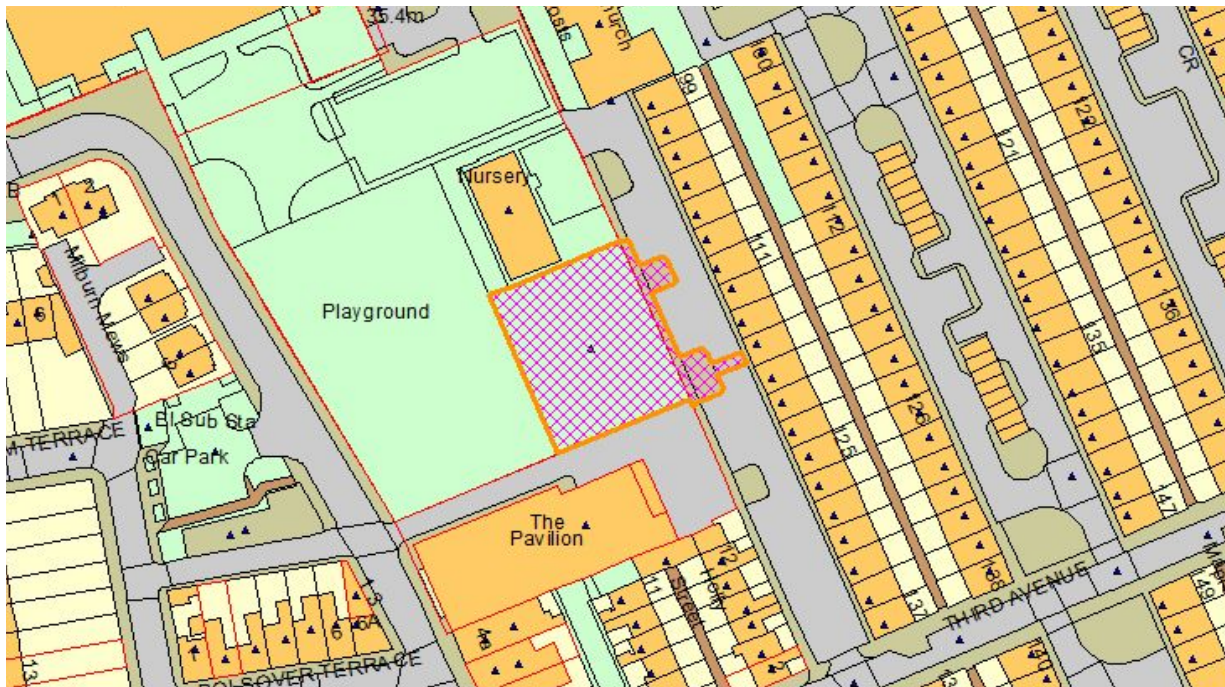


NORTHUMBERLAND

Northumberland County Council

Ashington and Blyth Local Area Committee Planning Committee 15th November 2017

Application No:	17/02792/FUL		
Proposal:	Proposed development of an Early Years Centre including associated parking, landscaping and outdoor space for children.		
Site Address	Land south Of Ashington Minors Nursery, Ashington.		
Applicant/ Agent	Applicant: Mr Joe Teggart, Monkton Business Park South, 7 Merchant Court, Hebburn, NE31 2EX. Agent: Mr David Owen 4 Vita House, Fish Quay, North Shields, NE30 1JA.		
Ward	Ashington Central	Parish	Ashington
Valid Date	27th February 2017	Expiry Date	15th August 2017
Case Officer Details	Name: Ann Rawlinson Job Title: Senior Planning Officer Tel No: 01670 622642 Email: ann.rawlinson@northumberland.gov.uk		



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1. Introduction

1.1 This application is appropriate to be determined by the Ashington and Blyth Local Area Council Planning Committee as the Council has an interest in the land and the application proposals.

2. Description of the Proposals

2.1 It is proposed to erect an early years centre (a pre-school nursery) with associated landscaping and outdoor play provision adjacent to the rear of Sycamore Street, to the north of Gala Bingo. The land forms part of Central Primary School of which the proposed nursery would link to. The area is partially used as a small allotment and partially vacant. A small slither of school field to the rear of this would also be utilised.

2.2. The site is bounded to the south by a brickwork wall and the large Bingo Hall, to the east by Sycamore Street and two storey terraced dwellings, to the west by a school field and to the north by an existing nursery. The site is secured with palisade fencing.

2.3 The proposed nursery would accommodate up to 90 children as well as 11 staff. It would be 357 sq.m in size. The proposed nursery would be operational between the hours of between 8:00am and 3:00pm.

2.4 The proposed nursery would be of rectangular shape and be single storey with a flat roof of a height to just over 4 metres. Materials would comprise of red brick with aluminium windows of varying shapes sizes and colours. To the east side of the site would be a car park with small areas of soft landscaping and to the west would be outdoor space for the children. The proposed nursery would be positioned along the building line of the existing nursery to the north.

2.4 The site is not allocated for any specific use within the Wansbeck District Local Plan and forms parts of the wider school site.

3. Planning History

Reference Number: 95/0197

Description: Construction of replacement Ashington Cavendish and Milburn First Schools and Hirst North Nursery

Status: PERMITTED

4. Consultee Responses

Ashington Parish Council	No response received
Sport England	No comment
Highways Authority	No objections subject to the imposition of conditions
Northumbrian Water Ltd	No objections subject to the imposition of a condition to secure details of a scheme to ensure appropriate disposal of foul water
County Ecologist	No objections subject to implementation of a condition in respect of provision of a landscaping scheme
Public Protection	No objections
Trees and Woodland Officer	No response received

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	20
Number of Objections	3
Number of Support	0
Number of General Comments	1

Notices

General site notice, posted 30th August 2017.

No Press Notice Required.

Summary of Responses:

Four letters of representation, as indicated above have been received by local residents whose concerns are summarised as follows;

- Increased traffic
- Access for emergency vehicles and bin waggons
- Safety of children playing
- Increased litter
- Damage to cars
- Parking restrictions should be put in place

Representation has also been received from Councillor Thomas Wilson set out as follows:

Myself and the local residents are not against the building of the Nursery however we have great concern about parking and traffic issues that it would bring to the street. The car park on Milburn Road would be the preferred site for the parking for staff and the drop off point. A crossing could be put in leading to an entrance

helping with the traffic flow on the main road thus solving traffic issues in the back street.

The above is a summary of the comments received. The full written text is available on the Council's website at:

<http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=OU61VVQSIMD00>

6. Planning Policy

6.1 Development Plan Policy

Wansbeck District Local Plan (2007)

GP1 Location of Development
GP4 Accessibility
GP6 Trees and Hedgerows
GP13 Biodiversity and Wildlife Networks
GP22 Flood Risk
GP23 to GP26 Pollution and Nuisance
GP30 Visual Impact of Development
GP31 Standards of Urban Design
T 3 Provision for Cyclists
T4 Provision for Walking
T6 Traffic Implications of New Development
T7 Parking Provision in New Development
CF6 Water Supply and Drainage
CF7 Planning Conditions and Obligations

6.2 National Planning Policy

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

7. Appraisal

7.1 Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, it is considered that the main planning issues raised relate to:

- Principle of the Development
- Impact of Highway Safety
- Impact on Residential Amenity
- Design, Scale and Layout
- Impact on Trees and Ecology
- Drainage
- Other Matters

Principle of the Development

7.2 The main issues relating the principle of the acceptability of the proposed development are: the extent to which the proposed development accords with the existing development plan for the area and the extent to which the proposed development is consistent with Government guidance in relation to objectives set out in the NPPF.

7.3 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration. The “saved” Policies of the Wansbeck District Local Plan remain a statutory component of the development plan and the starting point for determining applications as set out at paragraph 12 of the NPPF. However, the NPPF advises at paragraph 215 that local planning authorities (LPAs) are only to afford existing Local Plans material weight insofar as they accord with the NPPF.

7.4 The site lies within the settlement boundary for Ashington as defined on the Wansbeck District Local Plan Proposals Maps and comprises white land which is part of the existing school site.

7.5 The NPPF at Paragraph 72 highlights the importance of ensuring that a sufficient choice of school places is available to meet the needs of the local community. The NPPF encourages Local Planning Authorities to take a positive and proactive approach to meeting this requirement, and also to development that will widen the choice of education. The Local Planning Authority must:

- Give great weight to the need to create, expand or alter schools; and
- Work with school promoters to identify and resolve key planning issues before applications are submitted.

7.6 It is considered that the principle of providing a new nursery on this site is acceptable given that there is already an existing school on the site. Essentially the educational use of the site is fully established. The site is largely an overgrown disused allotment in poor visual condition. The site is located adjacent an existing nursery. It is noted that the site would incorporate a small slither of land sited adjacent the school playing field, but importantly, that this does not form part of the school playing field area itself and this could be continued to be used as it is at present.

7.7 In accordance with the aspirations set out in the NPPF it is considered that the proposal would ensure that sufficient choice of school places is available to meet the needs of the local community and accommodate children of nursery age in respect of the provision of necessary education.

Impact of Highway Safety

7.8 Policy GP4 of the Wansbeck Local Plan states that new development should be located to reduce the need to travel and to minimise journey length. It should be accessible to all users by a choice of means of transport including buses, walking and cycling. Policy T3 states that improved facilities for cycling in the District will be sought. Policy T4 advises that measures to assist and encourage walking will also be sought. Policy T6 states that when planning applications are determined, the volume and character of traffic likely to be generated by and attracted to the proposed development will be considered. Policy T7 states that developers should make appropriate provision in their developments for the parking of motor vehicles and motorcycles.

7.9 NPPF Paragraph 32 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.10 A Revised Transport Assessment (TA) has been submitted as well as clarification as to the anticipated level of staffing and pupil ratios. The applicant has stated that as the nursery has not yet established exact working patterns. The applicant has also stated that the proposed nursery can accommodate up to 90 pupils along with 11 full time employees, however they have advised that this would be the worse case scenario and do not anticipate that all 90 pupils would be on site at any one time. There are other schools that are within close proximity to the site and the site is considered to be in a sustainable location which is served by public transport and easily accessible by walking or cycling.

7.11 The proposed development would be accessed from the U6526 Holly Street / Sycamore Street, which is a no-through road and signed 'Except for Access' at its junction with the U6709 Third Avenue. Access would be in the form of two access points, 5.5m in width forming a one-way system through the site. This is considered acceptable in principle. The proposed accesses would be required to be constructed in accordance with NCC Type B specifications.

7.12 The submitted TA - (Executive Summary item viii) highlights possible requirements that may ease potential traffic issues caused by the proposed development. It states that a specific highway and traffic management study should be undertaken in relation to possible implementation of measures to discourage indiscriminate parking around the proposed development, its access points and the surrounding area.

7.13 The submitted TA provides information regarding staffing numbers as well as operation times for each job role. Eight nursery staff are proposed with four of these staff members arriving between 7am-9am each day. A chef would arrive at 7.30am and would leave the site at 2.30pm which is outside peak hours. One domestic member of staff would arrive at 9am and leave the site at 6pm. The manager would arrive at 8am and would leave the site at 6pm. This concludes as eight staff

members arriving at the site before or at 9am with the remaining staff staggering beyond this time.

7.14 The TRICS database was used to assess the trip generations for the proposed site. There is currently a nursery in operation on Holly Street and the proposed development would attract similar amounts of vehicles per child. This would be a slight rise in vehicle amounts, however, this would not have a detrimental impact on the highway, subject to the various mitigation requirements referred to in the TA.

7.15 There are existing connections for pedestrians, cyclists and public transport users close to the site. There are bus stops 130 metres from site entrance, with various services which include No's. 1, 19, 52, 434, 35 and X21. Most services run every 20 minutes with the exceptions being 19, 52 and 434 which run every 30 minutes and 2 hours respectively. There are no dedicated cycle routes close to the site with the nearest route, Route 155, being approximately 920 metres away from the site, although cyclists are able to use the surrounding highway network.

7.16 Road accident data in the vicinity of the site and the junction of the Holly Street with Third Avenue has been provided within the TA. In the past 5 years, there have been no recorded accidents near the site or at the Junction of Holly Avenue with Third Avenue. However, two slight PIC's dating back to 2012 and 2014 were noted in the vicinity of Bolsover St / Milburn Road junction. There does not seem to be any pattern with road incidents, with the prevailing cause of the collisions noted, appearing to be road user error, and there is no apparent collision issue in the area that would affect, or be affected by the proposed development. A construction method statement would be required to be submitted to and approved by the LPA, should planning permission be granted, which would be required to address matters such as; construction traffic management, delivery routes, signage, site compound, car parking arrangements for site operatives/visitors, hoarding arrangements, storage for plant and materials and wheel washing facilities.

7.17 It has been stated in the TA that a Travel Plan (TP) should be produced for the proposed development. The Council's travel plan requirement for this type of development would depend on the ground floor area (GFA), as follows: >500<1000sqm a travel plan statement would be required; >1000sqm a full travel plan would be required. Construction of a building of less than 500sqm would not require a travel plan. The submitted plans show the GFA as being 357 sqm so a travel plan would not be required in this instance.

7.18 The proposed site layout plan indicates that there would be 11 car parking spaces and 4 cycle parking spaces. Using Column A of NCC Parking Standards 1996 for Nursery/Schools/Playgroups at least 1 space per 1 full time staff would be required for the proposed development. As stated within the TA and application form there would be 11 full time staff which means the parking provisions conform with NCC standards.

7.19 Clarification has been received from the applicant to confirm that there would be no loss of parking spaces along the front of the site to accommodate the proposed new access points. Any scheme for signage and road markings in relation to pick up/drop off arrangements and any associated Traffic Regulation Order would be required to be subject of a separate consultation process with the Council's Highways Programme Team to ensure acceptability.

7.20 The proposed access points would be required to be constructed in accordance with NCC Type B specifications. The proposed speed bump and raised paving removal would be required to be assessed by the Council's Highways Programme Team to ensure that this does not conflict with road schemes for schools.

7.21 The proposed development would be accessed from the U6526 Holly Street / Sycamore Street, which is a no-through road and signed 'Except for Access' at its junction with the U6709 Third Avenue. The proposed vehicular arrangements indicate an in / out arrangement which is considered acceptable. There are proposed works to the highway to remove the existing speed bump and raised paving to accommodate the proposed new access point. Further scrutiny would be required by the Council's Highways Programme Team to ensure this does not have an adverse impact on highway safety for pedestrians and a scheme would be required to be submitted and approved prior to works commencing.

7.22 A bin store and a cycle store has been identified on the submitted plans which are both considered to be acceptable. It is anticipated that the in/out access arrangement would generally improve vehicle manoeuvrability especially for larger service vehicles when accessing the U6526 Holly Street / Sycamore Street.

7.23 The proposed nursery should implement a service management strategy whereby no service vehicles would enter or be in the vicinity of the nursery site during children's arrival and departure times.

7.24 It has been shown on the submitted plans that the lighting columns next to the access points would be moved. The applicant would need to contact NCC Street Lighting before any movement occurs.

7.15 The Highways Authority has raised no objections to the proposed development subject to the imposition of conditions, as set out below. As such the proposed development is considered to accord with the relevant Policies within the Wansbeck Local Plan and Part 4 of the NPPF. Suggestions have been made as to the use of other car parks for staff and parents, however these are not within the ownership or control of the applicant and therefore weight cannot be given to this.

Impact on Residential Amenity

7.16 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.

7.17 Wansbeck Local Plan Policy GP23 seeks to protect residential amenity from pollution and nuisance. Policy GP25 advises that when determining planning applications, the authority will consider the levels and characteristics of any noise which may be generated as a result of permitting the development.

7.18 There are physical elements of the scheme that have the potential to impact on residential amenity including the siting of the building itself, the siting of the nursery play area and the proposed car park, including potential disturbance associated comings and goings.

7.19 In respect of noise from children playing, it is considered that this would not give rise to significant impact on amenity given that the nursery would largely be restricted to school hours, is relatively small scale and that there is an existing school and nursery on the wider site. Having regards to the existing school/recreational function of the land, it is not considered this element of the proposals would have a significant adverse impact on residential amenity, over and above the existing situation.

7.20 It is noted that the proposal would be of single storey height. It is acknowledged that there are existing residential properties opposite the site. However, given the proposed separation distances and proposed scale and height, it is not considered that the proposal would result in any significant adverse impact on the residential amenity, in respect of loss of outlook, light, privacy, overlooking or overbearing impact of these properties over and above the recent previous situation.

7.21 It is acknowledged that the proposal would result in disturbance from increased traffic and comings and goings, including noise and car headlights as well as general comings and goings. Whether this would be to an unacceptable degree, having regard to the built up nature of the surrounding environment, the established land use of the site as well as the staggered staff arrival times and set drop/off and pick, is regime is a matter of judgement. It is the view of officers that it would not be so significant that it would have a significantly adverse impact on the quality of life that adjacent residents should be able to expect in a built up environment of the surrounding nature.

7.22 Potential construction impacts would be sought to be minimised through the imposition of an appropriately worded condition and under Highway Act Law in relation to any temporary accesses required.

7.23 Concerns relating to such matters as antisocial behaviour in respect of a proposal such as this lie outside the remit of the planning regime and within the influence of the provider and the individual user.

7.24 It is thus considered that the proposal would meet the aspirations of the relevant Wansbeck Local Plan Policies and Part 11 of the NPPF.

Design, Scale and Layout

7.25 The Government attaches great importance to the design of the built environment and, through the NPPF, recognises that good design is a key aspect of sustainable development which is indivisible from good planning and should contribute positively to making places better for people. Paragraph 57 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development. Paragraph 64 reinforces this message by stating that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

7.26 Wansbeck Local Plan Policy GP30 advises that all proposed development will be assessed in terms of its visual impact. Developments which in visual terms would cause significant harm to the character or quality of the surrounding environment will be refused. Policy GP31 states that when considering any proposed development the authority will require high standards of urban design.

7.27 There is no particularly prevalent vernacular in the area, however, the proposed building has been designed to reflect the surrounding character with its use of red brick work. The proposed aluminium windows would utilise different colours to provide a more welcoming environment for children. A variety of different shapes and sizes of windows would provide for a contemporary aesthetic, suitable for children. It is considered that the proposed new nursery would be of high quality modern design. It is considered that the site and wider area would benefit from a contemporary building which boasts high quality design. Officers therefore support the design approach in this case.

7.28 Given that there are existing school building on the wider site, the proposed development would not be out of character with the area. The proposed building would be of an appropriate scale, single storey at a height of just over 4 metres. This is comparable to the existing buildings surrounding the proposed nursery and would sit comfortably within the site. A new outdoor play space with soft landscaping would be also provided.

7.29 It is considered that the proposal would be appropriate in relation to the character and appearance of the of the site and its surroundings and as such would meet the aspiration of relevant Policies within the Wansbeck Local Plan and Part 7 of the NPPF.

Impact on Trees and Ecology

7.30 Wansbeck Local Plan Policy GP6 states that the authority will seek to protect trees, woodlands and hedgerows in the District and will encourage new planting, particularly of native species. Policy GP32 requires developers to incorporate a high standard of landscape treatment in their developments. Policy GP13 states that the

value to biodiversity of all sites proposed for development will be considered when planning applications are determined whether or not they are designated sites.

7.31 The NPPF Paragraph 118 seeks to conserve and enhance biodiversity and sets out that assessment of potential impacts from development should be undertaken.

7.32 The site is of minimal overall ecological value being comprised of a small area of allotment and ruderal vegetation with housing and commercial development to the north, east and south and a small area of amenity grassland to the west with further housing and urban area beyond that. The small wild cherry tree on the site frontage to Sycamore Street presents a negligible risk of accommodating any potential for roosting bats. There is a very low risk of nesting birds utilising the tree or any of the existing vegetation on the site. It is proposed to remove this cherry tree in order to create an exit from the site without the need for removing existing resident parking bays.

7.33 The submitted plans suggest some limited landscape planting is proposed for the site which would bring a small benefit both in biodiversity and landscape terms, though room is limited. Details of the proposed landscaping scheme should be submitted and approved by the Local Planning Authority of which should consist of a mixture including locally native species and this shall be ensured by planning condition.

7.34 Subject to the above mentioned recommended condition it is considered that the proposal would comply with relevant Wansbeck Local Plan Policies and Part 11 of the NPPF.

Drainage

7.35 Policy GP22 of the Wansbeck Local Plan states that developers are required to consider the risk to their development from flooding and erosion and to consider any possible effect of their development on flood risk or erosion elsewhere. Policy CF6 continues by stating that when considering all development proposals, the authority will take into account the availability of water supply, surface water drainage and sewage disposal facilities.

7.36 NPPF Part 10 Paragraph 103, states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.

7.37 Northumbrian Water have been consulted regarding the proposal and have advised that the proposal does not provide sufficient detail with regards to the management of foul and surface water from the development for Northumbrian Water to be able to assess their capacity to treat the flows from the proposed development. As such they have requested that a condition be imposed on any planning permission requiring a detailed scheme for the disposal of foul and surface water from the development to be submitted to and approved by the Local Planning Authority.

7.38 It is noted that the development proposed would be classed as minor development and as such the Local Lead Flood Authority are not a statutory consultee and therefore would not wish to offer comment on the application.

7.39 Subject to the above mentioned recommended condition it is considered that the proposal would comply with relevant Wansbeck Local Plan Policies and Part 10 of the NPPF.

Other Matters

7.40 In respect of the Council's duty under the provisions of the Equality Act, it is noted that the building would have level access from the pavement, through the car park and into the building and therefore would be accessible by all users. As such no further regard need be had to this matter and the Council's duty can be considered to be met in this respect.

8. Conclusion

8.1 The proposals represent investment in education provision and represent high quality, modern design in line with the principles of sustainable development. The building would provide an improvement to the appearance of the site to the benefit of the site and the wider community. The proposed development would ensure that there is sufficient choice of school places available to meet the needs of the local community. The proposal would not result in the loss of any playing field.

8.2 There are also no objections to the proposed development in respect of the other material considerations of, character and appearance, potential highway safety impacts, ecological considerations, impact on trees and drainage of the site, subject to the imposition of appropriate planning conditions.

8.3 The proposed development is considered to comply with national and local planning policies within the Wansbeck District Local Plan and in particular the NPPF which seeks to ensure sufficient choice of school places is available to meet the needs of the local community.

9. Recommendation

That this application be GRANTED permission subject to the following conditions:

Conditions/Reason

1. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans and documents. The approved plans and documents are:-

Plans:

Edwards Architecture. Revised Site Layout Plan. 1702EARC HTNS1DRA0110PO5.
Submitted 5th October 2017.

Edwards Architecture. Proposed Roof Plan. 1702EARC HTNS1DRA0121PO1.

Edwards Architecture. Proposed Ground Floor Plan.
1702EARC HTNS1DRA0120PO5.

Edwards Architecture. Proposed Elevations. 1702EARC HTNS1DRA0130PO5.

Edwards Architecture. Site Location Plan. 17012EXISDRA005PO2.

Documents:

IPRT. Amended Transport Assessment. Submitted 11th October 2017.

All About Trees. Arborticultural Method Statement (AMSTPP)

All About Trees. Existing Trees shown on Existing Layout (AIEXI)

All About Trees. Arborticultural Impact Assessment (AIA)

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans and documents and to ensure that a satisfactory form of development is obtained.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended)

3. The development hereby approved shall be undertaken in accordance with the recommendations set out within BS5837:2012 Trees in Relation to Design, Demolition and Construction: Recommendations British Standards Institution (2012)

Reason: To maintain and protect the existing landscape and biodiversity of the site; in accordance with Part 11 of the National Planning Policy Framework.

4. No operations and deliveries associated with the construction phase of the development hereby approved shall be carried out outside the hours of:

Monday to Friday – 08.00 – 1800 hours

Saturdays – 08.00 – 1200 hours

Sundays – None

Public and Bank Holidays – None

Reason: To safeguard the amenity of neighbouring residential properties, in accordance with Part 11 of the National Planning Policy Framework

5. No development, removal of vegetation or felling of trees shall be undertaken between March 1 and 31 August unless an ecologist has first confirmed that no birds

nests that are being built or are in use, eggs or dependent young will be damaged or destroyed.

Reason: To protect nesting birds, all species of which are protected by law in accordance with Part 11 of the National Planning Policy Framework.

6. A detailed landscape planting plan, including the planting of locally native trees, shrubs and wildflowers of local provenance, shall be submitted to and approved in writing by the Local Planning Authority with the approved planting to be fully implemented during the first full planting season (November - March inclusive) following the commencement of development.

Reason: To maintain and protect the landscape value of the area and to enhance the biodiversity value of the site having regard to Part 11 of the National Planning Policy Framework.

7. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with Part 10 of the National Planning Policy Framework.

8. The development shall not be occupied until 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.

9. 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.

10. The development shall not be occupied until the car parking area indicated on the approved plans, including any disabled car parking spaces contained therein, has been hard surfaced, sealed and marked out in parking bays. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the Development.

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

Policy Framework.

11. The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

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

12. Development shall not commence until details of the proposed highway works have been submitted to and approved in writing by the Local Planning Authority. The building(s) shall not be occupied until the highway works have been constructed in accordance with the approved plans.

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

13. The development shall not be occupied until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

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

14. Prior to occupation, details of surface water drainage to manage runoff 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 development 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.

15. 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. vehicle cleaning facilities;
- ii. the parking of vehicles of site operatives and visitors;
- iii. the loading and unloading of plant and materials;
- iv. storage of plant and materials used in constructing the development

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

16. The development shall not be occupied until the approved refuse storage area has been formed in accordance with the approved plans. The approved refuse storage area shall thereafter be retained for the storage of refuse at all times.

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

Informatives

1. You should note that under the Highways Act 1980 a vehicle crossing point is required. These works should be carried out before first use of the development. To arrange the installation of a vehicle crossing point (and to make good any damage or other works to the existing footpath or verge) you should contact Highways Planning on 01670 620295

2. You are advised that off site highway works required in connection with this permission are under the control of the Council's Technical Services Division and will require an agreement under section 278 of the Highway Act 1980. These works should be carried out before first occupation of the development. All such works will be undertaken by the Council at the applicant's expense. You should contact 01670 620295 to progress this matter.

3. You should note that a highway condition survey should be carried out before the commencement of construction vehicle movements from this site. To arrange a survey contact Highways Planning@ Northumberland.gov.uk or 01670 620295.

4. Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

5. You are advised to contact the Council's Lighting Section on HighwaysStreetLighting@northumberland.gov.uk or 01670 620295 before and during the construction period with respect of street lighting to ensure sufficient illumination levels of the public highway.

6. In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

7. You should note that Road Safety Audits are required to be undertaken. Northumberland County Council offer this service. You should contact 01670 620295

8. The effectiveness of the development's design in ensuring that a nuisance is not created, is the responsibility of the applicant / developer and their professional advisors / consultants.

Applicants / Developers should, therefore, fully appreciate the importance of obtaining competent professional advice.

In all cases, the Council retains its rights under the Section 79 of the Environment Protection Act 1990, in respect of the enforcement of Statutory Nuisance.

9. The risk of encountering bats, nesting birds or other protected species in connection with the execution of this planning consent is low but there remains a small residual risk that individual animals may be encountered during works.

All species of bat and their roosts (whether occupied or not) are strictly protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. Similarly, all wild birds and their nests are protected whilst in use and it is an offence to recklessly or intentionally destroy them, their nests, eggs or dependent young when on or near the nest, or to kill or take them.

Applicants and contractors should note that the protected species legislation operates independently of the planning system, planning consent does not override the legislation relating to protected species and that they should be aware that there is a small chance of encountering protected species during works.

In the unlikely event of protected species such as bats or nesting birds being encountered during development then works should cease immediately and professional advice should be sought straight away. Applicants and contractors can obtain advice and a list of appropriately qualified consultants by telephoning Natural England's bat advice line on 0845 1300 228. Further information about protected species and the law can be found on the Natural England website at www.naturalengland.org.uk

10. In order to satisfy condition 7 the developer should develop their Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely:-

Soakaway

Watercourse, and finally

Sewer

If sewer is the only option the developer should contact Northumbrian Water to agree allowable discharge rates and points into the public sewer network. This can be done by submitting a pre development enquiry directly to Northumbrian Water. Full details and guidance can be found at:

<https://www.nwl.co.uk/developers/predevelopment-enquiries.aspx>

or telephone 0191 419 6646. Please note that the planning permission with the above condition is not considered implementable until the condition has been discharged. Application can then be made for a new sewer connection under Section 106 of the Water Industry Act 1991.

Background Papers: Planning application file(s) 17/02792/FUL