

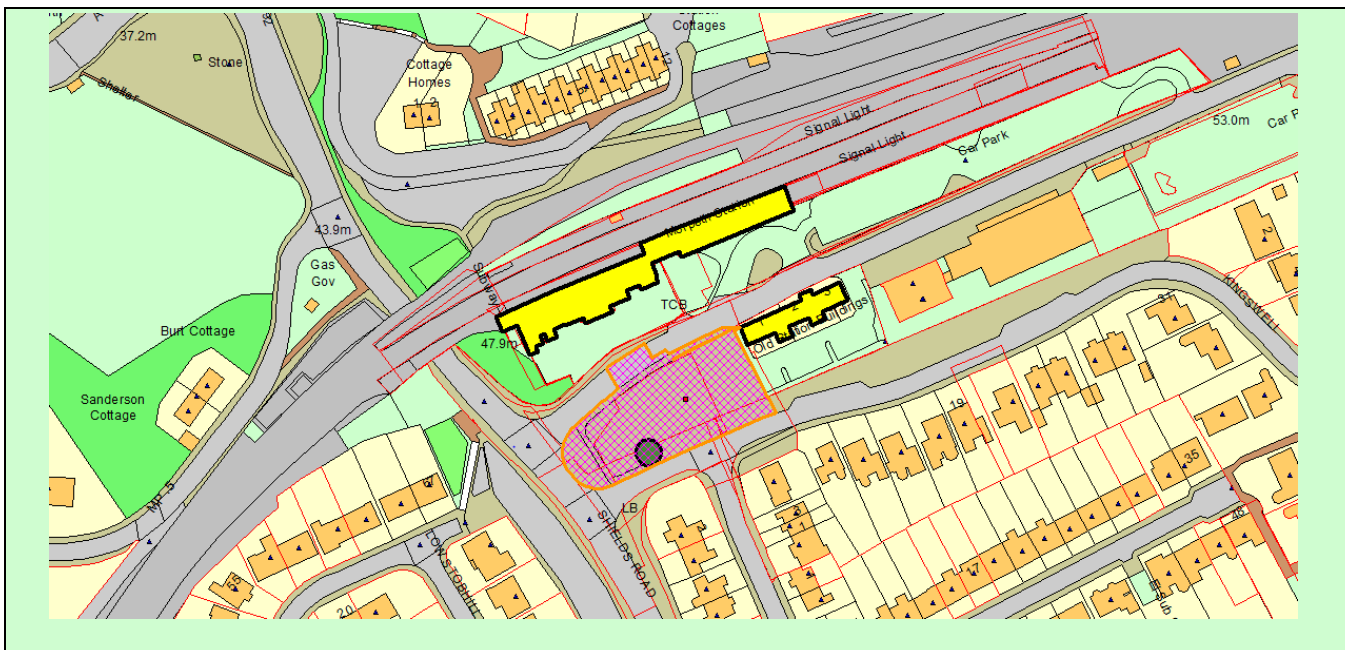


Northumberland County Council

CASTLE MORPETH LOCAL AREA COUNCIL 13 MAY 2019

Application No:	19/00485/CCD		
Proposal:	Construction of car park with 27 parking bays with associated private access junction, drainage infrastructure, street lighting and landscaping.		
Site Address	Morpeth Station, Coopies Lane, Morpeth, Northumberland		
Applicant:	Mr David Laux Northumberland County Council, County Hall, Morpeth, NE61 2EF	Agent:	None
Ward	Morpeth Stobhill	Parish	Morpeth
Valid Date:	4 March 2019	Expiry Date:	14 May 2019
Case Officer Details:	Name: Mr Geoff Horsman Job Title: Senior Planning Officer Tel No: 01670 625553 Email: geoff.horsman@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

This application is being referred to the Local Area Council for a decision as it is an application by the County Council seeking planning permission for development on County Council owned land.

2. Description of the Proposals

2.1 The application site, which covers an area of 0.18 hectares, occupies a rectangular shaped area of land to the immediate south of Morpeth railway station between Coopies Lane and Kingswell. The majority of the site is currently grassed and functions as informal open space, although part of the site is currently being used on a temporary basis as a contractor car park in connection with refurbishment works being undertaken to the adjacent existing Station buildings.

2.2 Former station buildings to the immediate east of the site have been converted to dwellings and there are further neighbouring dwellings to the south and west beyond the public highways on Kingswell and the A192 Shields Road.

2.3 There are levels changes within the site with levels falling across the site from south east to north west by around 3 metres towards the junction of the A192 Shields Road with Coopies Lane. There is also a change in levels along the southern boundary of the application site between the site and Kingswell of between 1 metre and 2.5 metres with a stone retaining wall existing along this boundary.

2.4 There are a number of trees along the southern and western boundaries of the site, one of which, a Beech tree, is protected by a Tree Preservation Order (TPO). There is also a small group of trees along part of the Coopies Lane frontage of the site. The current station buildings to the north of the site and the former station buildings to the immediate east which have been converted to dwellings are Grade II Listed buildings, whilst a former Goods Shed further to the east is a non-designated heritage asset. However, the site lies outwith the Morpeth Conservation Area.

2.5 Full planning permission is sought for construction of a car park with 27 parking bays, an associated private access junction, drainage infrastructure, street lighting and landscaping. There is currently considered to be substantial demand for car parking at Morpeth Station with existing car parking areas proving insufficient to meet that demand. It is considered that this proposed additional car parking area would assist in this regard.

2.6 In order to create the proposed car park, ground levels within the site would be remodelled to create a hard surfaced area for car parking with less pronounced levels changes than is the case at present with steeper gradients to the west of this hard surfaced area. The hard surfaced area for car parking would comprise a polymer cellular permeable paving system with surface water flows being directed via this permeable system into the nearby Northumbrian Water mains drainage system.

2.7 All existing trees including the TPO tree on the southern boundary would be retained and supplemented with new tree and shrub planting and grassed areas surrounding the hard surfaced car parking area. This would include strip of planting at least 1 metre wide to the eastern boundary of the site between the hard surfaced

car parking area and the neighbouring dwelling to the east. The timber boundary fence treatment between the site and this neighbour would also be enhanced with a solid timber fence being provided for to ensure that light pollution from car headlights does not shine through the boundary fence into the neighbouring dwelling.

2.8 Access to the car park would be via a new priority junction to Coopies Lane with tactile paving provided either side of this. An existing informal dropped kerb pedestrian crossing on Coopies Lane would be relocated slightly to the west to accommodate the proposed access.

2.9 In terms of streetlighting, it is proposed that 3 column mounted luminaries be provided for the proposed car park. These would be sited adjacent to the south, east and west boundaries of the site. The luminary adjacent to the eastern boundary would be fitted with a rear louvre to reduce light spillage into the curtilage of the neighbouring dwelling to the immediate east of the site.

3. Planning History

Reference Number: C/07/00175/CCD

Description: Construction of new road in between Coopies Lane and Stobhill Villas

Status: Withdrawn

Reference Number: C/09/00210/CCD

Description: Construction of a link road between Coopies Lane and Kingswell and associated soft landscaping

Status: Approved

4. Consultee Responses

Morpeth Town Council	No objection to this application and they welcome the additional spaces.
Highways	No objection subject to conditions and informatives.
Public Protection	No comments on this application as it falls below their risk appetite.
North Trees And Woodland Officer	No response received.
Building Conservation	Whilst it is acknowledged that the application will result in a change to the setting of the listed buildings it is considered that this will not result in a harmful impact on their significance. Further the proposed scheme seeks to provide enhanced services for rail customers and assists in the continued use of the railway station thereby sustaining the listed building in a use consistent with its conservation. It is considered having regard to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act and the NPPF that the development proposals preserve the heritage assets, their setting and their features of architectural and historic interest. Overall they offer no objections to the application.
Strategic Estates	No response received.
Lead Local Flood Authority (LLFA)	No objection.

Network Rail	No observations.
County Archaeologist	No objections to the application and no archaeological work will be required.
Northumbrian Water Ltd	No objections provided the application is approved and carried out in accordance with the drainage details included in the submitted Design Statement which states that surface water will discharge to existing connections and be restricted to 5 litres per second.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	13
Number of Objections	0
Number of Support	1
Number of General Comments	0

Notices

Site Notice - Affecting Listed Building, 19th March 2019

Press Notice - Morpeth Herald 14th March 2019

Summary of Responses:

One letter of support received from TransPennine Express who will be introducing in December 2019 hourly train services north towards Edinburgh and south towards Newcastle, York, Leeds, Huddersfield, Manchester and Liverpool from Morpeth station. Demand for car parking at Morpeth is high and the spaces provided by this planning application will help meet that demand.

The above is a summary of the comments. The full written text is available on our website at:

<https://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PMRAIYQSLYL00>

6. Planning Policy

6.1 Development Plan Policy

Morpeth Neighbourhood Plan

Sus1 – Sustainable development principles

Des1 – Design principles

Set1 – Settlement boundaries

Env2 – Local Green Space

Env3 – Protected Open Space

Her1 – Locally Important Heritage Assets

Tra2 – Traffic congestion

Tra3 – Transport requirements for new developments

Tra5 – Public Transport
Inf1 – Flooding and sustainable drainage

Castle Morpeth District Local Plan

RE5 – Surface water run-off and flood defences
C1 – Settlement boundaries
C11 – Protected species
C15 – Trees in the countryside and urban areas
C21 – Protected open space
MC1 – Settlement boundary
MC7 – Protected open space
MT2 – Minor road improvements

6.2 National Planning Policy

National Planning Policy Framework (NPPF) 2019
National Planning Practice Guidance (NPPG)

6.3 Other Planning Policy Documents

Northumberland Local Plan – Publication Draft Plan (Regulation 19)

STP1 – Spatial strategy
STP2 – Presumption in favour of sustainable development
STP3 – Principles of sustainable development
STP4 – Climate change mitigation and adaptation
STP6 – Green infrastructure
QOP1 – Design principles
QOP2 – Good design and amenity
QOP4 – Landscaping and trees
TRA1 – Promoting sustainable connections
TRA2 – The effects of development on the transport network
TRA4 – Parking provision in new development
TRA5 – Rail transport and safeguarding facilities
ENV7 – Historic environment and heritage assets
WAT3 – Flooding
WAT4 – Sustainable drainage systems

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 development;
- Residential amenity impact;
- Highway safety;
- Heritage asset impacts;
- Landscape/open space matters;
- Surface water drainage.

Principle of development

7.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Morpeth Neighbourhood Plan (MNP) and the saved Policies of the Castle Morpeth District Local Plan (CMDLP) comprise the development plan.

7.3 NPPF paragraphs 212 and 213 state that the policies in the NPPF are material considerations which should be taken into account in dealing with applications from the day of its publication. Existing local planning policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

7.4 Paragraph 11 of the NPPF provides guidance on how applications should be determined by stating that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7.5 NPPF Paragraph 8 provides the key starting point against which the sustainability of a development proposal should be assessed. This identifies three objectives in respect of sustainable development, an economic objective, a social objective and an environmental objective. Paragraph 8 advises that these three objectives of sustainable development are interdependent and should not be considered in isolation.

7.6 In accordance with paragraph 48 of the NPPF, local planning authorities (LPA's) may also give weight to relevant policies within emerging plans depending on the stage of preparation, extent of unresolved objections and the degree of consistency with the NPPF. Policies contained within the Northumberland Local Plan Publication Draft Plan (regulation 19) can therefore be given some weight in the assessment of this application.

7.7 MNP Policy Set1 seeks to direct new development to existing settlements unless certain exceptional circumstances criteria are satisfied and the MNP Proposals Map shows the site as lying within the settlement boundary of Morpeth. This Policy is reflective of CMDLP Policies C1 and MC1 which likewise show the site within that Plan's defined settlement boundary for Morpeth and NLP Policy STP1 which identified Morpeth as a Main Town which will act as a focus for service provision.

7.8 MNP Policy Sus1 states that proposals should contribute to the sustainability of existing settlements and in this regard Policy Tra5 states that the improvement of facilities at railway stations will be supported.

7.9 NLP Policy TRA1 advises that development proposals should seek to maximise the use of sustainable transport modes and Policy TRA5 concerning rail transport specifically states that land will be safeguarded for parking improvements at a number of railway stations including Morpeth and that improvements to car parking at stations will be supported, although the NLP Proposals Map does not identify any specific sites at Morpeth railway station for car parking improvements.

7.10 NLP Policy STP2 states generally that proposals which accord with other Policies in that Plan and adopted Neighbourhood Plans will be supported.

7.11 Overall it is considered that the principle of the proposed development is acceptable as it is located within the defined settlement of Morpeth, will contribute to supporting Morpeth's role as a main town and will encourage the uptake of sustainable transport choices. The proposals are also considered to be compliant with other planning policies relating to those detailed matters referred to elsewhere in this report.

Residential amenity impact

7.12 MNP Policy Des1 seeks to ensure that development proposals do not give rise to significant adverse effects on the amenity of neighbouring residents. Such objectives are carried through into NLP Policies STP3 and QOP2.

7.13 As stated earlier in this report there is a dwelling to the immediate east of the application site which occupies a former station building which has been converted to residential use. The dwelling in question has habitable room windows to its north and south elevations. The entrance door to the dwelling and parking/amenity space areas for the dwelling are sited to its rear and lie adjacent to the application site. A timber fence with gaps separates the parking/amenity space area from the application site.

7.14 No objection has been received from this neighbouring occupier to the planning application. However, some amendments have been made by the applicant to their proposals to minimise their impact on the amenities of this neighbouring dwelling. These comprise amendments to the car parking layout so that car parking bays do not back directly onto the boundary with the dwelling, the provision of additional shrub planting and fencing between the boundary and hard surfaced area of the car park to prevent vehicle headlights from shining into the curtilage of this dwelling and the fitting of a rear louvre to a proposed luminary at the eastern end of the car park to reduce light spillage outside of the application site. It is considered that these amendments would ensure that the impact of the proposals on the amenity of this neighbouring dwelling would not be significantly harmful.

7.15 It is not considered that the proposals would be significantly harmful to other dwellings further to the east, south and west due to the substantial separation distance between the proposed car park and these dwellings.

7.16 The Council's Public Protection team raise no objections on residential amenity grounds and overall the proposals are considered acceptable in this regard.

Highway safety

7.17 MNP Policies Tra2 and Tra3 state that development proposals should have an acceptable impact on the road network and improve public transport accessibility. Car parking layouts should also be appropriately designed. These objectives are reflected in NLP Policy TRA2.

7.18 CMDLP Policy MT2 states that highways improvements will be supported at the junction of Coopies Lane with the A192 Shields Road.

7.19 NLP Policy TRA4 advises that developments should provide for an appropriate amount of car parking with car parking standards outlined in Appendix D of the Plan. However, that appendix contains no car parking standards in respect of railway stations.

7.20 NPPF paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe.

7.21 Overall the Council as Local Highway Authority raise no objections to the proposals subject to conditions and informatives. It is not considered that there would be a severe impact on the local highway network from traffic generated by this additional car parking and the proposals are considered acceptable in highway safety terms. Relocation of an existing informal pedestrian crossing on Coopies Lane slightly further west to accommodate the site access is considered acceptable.

7.22 Whilst there are no defined car parking standards for railway stations in any adopted or emerging development plan documents, it is apparent that existing car parking facilities at Morpeth Station are at capacity, with NLP Policy TRA5 identifying a need for additional car parking at the station. A supporter has also advised that additional services will use the station from later this year which has the potential to further increase the demand for car parking. As such it is considered that the additional car parking proposed is justified in terms of need.

Heritage asset impacts

7.23 MNP Policy Des1 refers to the need to safeguard heritage assets with Policy Her1 referring specifically to non-designated heritage assets in this regard. Such objectives are also followed through in NLP Policies STP3, QOP1 and ENV7.

7.24 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act there is a duty placed upon Local Planning Authorities in deciding whether or not to grant planning permission to ensure that they have regard to preserving the setting of listed buildings and their features of special architectural and historic interest.

7.25 NPPF paragraph 193 advises that in determining the impact of proposed development on the significance of designated heritage assets that great weight should be given to the conservation of asset significance. In respect of non-designated heritage assets paragraph 197 states that the effect of an application on significance should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss

and the significance of the heritage asset.

7.26 The Council's Building Conservation Officer, whilst acknowledging that the application will result in a change to the setting of the nearby listed buildings, considers that this will not result in a harmful impact on their significance. Further the proposed scheme seeks to provide enhanced services for rail customers and assists in the continued use of the railway station thereby sustaining the listed building in a use consistent with its conservation. It is therefore considered that the development proposals preserve the heritage assets, their setting and their features of architectural and historic interest and overall the Building Conservation Officer raises no objections to the application.

7.27 The Council's Archaeologist likewise raises no objections.

7.28 It is therefore considered that the proposals are acceptable in terms of their impact on heritage assets.

Landscape/open space matters

7.29 MNP Policy Des1 states that development proposals should safeguard landscape features of significance. This objective is further re-iterated in CMDLP Policy C15 and NLP Policies STP3, QOP1 and QOP4.

7.30 As stated above there is a single TPO Beech tree on the southern boundary of the site which is to be retained. This forms part of a group of trees along the southern boundary, those other trees not being subject to a TPO. The TPO tree and its root system are sited to the south of the existing stone retaining wall adjacent to the public highway on Kingswell and therefore well away from and at a higher level than the area that would be hard surfaced to create the car parking area. As such it is not considered that the proposals would harm the integrity of this tree.

7.31 The other non TPO trees around the edges of the site would also largely be retained as part of the proposed development, with additional tree and shrub planting also proposed. A small group of trees on part of the Coopies Lane frontage may need to be removed or pruned to provide for visibility splays but the loss of these trees is not considered problematical in visual amenity terms as they are not high quality specimens.

7.32 There would be a loss of grassed open space area to accommodate the hard surfaced car park. However, in terms of the MNP, the application site is not designated as Local Green Space or Protected Open Space under MNP Policies Env2 and Env3 nor is it identified as open space under CMDLP Policies C21 and MC7. NLP Policy STP6 also seeks to safeguard valued green infrastructure. Overall the application site is not considered to be of high quality in open space terms and there are other much higher quality open spaces designated in the development plan within a short walking distance to the north and south. Having regard to the above, the proposals are considered to accord with NPPF paragraph 97 which states that existing open space should not be built on unless an assessment has been undertaken which clearly shows that the open space is surplus to requirements.

7.33 Overall the proposals are considered acceptable in respect of landscape/open space matters.

Surface water drainage

7.34 MNP Policy Des1 promotes the use of sustainable drainage systems in the design of new developments whilst Policy Inf1 states that development proposals should minimise flood risk. Such objectives are also referred to in CMDLP Policy RE5 and NLP Policies STP4, WAT3 and WAT4 with all of the above Policies reflecting advice in NPPF paragraph 163 which seeks to direct development to areas at lowest risk of flooding and promote the use of sustainable drainage systems.

7.35 The site lies with Flood Zone 1 on the Environment Agency flood maps and therefore is considered to be at low risk of flooding. There are however levels changes within the site and the applicant has given careful consideration to the matter of surface water drainage. Sustainable drainage will be provided for on site through the use of a permeable surfacing material for the car parking area which will provide for a degree of attenuation before surface water is ultimately discharged into the Northumbrian Water. A French drain is also proposed at the foot of the relatively steep slope beyond the western boundary of the car park to better contain and direct surface water flows down that slope.

7.36 The Council as LLFA raise no objections to the proposals nor do Northumbrian Water subject to the provision of drainage infrastructure as per the submitted application documentation and therefore the proposals are considered acceptable in terms of surface water drainage.

Other Matters

The site is not considered to be of significance in ecology terms but safeguarding measures are included in a suggested condition in respect of construction works.

Equality Duty

The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Crime and Disorder Act Implications

In relation to crime and disorder external lighting is proposed within the car parking area to safeguard users of this facility after dark and a height restriction barrier is to be provided at the car park entrance which will prevent vehicles over 2.1 metres in height from entering the car park thus minimising the likelihood of anti-social behaviour from use of the car park by inappropriate vehicles.

Human Rights Act Implications

The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the

Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

8. Conclusion

Overall, the principle of the proposed development is considered acceptable given the location of the application site within Morpeth and the improvement of much needed car parking facilities at the railway station that would arise. The proposals are likewise considered acceptable in respect of residential amenity, highway safety, landscape/open space and surface water drainage subject to conditions. The proposed development would also be acceptable in terms of its impact on heritage assets, preserving the setting of nearby listed buildings and their features of special architectural and historic interest.

The proposed development is considered to be compliant with relevant planning policies in the Morpeth Neighbourhood Plan, the Castle Morpeth District Local Plan, the emerging Northumberland Local Plan and the NPPF.

Given all of the above it is considered that the proposals overall constitute sustainable development.

9. Recommendation

That this application be GRANTED permission subject to the following:

Conditions/Reason

01. 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)

02. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans. The approved plans for this development are:-

FC180020/01/U6067/01/01A – Location Plan;
FC180020/01/U6067/01/02B – Existing & Proposed Layout;
FC180020/01/U6067/01/03B – Swept Path Analysis;
FC180020/01/U6067/01/04B – Existing & Proposed Levels;
FC180020/01/U6067/01/05B – Proposed Site Levels Cross Section;
FC180020/01/U6067/01/06B – Proposed Drainage Layout;
FC180020/01/U6067/01/07B – Proposed Visibility Splays;
FC180020/01/U6067-10-08 Proposed Streetlighting Indicative Illuminance Sketch for Proposed Street Light SL3 including coloured extract showing luminance contours;
Design Statements dated 07/02/2019.

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

03. The development shall not be brought into use until a means of vehicular access has been constructed in accordance with the approved plans, together with dropped kerbs and tactile paving at crossing points.

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

04. Within 6 months of the first use of the car parking area hereby permitted the application site shall be soft landscaped in full accordance with the principles contained in approved drawing number FC180020/01/U6067/01/02B – Existing & Proposed Layout and further details regarding planting that shall have been submitted to and approved in writing by the Local Planning Authority. Any such soft landscaping removed, dying or becoming seriously damaged, defective or diseased within 5 years from its planting shall be replaced within the next planting season with soft landscaping of a similar size and species to that which it is replacing.

Reason: In the interests of visual amenity in accordance with Policy Des1 of the Morpeth Neighbourhood Plan.

05. All existing trees shown as being retained within the approved application documentation shall be protected for the duration of construction works in respect of the development hereby permitted in full accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard existing trees in the interests of visual amenity in accordance with Policy Des1 of the Morpeth Neighbourhood Plan and Policy C15 of the Castle Morpeth District Local Plan.

06. The car parking area hereby permitted shall not be used unless and until fencing to reduce light spillage from vehicle headlights into the curtilage areas of neighbouring dwellings at Old Station Buildings has been provided to the eastern

boundary of the application site in full accordance with details submitted to and approved in writing by the Local Planning Authority. Thereafter such fencing shall remain in place at all times.

Reason: To safeguard the amenity of nearby residential occupiers in accordance with Policy Des1 of the Morpeth Neighbourhood Plan.

07. Construction work shall be undertaken for its entire duration in respect of the development hereby permitted in full accordance with a Construction Method Statement which shall be submitted to and approved in writing by the Local Planning Authority. The Construction Method Statement shall, 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) measures to be put in place to safeguard during construction works the existing trees on and adjacent to the boundaries of the site;
- viii) details in respect of any temporary lighting; and
- ix) arrangements to ensure that all trenches and excavations deeper than 0.3 metres left open overnight have a ramp installed at an angle of no more than 45 degrees to allow the escape of entrapped mammals;

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

Date of Report: 24/04/2019

Background Papers: Planning application file(s) 19/00485/CCD