

# Planning Services

## COMMITTEE REPORT

### AGENDA ITEM NUMBER:

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### APPLICATION DETAILS

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APPLICATION NO:	PL/5/2010/0262
FULL APPLICATION DESCRIPTION	2 NO SEMI-DETACHED & 1 NO. DETACHED DWELLINGS(RESUBMISSION)
NAME OF APPLICANT	MR B FERGUSON
SITE ADDRESS	LAND ADJACENT 10 WINDSOR STREET, TRIMDON STATION
ELECTORAL DIVISION	THORNLEY
CASE OFFICER	Barry Gavillet 0191 5274305 barry.gavillet@durham.gov.uk

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### DESCRIPTION OF THE SITE AND PROPOSAL

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#### Site:

- 1 This application site lies within the settlement boundary of Trimdon Station in a predominantly residential area. To the north and west there are residential properties whilst to the east there is a large commercial building, allotment gardens are to the south. The site was previously used by the owner for storage and was overgrown and unsightly, but has recently been cleared and fenced off. The site is close to bus routes and there are shops, schools and other community facilities nearby.

#### Proposal:

- 2 This application is a resubmission of a similar previous scheme which was withdrawn and amended in order to try and satisfy Parish Council objections to the blocking of the adjacent access road, which is under the ownership of the applicant. The applicant amended the layout to ensure that the access was unaffected. The current application proposes three, two-storey dwellings, one of which is detached and two semi-detached, all would have three bedrooms. The dwellings would each have private gardens and separate off-street parking which would be located to the rear of the properties along an access track. The houses would be constructed to the Code for Sustainable Homes level 5 using the 'carbon logix system'; a sustainable construction method which aims to reduce energy consumption and co2 emissions. The dwellings would be rendered with tiled roofs and would involve the use of solar

thermal panels and rain water harvesting systems. The applicant has indicated that the footway to the front of the proposed dwellings would be widened.

- 3 This application is being reported to committee as the Trimdon Foundry Parish Council have raised concerns regarding the lack of suitable parking for the development and the safe access arrangements for vehicles.

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## **PLANNING HISTORY**

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None relevant.

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## **PLANNING POLICY**

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### **4 NATIONAL POLICY:**

Planning Policy Statement 1 (PPS1) sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.

Planning Policy Statement 3: Housing (PPS3) underpins the delivery of the Government's strategic housing policy objectives and our goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live.

*The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements>*

### **5 LOCAL PLAN POLICY:**

District of Easington Local Plan

Policy 1- Due regard will be had to the development plan when determining planning applications. Account will be taken as to whether the proposed development accords with sustainable development principles while benefiting the community and local economy. The location, design and layout will also need to accord with saved policies 3, 7, 14-18, 22 and 35-38.

Policy 35 - The design and layout of development should consider energy conservation and efficient use of energy, reflect the scale and character of adjacent buildings, provide adequate open space and have no serious adverse effect on the amenity of neighbouring residents or occupiers.

Policy 36 - The design and layout of development should ensure good access and encourage alternative means of travel to the private car.

Policy 37 - The design and layout of development should seek to minimise the level of parking provision (other than for cyclists and disabled people).

Policy 67 - Housing development will be approved on previously developed land within settlement boundaries of established towns or villages provided the proposal is of appropriate scale and character and does not conflict with other policies in the plan.

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*The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://www.easingtonlocalplan.org.uk/>*

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## CONSULTATION AND PUBLICITY RESPONSES

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### 6 STATUTORY RESPONSES:

Parish Council – objection. There are concerns regarding the lack of suitable parking for the development and the safe access arrangements for vehicles.

Northumbrian Water – no objections.

### 7 INTERNAL CONSULTEE RESPONSES:

Highways Officer – Whilst the off-street parking is poor in its relationship with the dwellings, the level of parking provision is acceptable. Subject to the widening of the footway to the front of the properties the proposals would be acceptable from a highways point of view.

### 8 PUBLIC RESPONSES:

The application has been advertised by way of a site notice and individual letters to residents, no responses have been received.

### 9 APPLICANTS STATEMENT:

The land forming this proposal is situated within Trimdon Station, Durham. The site offers good regional transport links to all major cities. The proposed development area is a brownfield site off Windsor Street which is now used as a storage area for Mr Ferguson (who owns the site). The site is surrounded by residential dwellings and is suitable for new housing.

The layout of the development offers the most practical solution to utilising the space and 1 detached dwelling and 2 semi-detached dwellings are provided. The proposals allow for a private car parking arrangement to the rear of 4 spaces to remove the need for on-street parking which is the current solution for the street. The parking facilities are in line with the local authorities standards and there is more than sufficient space for on-street parking if necessary.

A key aim for the project is to design and construct a sustainable development that will reduce energy consumption and co2 emissions. This will be achieved through sustainable technologies and energy saving construction techniques. It is proposed that project is built from the Carbon Logix (ICF) system that was used to great success at a similar development in Murton Farm Mews. The system incorporates high strength lightweight polystyrene moulded blocks. The blocks are assembled to create the shape of a building, including window and door openings. The core is then filled with concrete and the forms remain in place permanently. Excellent low U-values are achieved and it is proposed this development will achieve Code Level 5 of the Code for Sustainable Homes, something that will be the first for the local community. The proposals also include the use of solar thermal panels and a rainwater harvesting system to re-use the rainwater for WC's etc.

In summary the development will be a highly sustainable, well laid out scheme that should receive the backing from the local community and authority as it will be a benchmark for new homes in the area.

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*The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at <http://planning.easington.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=109426>. Officer analysis of the issues*

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## **PLANNING CONSIDERATION AND ASSESSMENT**

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The main planning considerations with regard to the proposals are the principle of residential development on the site, impacts on surrounding residents and the street scene and highways issues.

### **10 Principle of development**

The proposed application is considered to be in keeping with the relevant Development Plan Policies. Relevant National guidance in relation to new housing development is found within PPS1: Delivering Sustainable Development and PPS3: Housing. Government policy is to maximise the re-use of previously developed land, and requires a sequential approach to the identification of housing sites, which prioritises the development of previously developed land in urban areas. In this instance this application relates to a previously developed site situated within the settlement of Trimdon Station, it is also well served by community facilities and public transport, therefore considered to be a sustainable location in accordance with the general principles of national planning policy.

In terms of Local Plan policy the application site is located within the Trimdon Station settlement boundary as identified in the former District Of Easington Local Plan. The site is considered to represent 'Brownfield land', the development of which falls to be considered, in the context of 'saved' policy 67, as a windfall site on which housing development is considered to be acceptable in principle.

### **11 Impacts on surrounding residents and the street scene**

Saved policy 35 of the District of Easington Local Plan states that "the design and layout of development should consider energy conservation and efficient use of energy, reflect the scale and character of adjacent buildings, provide adequate open space and have no serious adverse effect on the amenity of neighbouring residents or occupiers."

Until recently the site was used for storage by the applicant and was overgrown and unsightly. The site has since been cleared which has improved the amenity and outlook for nearby residents. It is considered that the development of this site for residential purposes would further improve the street scene and should be welcomed. In all instances the privacy standards as set out in the District of Easington Local Plan are adhered to and as such, there would be no adverse impact on surrounding residents in terms of overlooking, loss of light or privacy. The proposed dwellings reflect the surrounding buildings in terms of scale, however due to the modern construction method the materials may differ from those surrounding the site. As such, a condition should be imposed which ensures appropriate materials or finishes are used along with proposed boundary treatments.

It is noted that one of the semi-detached properties would have a fairly small rear garden at 5 metres wide by 5 metres in length. However, due to the shape of the development site and the fact that no existing residents would be affected by this arrangement, it is considered that the benefits of developing an unsightly area of land in a predominantly residential area would outweigh this issue. A condition should also be imposed to ensure that no extensions are built on the properties which would further reduce the garden areas, without the agreement of the planning authority.

### **12 Highways issues**

This application is a resubmission of a previous similar scheme which was withdrawn due to Parish Council concerns that the adjacent access road would be blocked. The applicant has since amended the scheme to ensure that this access, although in his ownership, would not be obstructed. The Parish Council however have now raised concerns that there is a lack of suitable parking for the development and that the access arrangements for vehicles are unsafe.

The Council's Highways Officer has confirmed that although the location of the off-street parking spaces is not ideal, the parking arrangements are adequate in terms of numbers and safety. On this basis no objections were raised.

The Highways Officer has also requested that the footpath to the front of the proposed dwellings is upgraded and widened. The applicant has agreed to carry out this work, which should be ensured by imposing a relevant planning condition.

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## **CONCLUSION**

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- 13 In summary, it is considered that the proposals represent a form of development which would enhance the street scene and which would have no adverse impacts on surrounding occupiers in accordance with saved Local Plan Policies 1 and 35. The development site is considered to be in a sustainable location for residential development in accordance with national planning guidance as set out in PPS1 and PPS3. Highways Officers have considered that the proposed access and parking arrangements are acceptable and as such, the objection from the Parish Council is not considered to have sufficient weight to warrant refusal of planning permission. It is therefore considered that the proposals are acceptable.

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## **RECOMMENDATION**

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- 14 That the application be **APPROVED** subject to the following conditions;

### **Conditions:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The proposed footway to the front of the dwellings hereby approved shall be widened, properly consolidated and surfaced in accordance with details to be first submitted to and approved by the Local Planning Authority. The approved footway shall be completed prior to the first occupation of the dwellings, or such longer period as may be agreed in writing by the local planning authority.
3. The car parking shown on the plan hereby approved shall be constructed and marked out and made available for use prior to the occupation of the dwellings, in accordance with details to be agreed with the Local planning authority. Thereafter the car parking spaces shall be used and maintained in such a manner as to ensure their availability at all times for the parking of private vehicles.
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any order revoking or re-enacting that Order, no extensions shall be constructed at any time to the dwelling house(s) without the grant of further specific permission from the Local planning authority.

5. Prior to the commencement of the development details of means of enclosure shall be submitted to and approved in writing by the Local planning authority. The enclosures shall be constructed in accordance with the approved details prior to the occupation of the dwelling to which they relate.
6. Notwithstanding any details of materials submitted with the application no development shall commence until details of the make, colour and texture of all walling and roofing materials have been submitted to and approved in writing by the Local planning authority. The development shall be constructed in accordance with the approved details.

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## **REASONS FOR THE RECOMMENDATION**

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1. The development was considered acceptable having regard to the following development plan policies:

DISTRICT OF EASINGTON LOCAL PLAN	ENV35 - Environmental Design: Impact of Development
DISTRICT OF EASINGTON LOCAL PLAN	ENV36 - Design for Access and the Means of Travel
DISTRICT OF EASINGTON LOCAL PLAN	ENV37 - Design for Parking
DISTRICT OF EASINGTON LOCAL PLAN	GEN01 - General Principles of Development
PLANNING POLICY STATEMENT/GUIDANCE	PPS1 - Delivering Sustainable Development
PLANNING POLICY STATEMENT/GUIDANCE	PPS3 - Housing

2. In particular the development was considered acceptable having regard to consideration of issues of design, amenity of neighbours and highways issues.
3. Objections received from the Parish Council in relation to off-street parking were not influential in leading to a refusal as the highways officer has confirmed that the location and level of parking provision is acceptable.

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## **BACKGROUND PAPERS**

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- Submitted Application Forms and Plans.
- Design and Access Statement
- District of Easington Local Plan 2001
- Planning Policy Statements / Guidance, PPS1, PPS3
- Consultation Responses

