

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

DATE 15 OCTOBER 2008

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

08/1499/FUL

7 Stapleton Street, Norton, Stockton-on-Tees

Conversion of existing dwelling into 3 no. dwellings including raising of roof, erection of 2 no. dormer windows to front and velux windows to rear

Expiry Date 26 August 2008

SUMMARY

The application site is a residential property set within a large garden which is an in-filled quarry within the settlement of Norton. The existing large house is surrounded by residential roads but has vehicular access to Stapleton Street and Mark Avenue which are on either side of the house and garden.

Planning permission is sought for the sub-division of the existing house to form three houses in total. The gardens would be sub-divided between the houses. The roof ridge level of the existing house would be raised by 2m and alterations carried out to the fenestration and door openings. Two dormers would be added to the Stapleton Street elevation and additional roof light windows inserted to the Mark Avenue elevation. Superceding plans were submitted to show amended driveway, car parking and garaging arrangements for two of the units and the number of bedrooms reduced.

The planning application has been publicised by means of individual letters and representations from ten objectors have been received. The main planning considerations are the principle of the development, the impact on the character and appearance of the area, the impact on residential amenity and privacy, highway safety and other material planning considerations.

Taking into account the objections, the responses to consultation, the saved planning policies GP1, HO3, HO11 and HO12 of the adopted Stockton on Tees Local Plan and Government advice it is considered that overall the proposed conversion and alterations are acceptable and the application is recommended for approval.

RECOMMENDATION

Planning application 08/1499/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.*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>SBC0001</i>	<i>1 July 2008</i>
<i>2008 06 03 01</i>	<i>8 August 2008</i>
<i>2008 6 03 02 REV A</i>	<i>8 August 2008</i>
<i>2008 06 03 03 REV A</i>	<i>8 August 2008</i>

Reason: To define the consent.

- 02 Before the individual units No's 1 and 2 are occupied as independent dwellings the access driveway, car parking and garaging arrangements as approved shall be formed as shown on the approved plans thereafter retained for such and no other uses.**

Reason: In the interests of highway safety.

- 03 The external materials for the hereby approved extension shall match those of the existing dwelling unless otherwise agreed in writing with the local planning authority.**

Reason: To achieve a satisfactory form of development in the interests of visual amenity.

- 04 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), once the hereby approved conversion scheme to 3 residential units and alterations to the building has been implemented the building shall not be extended or altered in any way without the prior written approval of the Local Planning Authority.**

Reason: In order that the Local Planning Authority may exercise further control in this locality in the interests of visual and residential amenity of the area.

- 05 No construction/building works or deliveries shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.**

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

INFORMATIVES

The proposal has been considered against the policies below and It is considered that the proposals accord with these policies as the development is considered to be acceptable in principle at this location and would have no significant impact on surrounding properties or their occupiers, would have a limited impact on the character and appearance of the surrounding area and is acceptable in terms of highway safety and that there are no other material considerations which suggest that the application should be determined otherwise.

Stockton on Tees Local Plan

GP1 General Principles

HO3 Residential Development within the Limits to Development

HO11 New Residential Development

HO12 Extensions to Dwellings

BACKGROUND

1. Previous approvals

S416/74 – application for the erection of a detached dwelling, granted.

This house was built within a former quarry that has been partially refilled with waste materials.

PROPOSAL

2. The proposal is to vertically subdivide the existing dwelling into a total of three 3 bed roomed houses aided by the raising of the roof height of the existing building by 2m. The existing garden would be divided between the properties. Each end unit would have gardens wrapping around the end to either side of that dwelling, whilst the central unit would have a garden on either side. The proposal as it now stands has been reduced from the originally notified scheme to reduce the number of bedrooms for each unit from 4 to 3 in number.
3. The southern most unit would retain the existing driveway and parking currently accessed from Stapleton Street which is capable of providing parking for more than 4 cars. This unit would also have a study which is capable of being used as a bedroom and thus can be treated as a proposed 4 No. bedroomed house. This part of the existing house has windows and doors on three elevations. The alterations on the western elevation would replace one garage entrance with a window, and add a gable window in the gable peak. The southern elevation would have two roof lights added and the three lower ground floor windows replaced with two patio doors. The eastern elevation would have an obscure glazed roof light added and a lower ground floor window removed.
4. The other two houses would have use of the existing, but slightly widened, double width driveway directly from Mark Avenue. Each of these dwellings would have an integral garage giving three off-road parking spaces for each 3 No. bed unit. The fenestration on the eastern side would be rationalised with some windows enlarged and two rooflights per dwelling added. A dormer window for each property would be added to the western elevation. The northern end unit would have a window enlarged and a window turned into a door.

CONSULTATIONS

5. The following Consultees were notified and comments received are summarised below:-

Councillors

Councillor Dick Cains Norton West Ward

I have a number of concerns which I list below - not in any particular order of priority.

1) Parking

The applicant claims that there are and will be parking spaces for 10 vehicles. I would like to see the proposed layout of the spaces - I foresee on street parking.

2) Parking

There are, by my calculations, 12 bedrooms. What is the correct allocation of in curtilage parking for that number of bedrooms? The nearest bus route is in Junction Road.

3) Garden space these dwellings must be designed for families with children (4 bedrooms) so I have a concern that the gardens of Houses 1 & 2 (particularly No 2) seem to be inadequate especially when compared to the amount of amenity space enjoyed by house No 3.

4) Height

I see that the properties will be 3 storeys (the third storey is in the roof space) but I cannot visualise the total roof height. Due to the steep drop, the height will not be a problem viewed from

Mark Avenue but the property may have an overbearing effect on its neighbours in Stapleton Street.

**Urban Design Engineers
General Summary**

Urban Design has no objection to this application as detailed in the comments below.

Highways Comments

I refer to the revised plans and information that has been received.

In accordance with SPD3: Parking Provision for New Developments each 3-bedroom property should provide 2 incurtilage car parking spaces. The property with the access from Stapleton Street has indicated a study on the plan, which is a sufficient size to be classed as a 4th bedroom. Therefore the applicant must provide 3-incurtilage parking spaces.

A single garage and driveway have been assigned to each 3-bedroom property, meeting the parking requirements. A single garage and driveway have been assigned to the 4-bedroom property, which I do believe that there is adequate space on the driveway to provide the requisite spaces.

I therefore have no objections to the development.

Landscape & Visual Comments

Further to our discussions I note that there are no trees worthy of protection affected by this development. I confirm therefore that we have no comments to make regarding this application – these comments supplement our previous ones dated 09/07/08 and no landscape conditions are therefore required.

Environmental Health Unit

I cannot find the planning app no. on planning online relating to the above, but we have recently carried out a site inspection and have no objections to the proposals. We have made it clear to the occupier/developer that they cannot make any alterations to the garden, where there was tipping previously.

Further to your recent memorandum regarding the amended/superseding plans for the above, I have no further comments to make.

Further to our original response, no excavation shall take place to the raised area of the garden south of no 7 Stapleton, (rectangular section located between no 7 and 12 Dawn Close). Due to it's historic use.

We have assessed the other garden areas on the site and these contain inert material. Therefore they do not pose a risk to site users.

Northumbrian Water Limited

Thank you for consulting Northumbrian Water on the above proposed development. We have the following comments to make:

The application has been examined and Northumbrian Water has no objections to the proposed development.

It is important that Northumbrian Water is informed of the local planning authority's decision on this application. Please send a copy of the decision notice.

Northern Gas Networks

(Summarised)

United Utilities has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable. We enclose an extract from our mains record of the area covered by your proposals together with a comprehensive list of precautions for your guidance.

NEDL

(Summarised)

The enclosed Mains Records only give the approximate location of known Northern Electric apparatus in the area. Great care is therefore needed and all cables and overhead lines must be assumed to be live.

PUBLICITY

6. Neighbours were notified and ten representations of objection were received:-

Elaine Atkinson

11 Dawn Close Norton

I have resided at this address since July 1983 when I purchased the property specifically for its quiet location at the head of a cul-de-sac.

No traffic has ever passed within sight or sound of my house & I now learn that planning permission is sought to have a car park for 12 vehicles sited less than 50 metres from my bedroom & lounge. Added to this the potential noise & lack of privacy the proposed building alteration would bring is totally unacceptable.

However, my greatest concern is of a structural nature. It is well documented that this area was originally a shale quarry & when my husband & I recently added a single storey extension to our house we had to construct a concrete raft base as, once we started to dig down the foundations were considered too poor to use traditional methods. This, together with the fact that our neighbour, at no.12 whose house we are attached to, has signs of subsidence, causes major concerns if significant amounts of earth are to be moved to create the proposed parking area adjacent to our properties. The added vulnerability this would cause to our properties would inevitably reduce their value & create a legal minefield regarding future claims once the proposed alterations were in place with "shared ownership" of the land in question.

Mr and Mrs Fitzgerald

44 Mark Avenue Norton

We object strongly to the above conversion.

Reasons being:-

- 1) All vehicular access to the above address (7 Stapleton Street) is via Mark Avenue. Amount of traffic passing our property will at least treble, if conversion goes ahead and parking problems will increase.
- 2) We object strongly to raising the roof height as this will certainly block out our natural light from our living area.
- 3) Privacy will be seriously reduced as number of bedroom windows facing our property will increase from 2 to 5, if this conversion goes ahead.
- 4) Over residential use of the site. At present 3 x 4 bedroom houses, will increase to 5 x 4 bedroom houses.

Mr Stokes and Mrs Stewart

21 Mark Avenue Norton

(Summarised)

Lived in quiet and peaceful cul-de-sac since 1999.
Increase in volume of traffic raise fears about safety of children playing in the street.
The rear wall demolished 14 years ago and used as an unauthorised access.
Our house was underpinned due to shale test, No.23 has not been underpinned. Car parking results in excavation and increase risk of subsidence.
Evidence of subsidence along Mark Avenue and Dawn Close and heavy vehicles and works will cause vibration and exacerbate problem.
Cars slide on snow, ice and wet on incline at end of Mark Avenue. More cars will add to risk.
Overdevelopment of the site, raising the roof adds to the point.

Paul Insull

6 Stapleton Street Norton

With regard to this planning I have objections on two main issues. Firstly the increase in the number of vehicles accessing the properties will increase the toing and froing and lead to an increase in noise. In addition parking whether Mark Avenue or Stapleton Street will impact on existing properties as availability at the current No.7 is limited. Any increase in street parking in Stapleton Street would have a detrimental effect on what is an already congested location. Secondly I have concerns over the added strain on existing services in particular sewage and drainage. I note that Northumbrian Water has not registered any objections but the division of the property would significantly increase the impact on the existing services.

Mr S Thompson

4 Stapleton Street' Norton

(Summarised)

Very concerned mainly with possible over parking in Stapleton Street any more is virtually impossible. There are six houses without garages dependent on roadside parking.
The small stone paving is unsuitable for extra traffic. This part of the road is hardly used.
The present visual appearance is complimentary to the overall ambience of the area.
The site was once a quarry and is not levelled.

Regarding the above development and following my previous comments I would like to emphasise my previous comments which were mainly regarding parking in Stapleton Street.
It is mainly saturated with the existing tenants, but obviously more noticeable during the evening around the 8pm mark which would be the best time to view.

Graeme Dunlop

48 Mark Avenue Norton

INCREASED TRAFFIC: - Mark Avenue is a quiet residential cul-de-sac with little traffic; children can play safely, and is also used by children going to Crooks Barn Junior School. I feel that having 3 No. 4 bedroom houses at the end of the street with their additional traffic will have a detrimental affect.

Also the space at the approach to my drive and Mr. Godden's drive is the only area in which traffic can turn at the end of the cul-de-sac. I think that the inevitable increase in traffic and parking problems in this area will hinder normal traffic flow and cause access problems.

CAR PARKING ISSUES: - I do not feel that there is adequate parking space provided on the plans for the number of cars expected to be generated by the occupants of 3 No. 4 bedroom houses, both residents and visitors. This will definitely have an impact on the residents of Mark Avenue.

VISUAL IMPACT: - With the height of the building being increased by 30% I feel this development is not suitable for the quiet residential area in which it is situated.

I'm not sure if this increased height will cause much loss of light to me but feel that there will be some loss of privacy. The increased height must be a problem to the two bungalows which are the closest properties to this development.

As per my objection dated 22.7.08 and forwarded by e-mail, I feel all my original concerns remain.

Although there has been a slight amendment my principal objection is on traffic grounds. There will be greatly increased traffic on mark avenue, on street parking issues and as previously stated my driveway approach is the only turning area on the cul-de-sac and I for see access problems for residents at the closed end of mark avenue.

I still feel this development is unsuitable for this quiet residential area.

M Doherty

42 Mark Avenue Norton

My concerns are

1 car parking issues

2 loss of light

3 Loss of privacy

4 Noise

5 Over development of the site

6 Traffic or highways

7 Visual impact

M Naisbitt

25 Mark Avenue Norton

I wish to object to the conversion dwelling place N 3 Mark Ave to raise the roof the existing roof to include Velux Windows to the rear as this will mean that my privacy will be interfered with also aesthetically having the traffic will be greatly increased with a narrow road. The volume and speed will be appalling to the already bad situation. People develop these things to reap benefits financially and leave to go to a better situation this I know is what is planned. Since starting this letter of objection I have inspected the plans for the said development. The increase in traffic alone gives me great cause for concern as can be imagined by the required car parking. This Avenue struggles already with the amount of traffic requiring to turn at the end of the street where I and everyone else is concerned greatly about.

Margaret Middleton

5 Stapleton Street' Norton

Traffic/parking - already there are parking/congestion issues in the small street which at times struggles with parking for existing properties (some have no off-street parking), visitors to the street and the overflow of cars from houses on Station Road (which has its own traffic and parking issues). The cul-de-sac is unsuitable for high volumes of traffic having very limited space to manoeuvre/turn (I have had my car damaged twice by vehicles turning in the street) - reversing is the only option in some instances, particularly with vehicles accessing the properties off the end of the cul-de-sac which includes the proposed development. I am concerned over the raising of the roof and the proposed dormer windows, the effect it will have on privacy and the overbearing impact on the street. I consider the proposed change of the property from one bungalow into three, four bedroomed houses to be an overdevelopment of the site which will change the overall aspect of the street and have a detrimental effect on the existing properties.

Sarah Furness

75 Countisbury Road Norton'

The proposed plans are for too many dwellings, to house too many people, with potentially too many cars. The road to the back of the property as it is a present - Mark Avenue, has parking problems at present and the potential cars generated from the proposed changes would make it unbearable for the streets residents and create real difficulties when visiting my family (and former home). The access roads to the dwellings are completely unsuitable for the proposed potential increased traffic. It is unfair on the current residents who purchased properties in a quiet, small 'no-through' road. A greater number of cars would also make it unsafe for children to play out and walk to Crooksbar School especially given the tight bend leading to the property.

Increasing the height of the property is also unnecessary and unfairly changes and obstructs the view/light of others properties in the vicinity.

A fairer proposal would be for a semi-detached property, two dwellings only, remaining at its present height.

PLANNING POLICY

7. 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.

Policy HO12

Where planning permission is required, all extensions to dwellings should be in keeping with the property and the street scene in terms of style, proportion and materials and should avoid significant loss of privacy and amenity for the residents of neighbouring properties.

Permission for two-storey rear extensions close to a common boundary will not normally be granted if the extension would shadow or dominate neighbouring property to a substantial degree.

Permission for two-storey side extensions close to a common boundary will not normally be granted unless they are set back from the boundary or set back from the front wall of the dwelling.

Planning Policy Guidance

Planning Policy Statement 1: Delivering sustainable development - February 2005

Planning Policy Statement 3: Housing - November 2006

SITE AND SURROUNDINGS

8. The application site is a large detached house with four bedroom house and surrounding gardens amounting to 0.17 Ha in area. The house is situated within a residential area of the settlement of Norton. The large house is situated between Stapleton Street and Mark Avenue with an existing vehicular access to both public roads which are both cul-de-sacs. The two separate driveways decline in height from the respective roads and end in private parking and turning areas on either side of the house. The house therefore stands almost a full storey below the surrounding natural ground level of the garden and the surrounding roads and housing developments.
9. Stapleton Street is a short cul-de-sac road leading off the eastern side of Station Road and south of the Tinkers Yard Pocket Park. It consists of a couple of pairs of semi-detached houses, a terrace of three, a detached bungalow and a newer dormer bungalow/house which is the nearest neighbour situated immediately to the north of the application site. Mark Avenue to the east is composed of mainly semi detached houses. However, a bungalow backs onto part of the application site which is immediately south of the cul-de-sac turning head from which there is an access to the application site. The southern boundary of the applicant's garden is shared with gardens of semi-detached houses at the end of Dawn Close.
10. Due to its size the house has three main elevations with windows and doors facing Stapleton Street to the west, Mark Avenue to the east and the end of Dawn Close across the largest part of the garden. The main living accommodation of the house is at first floor level with garages and stores at the lower ground floor level. The floor area of each level is about 230 square metres. On either side of the lower ground floor of the house are two garage entrances accessed by the separate driveways. Most of the garden, other than the driveways, is at the higher ground level and is laid to lawn running up towards the house. On the southern side there is a 'moat' where there is a gap between the house and the higher ground level. This is bridged by a balcony and steps from the lounge to the garden.
11. The driveways at the lower level have an exposed retaining wall on the boundary with surrounding residential properties. Where the dwelling house fronts onto the private driveways it is visually a house with windows and doors on two floor levels and a ridge height of 7.5m. Where the dwelling abuts the higher ground level of the garden it visually appears to be single storey and 5.2m high to ridge level. The house has an attic with roof light windows on the east elevation facing towards Mark Avenue. The house is constructed of buff brick with a concrete brown pantile roof and white Upvc windows. There are no trees within the application site garden.

MATERIAL PLANNING CONSIDERATIONS

12. The main planning considerations are the principle of the development, the impact on the character and appearance of the area, the impact on residential amenity, highway safety and privacy and other material planning considerations.

Principle of the development

13. The proposed development site is the curtilage of a residential property which falls within the definition of previously developed or Brownfield' land as defined in Planning Policy Statement No.3 'Housing' (PPS3). The site is also within the defined Limits to Development boundary for the settlement of Norton as defined by the Local Plan.
14. PPS3 sets out at paragraph 31 that "Conversions of existing housing can provide an important source of new housing." The current house is a large property with surrounding gardens amounting to 0.17 Ha in area. This is the equivalent of 6 houses to a hectare and is a much lower density than that for the surrounding residential area of Norton. PPS3 says at paragraph 47 that "30 dwellings per hectare (dph) net should be used as a national indicative minimum to guide policy development and decision-making, until local density policies are in place." The Council's document Core Strategy Preferred Options September 2007 sets out at CS8 Housing Mix and Affordable Housing Provision that the preferred option is "achieving a minimum density of 30 dwellings per hectare in most parts of the Borough". This includes Norton.
15. There are objections that the proposals would be an over development of the site with an additional two dwellings. The concerns that there would be "too many dwellings, to house too many people, with potentially too many cars" are not justified in principle planning terms. The proposed development is therefore acceptable in principle and accords with policies GP1, HO3, HO11 and HO12 and other national planning guidance.

Impact on the character and appearance of the area,

16. This large house is situated between Stapleton Street and Mark Avenue but has only short frontages onto either road where there is a driveway access. As the house has been built with a ground floor level well below that of surrounding houses it does not visually stand out in views from the surrounding wider area.
17. The house is visible at the end of Stapleton Street and from the end of Mark Avenue. From Stapleton Street the existing house appears on first sight to be a bungalow with a much lower roof level than the houses on either side of that road. This is emphasised as the most visible part of the house has a single wall height of 2.5m to eaves where the lawn runs up to the front door.
18. The southern part of the Stapleton Street elevation is full two storey height but the extra wall height is below natural ground level. The wall heights would not be changed by the proposals. It is only the roof ridge height that would be increased by 2m. The higher roof would give a steeper roof pitch rising from the existing walls. The resulting appearance would be that the northern housing units would resemble the dormer bungalow/house immediately to the north of the applicant's garden. This existing dwelling has a single floor height eaves level but a steeper roof pitch to accommodate first floor bedrooms served by dormer windows.
19. The ridge height of the building is currently 5.2m or 7.2m above ground level depending on the elevation or part of the elevation measured and whether single or two storey wall

heights are visible. The increase in the proposed ridge height to 7.2m and 9.2m respectively would still mean that the proposed houses would stand lower than most of the other houses in Stapleton Street. In the context of Stapleton Street the proposed alterations to the height of the roof would result in a property of similar appearance and design to some of the existing dwellings which also have steeper roofs with dormer windows.

20. With regard to properties in Mark Avenue and Dawn Close the proposals would result in dwellings with very similar roof heights with the exception of the bungalow No.25. The existing house stands about 11m further back from Mark Avenue behind this bungalow and thus the impact on the street scene would not be significantly altered.
21. An objector has stated that the present visual appearance is complimentary to the overall ambience of the area. It is considered that the changes to the roof height and fenestration would not be so significant as to change this situation even with the height of the building increased on the single storey elevations by close to 30%. The house is set far enough back from the public roads and surrounding houses and bungalows that it would not appear as having an overbearing impact on the street scene. The proposed changes to the property from one into three units of 3 or 4 bedrooms is not considered to be an overdevelopment of the site. The actual change to the overall aspect of the street is not considered to be as significant as is feared by objectors.
22. The proposed development is therefore acceptable in its impacts on the character and appearance of the area, and is considered to accord with policies GP1, HO3, HO11 and HO12 and other national planning guidance.

The impact on residential amenity,

23. The proposed dwellings would have reasonable sized gardens which compare favourably with most of those enjoyed by the surrounding semi-detached houses. Each unit would have a garden on either side of the dwelling along with a driveway long enough for the parking of two cars per dwelling. The southern end unit would retain the majority of the garden which is overlooked by the existing windows on this side of the house. The occupiers of the units would therefore be able to enjoy a reasonable level of amenity.
24. There is concern that increasing the number of dwellings would add to the potential noise and reduce residential privacy. The existing large house is capable of accommodating a very big family with the noise and disturbance that could bring. However, the three proposed 3 bedroomed houses have the potential to be family homes and intensify the domestic activity at this site. Given the space available in the gardens and the low density of the development compared with levels in the vicinity this is not considered to be an intensification that is unacceptable. Any extension of the proposed dwellings is recommended to be controlled by a condition restricting permitted development rights.
25. There would not be an increase in the number of houses being served by Stapleton Street and this would remain at one which would have been reduced in size. There would be no increase in noise from traffic going past houses which are in a quiet cul-de-sac.
26. The additional houses would both be served by the existing access from Mark Avenue and the proposals show that the parking area would be reduced in extent to meet the minimum requirements of the Highway advisers. At present there is a large parking area on this side of the applicant's house alongside the boundary wall at the rear of the neighbour's bungalow No.25 Mark Avenue. The proposals show that this would not be needed for parking and would become the private garden for one of the houses. The parking would be

restricted to the two nose-to-tail spaces per dwelling in the access driveway itself and the internal garages. This parking would be directly in line with the turning area of the hammerhead of the public highway and not with the rear of that bungalow.

27. This change would also take the parking further away from those properties in Dawn Close. Dawn Close is a cul-de-sac and no access is proposed, possible or needed to be taken from it. Dawn Close properties would continue to have one garden adjoining their northern boundary.
28. Objection has been made to the raising of the roof height as it is feared that this will block out natural light from a living area. The applicant's house is set at a lower level than those surrounding it and in a large garden with a minimum of 11m to the nearest neighbour to the east. Other neighbours are located at a greater distance. The walls would not be extended or brought any closer and the ridge would be a further five metres from the nearest neighbours dwelling. There is not likely to be any significant loss of light due to the raising of the roof.
29. There is concern from objectors that privacy would be interfered with by the inclusion of Velux windows and the increase in the number of bedroom windows facing surrounding properties. There are existing windows on all elevations facing the neighbours across the garden or parking areas. No windows would be inserted or changed any closer than those existing windows. There are already rooflights in the eastern elevation which would be replaced by those serving the new bedrooms in the roof space. It is proposed that the new roof light window facing the rear of the nearest neighbour should be obscure glazed to prevent any loss of privacy.
30. The area around the application site was originally a shale quarry and objectors report that there are cases of subsidence. The proposals do not propose the excavation of any area that the Environmental Health Unit has identified as being infill materials and therefore are possibly contaminated. The contaminated area is to the south of the existing house towards Dawn Close. The only small area of excavation would be to the north east of the house to slightly widen the driveway to two car width. The Environmental Health Unit has no objections to the proposals. They have assessed this garden area on the site and it was found to contain inert material which does not pose a risk to site users.
31. Some houses in the area have been underpinned due to shale tests. The applicant's property has been constructed at a much lower level closer to the floor of the old quarry than those surrounding properties constructed at the higher in-filled level. Any requirement to underpin the foundations due to the conversion and alterations would be assessed at the time of the Building Regulations submission. These additional works, if required, would not adversely affect neighbouring properties.
32. There is concern that the construction traffic would add to the incidences of subsidence in houses in the area. No evidence has been given to substantiate this claim. The surrounding houses are served by public roads accessible by, delivery, refuse, construction and other large vehicles. Such fears do not amount to a reason for refusal of an application. The impact on the value of the objector's house is not a planning consideration.
33. The proposed development would not have a significant adverse impact on privacy and amenity and is considered to accord with policies GP1, HO3, HO11 and HO12 and other national planning guidance.

Highway safety and privacy

34. The Head of Technical Services has confirmed that the servicing of the three properties would be in accordance with SPD3: Parking Provision for New Developments and has no objections. Each 3-bedroom property would be provided with 2 incurtilage car parking spaces and a garage. The property with the access from Stapleton Street also has a study which could become a bedroom. Even assuming that this would happen there is a sufficient existing parking for a 4 bedroom house with 3-incurtilage spaces. There may be additional on street parking by visitors but this would not be to such a degree as to warrant a refusal of permission.
35. There is concern from objectors that the increased traffic would be a danger to children playing in the quiet cul-de-sacs, accessing the school or the park and creating traffic congestion and adding to parking difficulties. Mark Avenue has some 30 houses which have access including the applicant's. The proposals show that two of the properties would have an access onto Mark Avenue. The public highway including the turning head would not be changed and there is a pavement on either side. The addition of two dwellings in a residential road which have their own parking would not be such a significant change as to substantiate an objection. If as an objector states the rear wall was demolished 14 years ago to form an unauthorised access to Mark Avenue then this is too far back and is beyond the period within which planning enforcement can be taken.
36. There is a concern that any increase in street parking in Stapleton Street would have a detrimental effect on what is an already congested location. It is stated that six houses without garages are dependent on roadside parking. This may be the case but the proposals would not increase the number of houses using the road for vehicular access and there is ample existing off-road parking within the site on the long private driveway and turning area.
37. The proposed development would not have a significant adverse impact on highway safety and is considered to accord with policies GP1, HO3, HO11 and HO12 and other national planning guidance.

CONCLUSION

38. In conclusion it is considered that the proposals are acceptable in principle and would not be an over-development of the site. The proposal is the creation of residential development in a residential area with the minimal of impacts on the character and appearance of the area. The proposed development would not have a significant adverse impact on privacy and amenity and highway safety
39. The development is considered to be acceptable and to accord with policies GP1, HO3, HO11 and HO12 of the adopted Stockton on Tees Local Plan and is recommended for approval.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Andrew Bishop Telephone No 01642 527310**

Financial Implications

As report.

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

Stockton-on-Tees Local Plan

Regional Spatial strategy

Tees Valley Structure Plan

WARD AND WARD COUNCILLORS

Ward	Norton West
Ward Councillor	Councillor Mrs P. A. Cains,

Ward	Norton West
Ward Councillor	Councillor R Gains