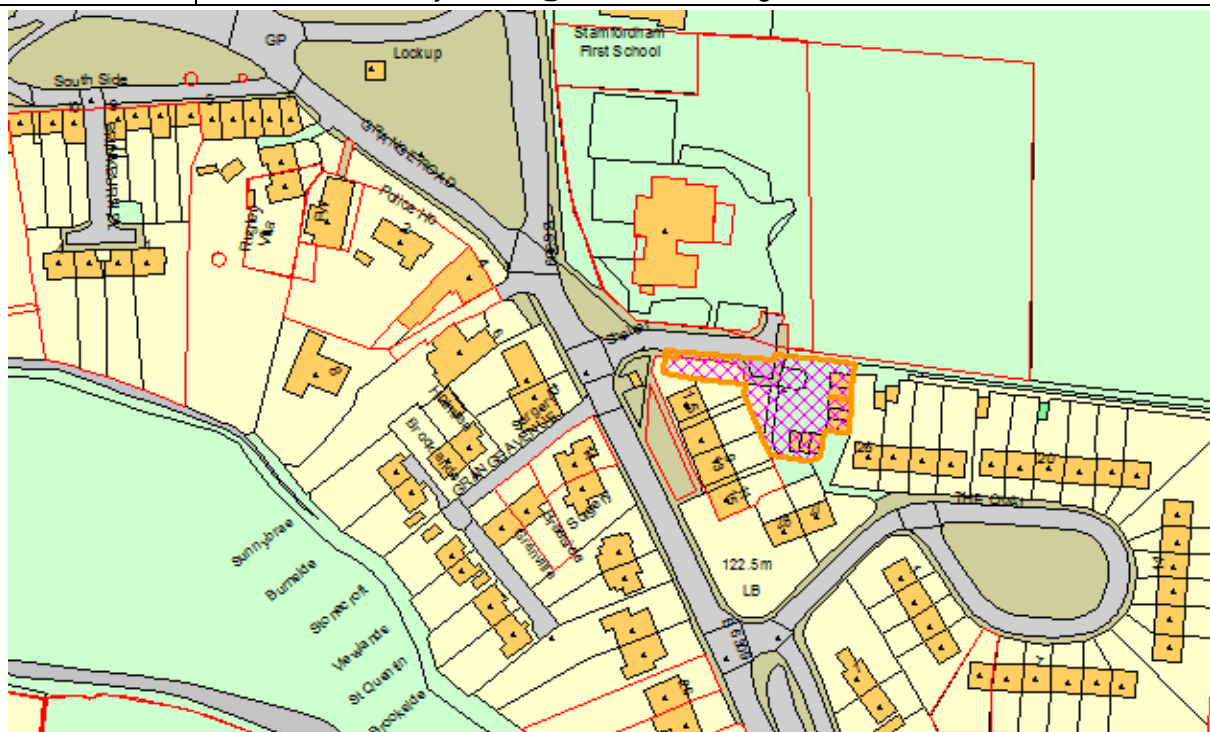


CASTLE MORPETH AREA COUNCIL PLANNING COMMITTEE 11TH DECEMBER 2017

Reference	17/02725/OUT		
Proposal	Outline permission for the demolition of 8no existing garages, including removal of all hard-standing. Re-provision of 9no on-street parking spaces in existing verge, including crossings to existing adopted highway. Erection of 1no. 3 bed single storey dwelling house, with attached single garage, driveway, domestic garden and boundary fences.		
Location	Land North West Of 26 The Oval, Stamfordham, Northumberland		
Applicant	Mr Will Crichton, Number Five, Gosforth Park Avenue, Gosforth Business Park, Newcastle upon Tyne, NE12 8EG.		
Agent	HMH Architects, 26 Enterprise House, Team Valley, Gateshead, NE11 0SR.		
Ward	Ponteland West	Parish	Stamfordham
Valid Date	02.08.2017	Expiry Date	03.11.2017
Case Officer Details	Name: Mrs Haley Marron Job Title: Senior Planning Officer Tel No: 01670 625 547 Email: Haley.Marron@northumberland.gov.uk		



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1. Introduction

- 1.1 Following referral of the application to the Head of Service and Committee Chairman it has been decided that the application should be determined by the Committee because of the level of local interest in the application.

2. The Site and the Proposal

- 2.1 The application site relates to a parcel of land containing 8no. flat roof garages and hardstandings located adjacent to The Oval in Stamfordham. The site extends to include a grass verge on the south side of the access road leading to the garages.
- 2.2 Immediately to the north is Stamfordham Primary School. The site shares its vehicular access with the road leading to the School. There are residential dwellings surrounding the site to the east, south and the west at The Oval and Grange Road.
- 2.3 Outline planning permission is sought for the demolition of the 8no. garages and the erection of one three bed bungalow with attached garage, driveway and garden space. Nine new car parking spaces are proposed. All matters are reserved for future consideration.
- 2.4 In the Castle Morpeth District Local Plan the site is located within the defined settlement limits of Stamfordham. It is not allocated for any particular purpose.

3. Planning History

None

4. Planning Policy

4.1 Development Plan Policy

Castle Morpeth District Local Plan (2003)

C1 Settlement boundaries
H15 New housing developments

4.2 National Planning Policy

NPPF - National Planning Policy Framework (2012)
NPPG - National Planning Practice Guidance (2014, as updated)

5. Consultee Responses

<p>Stamfordham Town Council</p>	<p>Their objection to the application is based primarily on highway grounds.</p> <ul style="list-style-type: none"> - The existing eight garages are not underused. - Residents also park on the hardstanding area next to the garages. - Only 7 new parking bays are proposed on the grass verge and the other 2 spaces will take up an extremely necessary maneuvering space for bus drop/pick up of school pupils; delivery vehicles and bin wagons. - The new parking bays are planned directly opposite the pupils school entrance. It will be necessary to drive over the public footpath leading to the school. - The area is already a bottle neck on a junction, with the school, bus stops on both sides of the road used by public service vehicles, and school transport as well as access and parking to two doctor's surgeries and parent parking for the school which is about to increase with the school changing to a Primary. <p>There does not appear to be a requirement for any additional houses to be built.</p>
<p>Stamfordham Ward Councillor</p>	<ul style="list-style-type: none"> - The School already has considerable parking problems. - Stamfordham First School will become a primary school in September, with an additional two school year entry and there are already concerns about the additional traffic problems. - The plan includes additional parking spaces, opposite the entrance to the school, on land that is currently the footpath used by children and young people crossing to the school from The Oval and Widdrington Drive and by older pupils walking from their taxi or minibus drop off or from to access the onwards transport. - The development is placed where school traffic, including the school transport buses, as well as delivery vehicles, refuse collection etc, turns to exit the side road to the school. - The proposed parking spaces are at an angle to the road and there is a risk to children crossing into school from reversing traffic as well as traffic accessing the school. - The proposed development will cause considerable disruption to the village and to the school.
<p>Building Conservation Officer</p>	<p>No objections. The site is just outside the Stamfordham Conservation Area. It is considered that the proposed dwelling will not cause harm to the character and appearance of the</p>

	Conservation Area or the setting of the listed buildings within this area.
Highways	No objections subject to standard highway conditions.
Public Right of Way Officer	No objections providing Stamfordham Public Footpath No.3 which runs adjacent to the northern boundary is protected and accommodated during the construction of the development.
Northumbrian Water	No objections subject to an informative regarding surface water drainage.

6. Public Responses

Neighbour Notification

Number of Neighbours Notified	22
Number of Objections	11 (+ petition)
Number of Support	0
Number of General Comments	0

Notices

A Site Notice was displayed at the application site on the 20/09/2017

A Press Notice was published in the Hexham Courant on the 10/08/2017

Summary of Responses:

A petition has also been submitted. The petition contains 70 signatures objecting to the application.

The objections can be summarised as follows:-

- The increased traffic and movements around the school will be dangerous
- Seven of the new spaces will be directly opposite the school entrance and will pose a safety issue for pupils
- The plans are dangerous, disruptive and totally unnecessary
- The new dwelling is proposed on land where school buses turn and manouvre
- A new dwelling in this location is not needed
- The garages are needed and very much used

The above is only a summary of representations received. Full copies of all representations can be viewed on line using this link:

<https://publicaccess.northumberland.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

7. Appraisal

- 7.1 Planning applications should be determined in accordance with the development plan, unless other material considerations indicate otherwise.
- 7.2 For the purposes of this application the adopted development plan in relation to this application comprises the saved policies of the Castle Morpeth District Local Plan (2003).
- 7.3 The NPPF is also a material consideration in the determination of planning applications.
- 7.4 It is considered that the main planning issues are:-
- Principle of the development
 - Impact on amenity
 - Impact on the character of the area
 - Impact on heritage assets
 - Highways

Principle of the development

- 7.5 The site is located on brown field land, within the settlement limits of Stamfordham. The village facilities include a first school, shops, village hall, public houses, churches and a garage. A bus service operates to Hexham, Newcastle and Morpeth. As such the principle of residential development on the site is acceptable and in accordance with Policies C1 of the Castle Morpeth District Local Plan. The impacts of the development are discussed in the next sections of this report.

Impact on amenity

- 7.6 Policy H15 of the Castle Morpeth District Local Plan seeks to protect local amenity by ensuring adequate separation distances are achieved between existing and proposed primary elevations.
- 7.7 The NPPF Paragraph 17 requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 123 requires that planning decisions should aim to avoid impacts on health and quality of life. Paragraph 57 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development.
- 7.8 This application is an outline application with matters of detail reserved for future consideration. However, to aid the assessment of the application the applicant has submitted an indicative layout plan showing a single storey

dwelling sited between residential properties on The Oval and on Grange Road.

- 7.9 The properties on The Oval consist of a row of two storey housing. The proposed dwelling would sit forward of their rear building line and broadly in line with their rear gardens albeit offset from the nearest party boundary. The dwellings on Grange Road are also two storey, changing to single storey with a dormer window in the roof space. The rear gardens of these properties back onto the application site.
- 7.10 It is considered that the proposed dwelling has an acceptable relationship with surrounding properties by virtue of its scale, siting and orientation on the land meaning that it will not directly face the primary elevations of existing housing. This coupled with the proposed separation distances means that the development will not have significant impact on the amenity of residents in terms of privacy, light, overbearing impact and outlook.
- 7.11 Having regards to the above the development complies with Policy H15 which seeks to protect the amenity of residents from the impact of new housing development.

Impact on the character of the area

- 7.12 Policy H15 of the Castle Morpeth District Local Plan seeks to ensure that proposals are compatible with any distinctive character in the locality in respect of layout, design and materials.
- 7.13 The NPPF Paragraph 17 requires that planning should always seek to secure high quality design. Paragraph 57 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development.
- 7.14 The character of the area is predominantly residential in nature with existing housing immediately surrounding the site. The character of the housing stock varies in terms of its style, design, heights and materials.
- 7.15 This application is an outline application with all matters of detail reserved for future consideration including scale and final appearance of the development. However, the applicant has indicated that a single storey dwelling is proposed and materials would complement existing housing in the area.
- 7.16 It is considered that the demolition of the garages for the purposes of erecting a single storey dwelling would not be out of character with the area. Indeed it is surrounded by housing ranging from two storeys and one and a half storeys in height. It is considered that a proposed single storey dwelling would be in keeping with the character and style with the properties at No.27 and No.28 The Oval.

- 7.17 The proposed car parking spaces proposed to the grass verge are also deemed acceptable. Given the scale of the car parking area proposed it is not considered that the character of the area will be adversely affected.
- 7.18 Having regards to the above the development complies with Policy H15 which seeks to protect the character of local areas.

Impact on Heritage Assets

- 7.19 Policy PNP5 of the Ponteland Neighbourhood Plan seeks to protect heritage assets. Policy PC9 of the Castle Morpeth District Local Plan seeks to preserve the character and appearance of Conservation Areas. Both policies are consistent with Part 12 of the NPPF and can be given weight in the determination of this planning application.
- 7.20 The site is located just outside Stamfordham Conservation Area. The Council's Building Conservation Officer advises that the development will not cause harm to the character and appearance of the Conservation Area. This is because the proposed dwelling is set well back from Grange Road away from the core of the village.
- 7.21 In terms of impact of the development on listed assets the nearest listed building is located to the north west of the site at The Croft on Grange Road. The Building Conservation Officer advises that the development will not impact on the setting of nearby listed building because it is well distanced from it.
- 7.22 In the context of the above it is considered that the development will not harm the heritage assets of Stamfordham.

Highways

- 7.23 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.24 It is noted that there is significant local opposition to the application on highway grounds. However the Highway Authority has assessed all aspects of the application and do not object to subject to standard planning conditions.
- 7.25 While this is an outline application with all matters of detail reserved the applicant has submitted an indicative layout which shows that the new dwelling will be accessed via the adopted highway which also leads to Stamfordham Primary School. The proposed dwelling is to have an attached garage and driveway providing two car parking spaces.
- 7.26 The Highway Authority advise that there are no road safety concerns with respect to the proposed new dwelling. The level of traffic generated by a single dwelling will not cause a material change in traffic flows and therefore

road safety. They do however require the submission of a construction method statement, implementation of the car parking, cycle and refuse details amongst other matters. These issues can be controlled by way of planning conditions.

- 7.27 The eight garages to be demolished are to be re-provided with nine car parking spaces. Seven spaces are proposed to the south side of the access road on the grass verge which is private land. The remaining two spaces are to be provided outside the existing turning head. To access the nine new spaces dropped kerbs are proposed from the adopted highway.
- 7.28 The Highway Authority advise that the replacement car parking will not result in an increase in on-street parking as it forms a like for like replacement for the garage parking. Furthermore they advise that the location of the replacement parking is unlikely to impact upon road safety as they are located in areas with good visibility and are not set out in an unusual layout. The proposed parking bays to the south of the turning head do not encroach onto the turning head, therefore the existing turning area for school deliveries etc will remain as per existing arrangements.
- 7.29 The Highway Authority have advised that they would not wish to adopt the proposed replacement car parking spaces given the lack of other such restrictions in the vicinity and because they fall outside the public highway. They advise that suitable restrictions would need to be placed upon the spaces to ensure that they remain privately owned and maintained by the applicant. A scheme for the future management and maintenance is recommended by condition.
- 7.30 Having regards to the above and on balance it is considered that the proposed development is acceptable in highway terms.

8. Conclusion

- 8.1 The principle of a new dwelling in this location is acceptable. The impacts on residential amenity, the character of the area and heritage assets are also acceptable. The impact of the development on highway safety has been carefully considered and the Council as Highway Authority do not object to the application.
- 8.2 Having regards to the above the development is recommended for approval subject to the conditions set out below:-

Recommendation

01. Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved

in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

02. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

03. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

04. Except where modified by the conditions attached to this planning permission, the development shall be carried out in accordance with the details shown on:

Plans

L-101 LOCATION PLAN

L-201 SITE LAYOUT

Reason: To ensure the development is carried out in accordance with the approved plans.

05. Notwithstanding any description of the materials in the application, no development shall be commenced until precise details, to include samples of the materials to be used in the construction of the development including external walls and roof(s) of the building(s) have been submitted to and approved in writing by, the Local Planning Authority. All materials used in the construction of the development shall conform to the materials thereby approved.

Reason: To retain control over the external appearance of the development in the interests of amenity and in accordance with the provisions of Part 7 of NPPF.

06. Development shall not commence until details of the existing and proposed final site levels have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is brought into use.

Reason: In the interests of visual amenity of the area, having regard to Part 7 of the National Planning Policy Framework.

07. The development shall not be occupied until the final details of the proposed boundary treatment have been submitted to and approved in writing

by the Local Planning Authority. The approved details shall be implemented before the development is occupied.

Reason: In the interests of visual amenity and highway safety, in accordance with the National Planning Policy Framework.

08. The development shall not be occupied until details of the external lighting of the building(s) and external area(s) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is occupied and retained as such thereafter.

Reason: In the interests of amenity and highway safety, in accordance with the National Planning Policy Framework.

09. Prior to commencement of development details of the materials to be used in the construction of the external surfaces of the replacement car parking spaces and the private drive to the residential dwelling shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity, in accordance with the National Planning Policy Framework.

10. The development shall not commence until details of the replacement car parking area for the existing garages have been submitted to and approved in writing by the Local Planning Authority. No works, including demolition of the existing garages, shall commence on the proposed residential development until the replacement car parking area has been implemented in accordance with the approved details. Thereafter, the replacement car parking area shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

11. The residential dwelling shall not be occupied until details of the car parking area for the dwelling have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter, the car parking area shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

12. The replacement car parking areas shall not be brought into use until details of the vehicular accesses have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter, the vehicular accesses shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

13. The residential development shall not be occupied until details of the vehicular access have been submitted to and approved in writing by the Local

Planning Authority and implemented in accordance with the approved details. Thereafter, the vehicular access shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

14. No development shall commence until details of proposed arrangements for future management and maintenance of the replacement car parking areas and details for the restrictions and enforcement to residential users have been submitted to and approved in writing by the Local Planning Authority. Following the first of the replacement car parking spaces being brought into use, the car parking areas shall be maintained in accordance with the approved management and maintenance details.

Reasons: In the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

15. The residential dwelling shall not be occupied until details of cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented before the dwelling is occupied. Thereafter, the cycle parking shall be retained in accordance with the approved details and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety and sustainable development, in accordance with the National Planning Policy Framework.

16. Prior to the replacement car parking area being brought into use, details of surface water drainage to manage run off from private land have been submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before the replacement car parking is brought into use and thereafter maintained in accordance with the approved details.

Reason: In order to prevent surface water run off in the interests of the amenity of the area and to ensure suitable drainage has been investigated for the development and implemented, in accordance with the National Planning Policy Framework.

17. Prior to occupation of the residential dwelling, details of surface water drainage to manage run off from private land have been submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before the dwelling is occupied and thereafter maintained in accordance with the approved details.

Reason: In order to prevent surface water run off in the interests of the amenity of the area and to ensure suitable drainage has been investigated for the development and implemented, in accordance with the National Planning Policy Framework.

18. Development shall not commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning

Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement shall, where applicable, provide for:

- i. details of temporary traffic management measures, temporary access, routes and vehicles;
- ii. vehicle cleaning facilities;
- iii. the parking of vehicles of site operatives and visitors;
- iv. the loading and unloading of plant and materials;
- v. storage of plant and materials used in constructing the development
- vi. measures to control the emission of dust and dirt;
- vii. restrictions of vehicular movements during school pick up and drop off times.

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

19. The residential dwelling shall not be occupied until details of refuse storage facilities and a refuse storage strategy for the dwelling have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location and design of the facilities and arrangement for the provision of the bins. The approved refuse storage facilities shall be implemented before the residential dwelling is occupied. Thereafter the refuse storage facilities and refuse storage plan shall operate in accordance with approved details.

Reason: To ensure sufficient and suitable facilities are provided for the storage and collection of household waste in accordance with Chapter 7 of the National Planning Policy Framework.