objection has been received in respect to the site being too close to Preston School and Preston Park in respect to traffic. However, in view of the scheme being likely to result in a reduction in traffic entering the site, it is considered that the proposal would not unduly affect highway safety in this respect.
45. The Head of Technical Services has requested a commuted sum of £1500 to provide waiting restrictions on Chestnut Road which is considered to be justified in view of the sites proximity to the junction with the heavily trafficked Yarm Road. The Heads of Terms associated with this report address this matter.

### ***Other matters***

46. Objections have been raised in respect to the contamination of the site which in consultation with the Councils Environmental Health Team have been addressed through the recommended imposition of appropriate planning conditions

### **CONCLUSION**

47. It is considered that the general principle of residential development on the site accords with Policy HO3 of the Local Plan as well as national guidance in the form of PPS3. Furthermore, the scheme generally accords with the requirements of SPG 4 in respect to the locating of flatted development.
48. It is considered that the reduction of the scheme from 12no. to 11 no. units and the benefits this brings in terms of reducing parking requirements, reduction in footprint and dominance of the building, allow for a site which can achieve adequate landscaping and a more positive road frontage treatment than the previously refused scheme. The scheme remains to be high density, (92 dwellings per hectare) and provides minimal amenity space within it however the site is in close proximity to Preston Park and the developer will be making a contribution of £7,000 to the Council towards the provision of off site recreation space or works. It is considered that, taking into account the existing appearance of the site as a petrol filling station and forecourt, the proposal will positively enhance the street scene, whilst can adequately provide for its future occupiers without having an undue detrimental impact on the privacy and amenity of the surrounding properties.

49. It is also considered that the likely reduction in traffic movements from the existing use is likely to reduce traffic entering and existing the site and general noise and disturbance associated with the existing site usage.
50. In view of the above subject to the receipt of amended plans as indicated above, it is considered that the proposed development would be in accordance with the guidance of Policies GP1, H03 and H011 of the Stockton on Tees Local Plan.

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

**Financial Implications**

As report

**Environmental Implications**

As report

**Community Implications**

As 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

**Ward and Ward Councillors**

Ward	Eaglescliffe
Ward Councillor	Councillors A L Lewis, Councillor J. A. Fletcher, Mrs M. Rigg