

Note following recent planning appeal

The appeal considered two issues and follows a previous appeal decision granting outline consent for the site. The remaining issues were the impact on living conditions and highway safety.

Highway Safety

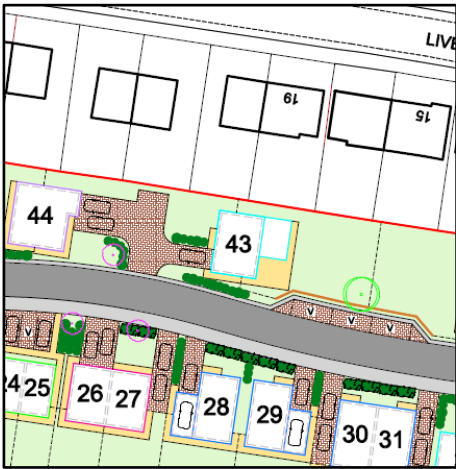
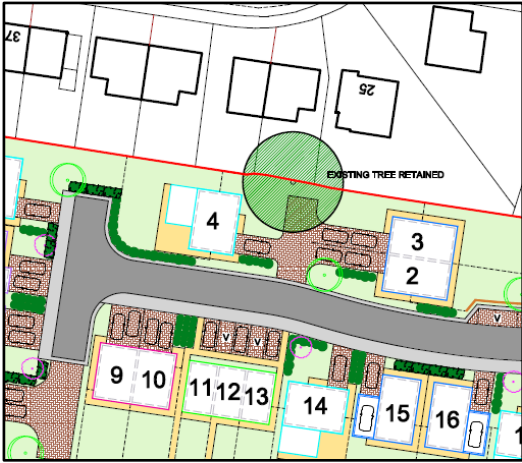
In relation to living conditions, the inspector concluded that the relationship between No. 29 Lockton Crescent and Plot 4 as well as to No. 29 Lockton Crescent and Plot 43 would not comply with the distance required in the SPD. She added that *"the proposed dwellings would have an overbearing and enclosing effect on the rear habitable room windows and rear gardens of neighbouring dwellings. This would adversely affect the outlook for the occupiers of these properties"*. The change in levels and the inclusion of hipped roofs was acknowledged but not deemed sufficient to overcome the harm to the two properties.

At Paragraph 13, the Inspector concludes *"I am not persuaded that the proposed development would result in a significant loss of daylight significantly affecting the living conditions of the occupiers of neighbouring dwellings"*.

At paragraph 14 the inspector concludes that in relation to the proposed dwellings *"I therefore consider that the appeal scheme would have no adverse impacts in this regard."*

In view of the above, the sole issue relate to the impact on properties at No's 29 and 21 Liverton Crescent (Although the report incorrectly refers currently to the same property twice, this is being clarified direct with the Planning Inspectorate). These properties are shown on the plan below. The previous scheme proposed buildings within 8.5 and 9 metres respectively when the extensions were taken account of.

The relationship between the two dwellings and the proposed scheme is demonstrated below as is the original layout on which this appeal was based.



Appeal Scheme
Current Scheme





The result of the changes are that the distance requirements in the SPD have been exceeded and the only remain concern of the Inspector in terms of those two properties has been addressed.

The Inspector agreed that the use of the single access is acceptable. Our emphasis added.

*Para 19: I acknowledge the concerns of many neighbouring residents with regards the impact of the traffic generated by the appeal proposal. However on the basis of the substantive evidence before me and the lack of objection from the Highway Authority I consider that **the appeal scheme would be acceptable in terms of highway safety.** In this regard the proposal **would comply with Policy CS2** of the Stockton-on-Tees Core Strategy Development Plan Document 2010 which aims to ensure that new development has no adverse impacts on the existing road network and paragraph 32 of the Framework which seeks to achieve a safe and suitable access for all people.*

The need for a second access has been assessed by the Council and the Planning Inspectorate and is not considered to be necessary.