

DELEGATED

**AGENDA NO 3
PLANNING COMMITTEE**

DATE 10th August 2011

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

11/1322/FUL

**The Grange, Urlay Nook Road, Eaglescliffe
Erection 9 No. townhouses and associated works**

UPDATE REPORT

It has been noted that the proposed site layout as detailed within the main report (at appendix ref. 3) is the superseded layout initially submitted with the application. The site layout was amended as detailed within the main report to allow one property vehicular access from Urlay Nook Road. The site layout being considered is attached at appendix 1 of this report.

Since the publication of the committee report additional comments have been received as detailed below.

Three additional letters from the following residents with comments summarised below;

Mrs VG Keales, 12 Valley Gardens Eaglescliffe
JA & E Lawson, 2 Valley Gardens Eaglescliffe
Mrs IE Ferens, 1 Valley Gardens Eaglescliffe

- If one dwelling can be accessed from Urlay Nook Road then all nine can, thereby saving Valley Gardens from the additional traffic and considerably reducing the upset that was going to be caused to residents of Valley Gardens.
- The view both ways coming out onto the main road from The Grange is much clearer at the original entrance.
- It would be less inconvenience in the winter as a few Valley Gardens residents park at the top of the road because they cannot get up in icy conditions.
- There will be a lot of traffic and parking problems during the winter.

Head of Technical Services

Subject to the comments below Technical Services have no objections to the development.

Given the potential for adverse impact on the existing hedgerow it is suggested that a condition be placed on the final layout of the access road and turning head. It is suggested that the reduction in length of the proposed turning head by approx 1m would afford protection to the existing hedgerow and drivers will still be able to turn within the site and enter the highway in a forward gear.

The 2 parking bays serving Plot 8 should be pulled forward by a minimum of 1.5m to again prevent damage to the existing hedgerow.

Conditions must also be placed on any consent to ensure that the existing trees and hedgerows are retained. This will require conditions to be placed on site levels and the requirement for 'no dig construction' for the roads.

With regard to concerns raised regarding the use of Valley Gardens for the access to the development the following is noted:

- The site benefits from an extant permission which also proposed the access off Valley Gardens. This extant permission granted under appeal had a higher level of vehicular movements;
- Where practicable, new junctions off the A67 should be kept to a minimum to safeguard highway safety. The slight intensification of usage of an existing access would always be preferable to the creation of a new access onto this busy 'A' class road;
- The existing vehicular access that serves The Grange will be retained for a single Plot, No 9. This access being constructed to appear as a single access not the main access to the development site;
- The access road will be a private curtilage and will not be adopted.

Material Planning Considerations

The main additional comments received from residents' query why the proposed access for one dwelling from Uray Nook Road could not be used by all nine properties, thereby preventing a need for an access to be created from Valley Gardens and thereby reducing associated impacts. The Head of Technical Services has considered this matter and is of the opinion that where practicable, new junctions off the A67 should be kept to a minimum to safeguard highway safety. The slight intensification of usage of an existing access would always be preferable to the creation of a new access onto this busy 'A' class road.

As detailed in the main report, the principle of an access serving 16 residential properties off Valley Gardens at the same point as the currently proposed access has already been established on appeal. In considering the appeal for 16 apartments, the Inspector commented specifically on the principle of the access,

'The proposal would increase levels of traffic using the junction of Valley Gardens with the A67. Although I note that the latter is a heavily trafficked classified road, I have seen no evidence that the junction is incapable of coping with the increased traffic volume or that it would result in any danger for highway users.'

The above circumstances are considered to remain and in view of these matters the proposed access for this development is considered to be in accordance with Local Plan Policy HO3 which requires an adequate access to be achieved.

Matters relating to overspill parking are noted and are considered to have been dealt with in the main report.

Concerns over loss of space to park vehicles at the top of Valley Gardens during icy conditions are noted although the provision of parking for existing residents on the public highway is considered to not be a matter which this scheme would need to deal with taking into account the proposed access affecting only a small length of the highway and adequate in curtilage parking having been provided.

The Head of Technical Services has reiterated concerns over the potential impact on the western boundary hedge which is considered to be an important feature of the site and one which should be retained. It has been considered necessary to adjust the turning head of the proposed scheme which the Head of Technical Services considers to be achievable. It is recommended that condition 7 of the main report be amended to achieve this.

The Head of Technical Services has pointed out that there is a level change within the site which abuts the highway (Footpath along Uray Nook Road). In order to maintain support for the highway, it is recommended that the reasoning for condition 3 within the main report which relates to boundary treatments be amended to provide support.

The Head of Technical Services has further pointed out that it is important to control site levels and the construction method for the internal roads in order to prevent undue damage to the hedge and trees within the site. A condition is recommended in respect to this (new condition 15).

Conclusion

It is considered that the proposal accords with relevant National and Local Planning Policies and would not unduly affect the surrounding area, properties, natural features or highway safety.

Recommendation:

That the application be determined in accordance with the main report subject to the amendment to condition 3 and 7 and the addition of a new condition 15 as detailed below.

03. Hard and Soft Landscaping and boundary treatments

Hard and soft landscaping and boundary treatments shall be implemented on site in accordance with a scheme of such to be first submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be restricted to a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations and inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All existing or proposed utility services that may influence proposed tree planting should be indicated on the planting plan. The scheme shall detail methods for maintaining and where necessary replacing landscaping and boundary treatments until transfer of ownership. No property hereby approved shall be occupied until the hard and soft landscaping for that plot has been completed in accordance with the approved scheme.

Reason: To ensure a high quality treatment is achieved at an appropriate time during the construction phase of the development in the interests of visual amenity and to ensure support of the adjacent highway in accordance with Stockton on Tees Core Strategy Policies CS2 (Sustainable Transport and Travel) and CS3 (Sustainable living and climate change).

07. Reposition of parking spaces and internal turning head

Notwithstanding details hereby approved, the two parking spaces serving plot 8 of the development and the internal turning head shall be laid out in accordance with a plan to be first submitted to and approved in writing by the Local Planning Authority prior to development being commenced.

Reason: In order to limit the impact to the hedge which forms the sites western boundary and to accord with Stockton on Tees Core Strategy Development Plan Policy CS3 'Sustainable living and climate change'.

New Condition

15. Root protection

No development hereby approved shall be commenced on site until a scheme of existing and proposed site levels and a scheme of construction methods and materials for the internal road and driveways has first been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved scheme.

Reason: In order to adequately protect the root systems of the trees and hedges which are considered to be an important natural feature of the site in accordance with the requirements of Saved Local Plan Policy HO3 and Core Strategy Development Plan Policy CS3.

11/1322/FUL – The Grange Urlay Nook Road, Eaglescliffe
Update Report
Appendix Ref 1.
Proposed development – Site Layout

