

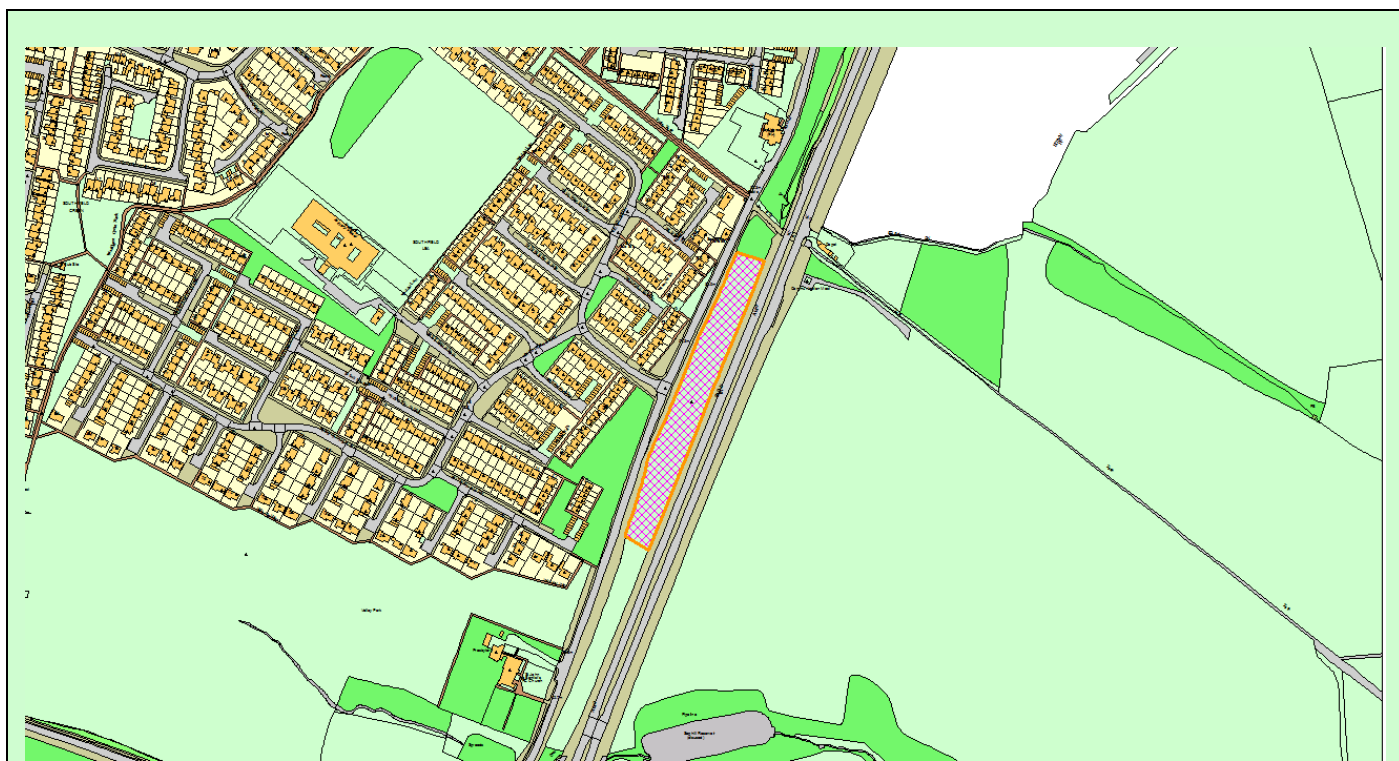
NORTHUMBERLAND

Northumberland County Council

Cramlington, Bedlington and Seaton Valley Local Area Council

20 September 2017

Application No:	17/00389/FUL		
Proposal:	Change of use to caravan storage including erection of boundary fence and access roads as supplemented by drainage strategy plan received 18/05/17 and amended by site layout plan received 08/06/17 together with cabin details.		
Site Address	Land Between A189 And B1505, Cramlington, Northumberland.		
Applicant:	Mr Burke Land Between A189 And B1505, Cramlington, Northumberland	Agent:	Ms. Caitlin Newby Unit 7, Hexham Enterprise Hub , Burn Lane, Hexham NE46 3HN
Ward	Cramlington South East	Parish	Cramlington
Valid Date:	14 February 2017	Expiry Date:	22 September 2017
Case Officer Details:	Name: Mr Malcolm Thompson Job Title: Planning Officer Tel No: 01670 622641 Email: Malcolm.Thompson@northumberland.gov.uk		



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1. Introduction

- 1.1 Under the provisions of the Council's current Scheme of Delegation, where an application receives an objection from the Parish Council and/or raises significant planning issues, or a specific request is made by an elected Ward Member, they are referred to the Head of Service and the relevant Local Area Council chair for consideration to be given as to whether the application should be determined by the Local Area Council. This application was duly considered under these provisions, at which time it was confirmed that, as the application raises a number of planning issues and there is considerable local interest in the proposal, then the application should be determined by the relevant Local Area Council.

2. Description of the Proposals

- 2.1 Planning permission is sought for the provision of a caravan storage facility on land situated between the A189 and B1505 in Cramlington.
- 2.2 The plot of land covers approximately 1 hectare and has a rectangular plan form, which is identified within the submitted supporting planning statement as capable of accommodating in excess of 1500 caravans. The proposed access would be taken from the existing junction with the B1505. This is currently a field access which is proposed to be upgraded. Landscaping and screening in the form of a 1.8m high galvanised fencing is also proposed.
- 2.3 The application site is located in the open countryside, and occupies a long thin strip of land running parallel with and between the A189 and B1505. The site falls within an area where coal mining legacies pose a low risk to new development, and the airport development zone which seeks to prevent buildings and structures exceeding heights that would prejudice incoming and outgoing aircraft using Newcastle International Airport.

3. Planning History

Reference Number: 10/S/00603/CLPROP

Description: Proposed allotment gardens application for lawful development certificate for proposed use

Status: Permitted

Reference Number: 11/03137/FUL

Description: Operational development including erection of boundary fence, internal car parking area and access roads (Amended plans received 17/4/12)

Status: Permitted

Reference Number: 12/02110/FUL

Description: Temporary use of the land for the purposes of holding a market (by way of a car boot sale) for up to 14 days per calendar year

Status: Refused

Reference Number: 13/01775/FUL

Description: Temporary use of the land for the purposes of holding a market (by way of a car boot sale) for up to 14 days per calendar year.

Status: Refused

Reference Number: 15/01155/DISCON

Description: Discharge of condition 3 relating to planning permission 11/03137/FUL (Operational development including erection of boundary fence, internal car parking area and access roads - Amended plans received 17/4/12)

Status: Permitted

Appeals

Reference Number: 13/00009/REFUSE

Description: Temporary use of the land for the purposes of holding a market (by way of a car boot sale) for up to 14 days per calendar year

Status: Appeal Dismissed

Reference Number: 14/00013/REFUSE

Description: Temporary use of the land for the purposes of holding a market (by way of a car boot sale) for up to 14 days per calendar year.

Status: Appeal Dismissed

4. Consultee Responses

Cramlington Town Council	Comment - Access is the key concern in that the proposal would use the B105 road and this is used by fast traffic. The slow movement of caravans in a fast traffic area would lead to increased congestion in an area which has been improved for the use ambulances following the opening of the hospital. The additional traffic would also result in noise and disturbance near a residential area.
Highways Authority	<p>The Highway Authority has previously considered that the proposed access onto B1505 may not be sufficient to allow for safe access/egress from development. The Authority have recommended that the proposed access from the B1505 will need to be constructed to Type C (with a minimum entry width of 8m and radii to be determined following swept path analysis-see below) under Northumberland County Council's standard access types.</p> <p>They have advised that vehicle tracking of the proposed site access using the largest towed caravan available should be provided to demonstrate that the proposed access is appropriate for the development. Where tracking may identify issues with access design, the Highway Authority has advised that revised proposals for the site access radii would be required in line with Type C.</p> <p>The Highway Authority consider details of 1.8m boundary</p>

	<p>fence are acceptable, but visibility at the site access (2.4 x 90m) will need to be demonstrated on the revised access drawings with the access gate set 15m back from the highway. In addition, it is advised that the internal road width of the main access should be increased to 8m to ensure caravans can pass safely, with the junction radii to be determined by swept path analysis.</p> <p>The applicant has submitted further details which have been considered by the Highway Authority. The Highway Authority is now satisfied that the application is acceptable in highways terms subject to the imposition of conditions as set out in this report.</p>
County Ecologist	No objections subject to conditions marinating, enhancing and protecting ecology and biodiversity.
Lead Local Flood Authority (LLFA)	<p>The LLFA had previously objected on the following grounds-</p> <ol style="list-style-type: none"> 1. Insufficient information has been provided to adequately assess the proposed site drainage. 2. While we acknowledge the use of permeable paving the amount and likely density of caravans on the site could mean that flow could coalesce and therefore run across the surface increasing discharge rate to the watercourse. The applicant should consider landscaping to ensure water retention within the caravan storage plots. 3. Alternatively the applicant should investigate using interceptor drainage and storage before discharge to the southern watercourse at existing greenfield rates to ensure that there will be no increase in flood risk as a result of the development. <p>Additional information has been provided by the applicants, with the LLFA reconsidering the proposals. The revised position is now that no objections are raised subject to conditions requiring a scheme for the disposal of surface water to be submitted and approved in writing by the local planning authority, as well as a condition for the adopted and maintenance of all SuDS features on the site.</p>

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	63
Number of Objections	42
Number of Support	0
Number of General Comments	0

Notices

General site notice, displayed at the site on the 22nd February 2017
No Press Notice Required.

Summary of Responses:

42 objections to the proposal have been received from nearby local residents in which concerns are expressed regarding highway safety, noise and disturbance and visual impact. A petition incorporating 90 signatures has also been received.

It should be noted that 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=OKSUXCQSMLU00>

6. Planning Policy

6.1 Development Plan Policy

Blyth Valley Development Control Policies DPD (2007)

DC1 General Development
DC11 Planning for Sustainable Travel
DC16 Biodiversity
DC27 Design of New Developments

Blyth Valley Core Strategy (2007)

SS1 Regeneration and Renaissance of Blyth Valley 2021
SS3 Sustainability Criteria
ENV1 Natural Environment and Resources
A1 Traffic Management

6.2 National Planning Policy

National Planning Policy Framework (NPPF) (2012)
National Planning Practice Guidance (NPPG) (2014)

7. Appraisal

7.1 The main issues for consideration in the determination of this application are:

- Principle of the Development
- Sustainability
- Appearance of the Area
- Ecology
- Highway Safety
- Residential Amenity
- Flood Risk
- Tourism
- Equality Duty
- Crime & Disorder Implications
- Human Rights Act

- 7.2 The overarching test under section 38(6) of the Planning and Compulsory Purchase Act 2004 that governs the proper determination of planning applications is that the determination must be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.3 In terms of the NPPF, it is a material consideration that Local Planning Authorities must take into account. The NPPF advocates, amongst other matters, a presumption in favour of sustainable development, which is at the heart of the NPPF.
- 7.4 Due consideration has been given to whether the proposal is in accordance with all relevant policies of the development plan, the NPPF and all other material considerations in accordance with the above statutory test.
- 7.5 The NPPF was published in March 2012 and sets out the Governments planning policies for England and how these are expected to be applied by Local Planning Authorities. The Ministerial Foreword to the NPPF states that:

"development that is sustainable should go ahead, without delay - a presumption in favour of sustainable development that is the basis for every plan and every decision."

- 7.6 The NPPF has not changed planning law insofar as the starting point for considering development proposals remains the development plan. However, it is a significant material consideration in the determination of planning applications.

Principle of the Development

- 7.7 The adopted Development Plan for the area within which the application site is located comprises the saved policies of the Blyth Valley District Local Development Framework: Development Control Policies 2007. These policies are still relevant in the determination of this application and remain the starting point for determining the proposals. These policies set out the basic principles against which new development proposals will be assessed, in line with the advice contained in the National Planning policy Framework (NPPF).
- 7.8 The NPPF operates under a presumption in favour of sustainable development and identifies there are three dimensions to sustainable development; economic, social and environmental. The planning system needs to perform each of these roles.
- 7.9 In general terms it is considered that the principle of a change of use to caravan storage in this location would be in accordance with the economic principle of sustainable development. At the local level, planning policies DC1, DC27 and DC16 of the Adopted Blyth Valley District Local Development Framework: Development Control Policies 2007 are considered to be particularly relevant in considering the design of the scheme. In summary, these policies state that development should be designed to a high standard and should be appropriate to its context. Policies elsewhere in the plan seek to preserve good standards of amenity for local residents, and serve to protect the integrity and safety of the highway network.

- 7.10 It is therefore considered that due to the location of the proposed development and the uses proposed the proposals would not be in conflict with local plan policies which seek to promote sustainable economic growth. Therefore it is considered that the proposals would be in accordance with Policies DC1, DC27 and DC16 in this respect.
- 7.11 Overall, the development would not result in any significant impact upon the area. On the basis of the location and scale of the proposed development, and having regard to the supporting information provided with the application, it is considered that the proposals would be in scale with the size and function of the area. The proposal would therefore be in accordance with the Local Plan and the NPPF.

Sustainability

- 7.12 It is clear from paragraph 14 of the NPPF that sustainable development should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweighs the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the Framework indicate development should be restricted. Specifically NPPF seeks, at paragraph 23, to support suitable sites to meet the scale and need for tourism. Northumberland's economy has close links to the tourism industry.
- 7.13 In terms of sustainability, the definition of sustainable development, as set out in the NPPF, exceeds a simple assessment of the sustainability of a proposal and must be considered in terms of the economic, social and environmental components of sustainability.
- 7.14 In terms of the economic role, the development would create jobs and investment during the construction phase. The site would benefit and provide a service for the wider tourism industry of Northumberland, providing safe and secure caravan parking. The new proposal would support the tourism activities and services of Northumberland and contribute economically to some as well as the wider tourism area. It is considered that the development of this site is appropriate in materially contributing to economic growth. Further, the economic benefits specific to this site would maintain and enhance the vitality and vibrancy of Cramlington to some degree.
- 7.15 Development must perform a social role in supporting strong and vibrant communities by supplying a range of facilities to meet the needs of present and future generations by creating a high quality built environment that reflects the community's needs. As stated above, the application would make a positive contribution to the tourism market of Northumberland. Whilst it is recognised that the proposals would enhance the area's tourism facilities, the proposals would also provide users of the facilities with an improved storage facility with easy access to the surrounding amenities and businesses.
- 7.16 In terms of the environmental role, NPPF states that applications should protect and enhance the natural and built environment. The development would have no adverse impact on ecology or protected trees. The proposed design respects the character of the existing site and land uses which bound the site. The proposed development would be capable of adequately

protecting and indeed enhancing the natural environment, not least through design and layout. More generally, the granting of planning permission would not undermine the core planning principles of the NPPF.

Appearance of the Area

- 7.17 The application site is currently bounded to the north and east by the A189 and the B1505 to the south and west. The area between the site and the A189 is grassed with the site bounded in the main by a hedge. The proposed fence would be sited behind the existing hedge although would be visible to users of the A189 in parts. Additional screen planting is proposed and although the fence would be visible to users of the A189, such features are typical along road sides and therefore will not appear 'alien' within this environment.
- 7.18 The area between the application site and the B1505 is a grass verge with the site being bounded by a more mature and substantial hedge along its length. Once again, the proposed fence would be located behind the hedge which is to be retained in its entirety. Other than the laying out of the site so as to clearly indicate caravan storage plots, the only operational development would be the erection of the screen fence within the site, the provision of additional screen planting, and the positioning of a security cabin. Repeated reference has been made in representations towards a loss of view; however this is not a material planning consideration. It is considered therefore that the proposal is not at conflict with those policies against which it is required to be assessed.
- 7.19 Of relevance to this application it should be noted that the Council has previously granted a Certificate of Lawfulness for proposed development to use the area of land for allotments. The Council was of the view that the proposed use did not constitute development and therefore issued the certificate. The permitted development tolerances in respect of structures within allotments are such that their resultant shapes and sizes and the materials used in their construction could result in the site having an adverse visual impact where the Council would have little or no control. Additionally, planning permission has previously been granted for the erection of a timber fence and the use of this site as a car park, both of which are material to the determination of this application whereby a similar impact would be imposed. The effect on the character and appearance of the area would, in the context of the preceding applications, be acceptable irrespective of whether it is desirable from the resident's perceived loss of views.

Ecology

- 7.20 The County Ecologist acknowledges that the application has been accompanied by an appropriate survey, albeit carried out at a sub-optimal time of year. Nevertheless, and in response to formal consultation, the County Ecologist is satisfied that on the basis of the existing boundaries being retained, the survey is unlikely to have missed key issues. The reports identify valuable habitat to the boundaries (excepting the A189 boundary) and these are shown on the proposed site plan as being largely retained. The County Ecologist advises that there are populations of Great Crested Newts in the area and although they are likely to be present within Valley Park, there are

no actual records of such. The ecologist notes that the site itself has no habitats suitable for breeding newt and the roads encircling it are a firm barrier to any commuting newt populations. Nevertheless, it may be sensible to assume individual newts and other amphibians may be present on the site. As such, and in the event of planning permission being granted, a suitable condition should be imposed requiring the applicant to submit an amphibian method statement for the construction phase of the works.

Highway Safety

- 7.21 Access into the site is to be provided via the B1505, where there is currently a field access in this same location however this access is to be formalised and upgraded as part of the scheme. It is recognised that the highway network in the area is busy, with congestion and traffic safety being issues raised in a number of objections to this application. In order to address safety issues, the development is to incorporate appropriate visibility splays. Parking and turning areas are to be provided within the site, with the turning areas able to provide opportunities to manoeuvre within the site.
- 7.22 In response to formal consultation, the Highways Officer initially raised concerns with regards to the suitability of the access. In response to this, the applicant has provided further information including swept path analysis and visibility splays in order to demonstrate that the larger vehicles using the site can do so in a safe manner. The Highway Authority acknowledges that the submitted information demonstrates that caravans can enter and leave the site without conflict, and conclude that all road safety concerns have been addressed.
- 7.23 Having reconsidered the additional information, the Highway Authority now have no objections to the proposed development subject to the imposition of conditions to deliver appropriate access with visibility splays and manoeuvring space for the type of vehicles using the site. In this respect, the development is not considered to raise issues of highway safety that would justify refusal on the grounds of them being severe in the context of Part 4 of the NPPF. It is advised that the impacts are not to the severity which would prejudice the safety or integrity of the road network, despite the scale of operations being proposed. Subject to accordance with conditions to secure adequate access and visibility splays, whilst the proposals would add to vehicular movements in the area it is not considered that there would be any cumulative residual impacts that would warrant refusing the application on highway grounds alone and as such the proposals would be acceptable in line with the development plan and aims of the NPPF.

Residential Amenity

- 7.24 The application site is directly opposite those dwellings in Wreay Walk, the layout of which is such that the rear gardens of nos. 54 - 56 opposite the northern end of the site are some 16 metres away and over the B1505 that forms the western site boundary. Those to the southern end of the site are shown as being in excess of 40 metres away. The site access is located approximately 60 metres to the rear of those dwellings directly opposite and beyond the B1505 and an expanse of open space containing a hedge, open

timber fence, and trees. In addition to normal traffic access the residential areas, shops etc. the B1505 forms part of a bus route.

- 7.25 The A189 dual-carriageway forms the eastern site boundary and is a principal traffic route providing access to Bedlington, Ashington and the rural parts of Northumberland to the north and the major conurbation of Tyneside to the south, including the A19 (trunk) road. As mentioned above, the Highways Officer does not consider that the proposal would have any adverse impact in terms of highway safety. Despite the number of caravans capable of being held on the site, it is considered most unlikely that a significant number will require access/egress at any one time. It could be reasonably argued that the erection of a close-boarded timber fence together with the physical presence of the caravans would contribute to noise attenuation.

Flood Risk

- 7.26 The Lead Local Flood Authority has been formally consulted on the proposal in order to address any potential surface for water run-off from the site and attributable to the use. In response, and following receipt of a supplementary drainage strategy report, there are no objections subject to the submission and approval of precise details in respect of the proposed adoption and maintenance of all sustainable urban drainage (SuDS) features prior the use being brought into operation and the subsequent compliance with such together with a maintenance schedule.

Tourism

- 7.27 Tourism is a major contributing factor to the economy of Northumberland. Government publications indicate that for every £1 the country invests in tourism, it gains at least £5 through taxation for reinvestment. Government advice also indicates that by taking a pro-active role in facilitating and promoting the implementation of good quality development, the planning system is crucial to ensuring that the tourism industry can develop and thrive.
- 7.28 As mentioned above, the site is accessed from existing gates directly on to the B1505 road which runs parallel to the A189 (Spine Road). The A189 road is a dual-carriageway and is a major traffic route within the county. The junction of the A189 and indeed the B1505 with the A19 (Trunk) road is some 400 metres to the south of the application site which in-turn leads east and south towards the Tyne Tunnel and beyond. The A19 also leads in a westerly direction towards the A1 (Trunk) road less than 4 km away at Seaton Burn. Given the above, the site lies along the line(s) of significant tourist routes within the county. Indeed the A189 is sign-posted "The Coastal Route". The site would benefit and provide a service for the wider tourism industry of Northumberland, providing safe and secure caravan parking. The new proposal would support the tourism activities and services of Northumberland and contribute economically to some as well as the wider tourism area.

Equality Duty

- 7.29 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

- 7.30 These proposals have no implications in relation to crime and disorder.

Human Rights Act Implications

- 7.31 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.
- 7.32 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.
- 7.33 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) 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

- 8.1 The information submitted in support of the application has been assessed by officers (including appropriate consultees in terms of the main issues as outlined earlier). It is considered that no significant harm would result from the development of this site, and as such the granting of planning permission and related development of the site would not bring about impact which would significantly and demonstrably outweigh the benefits of granting planning permission.

- 8.2 The main planning considerations in determining this application have been set out and considered above whilst having regard to the appropriate local planning policies. The application has also been considered against the relevant sections within the National Planning Policy Frameworks (NPPF) and there is not considered to be any conflict between the local policies and the NPPF on the matters of relevance in this case.

9. Recommendation

- 9.1 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 facing materials and finishes to be used in the construction of the development shall be in accordance with details contained in the application. The development shall not be constructed other than with these approved materials.

Reason: In the interests of the satisfactory appearance of the development upon completion and in accordance with the provisions of policy DC27 of the Blyth Valley Development Control Policies DPD (2007).

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

AL(0)01 Rev 3 Location Plan
AL(0)02 Rev 5 Proposed Site Plan
N17135-900 Rev P1 Drainage Strategy
17127/001 Proposed Access Arrangements
17127/TK01 Swept Path Analysis

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

04. No development will take place until a detailed biodiversity enhancement/landscaping plan has been submitted to, and approved in writing by the Local Planning Authority. This will accurately plot the important habitats identified in the survey onto the site plan. This should include any recommendations or enhancement or management of those boundaries. Thereafter, the development shall be carried out in complete accordance with the agreed details.

Reason: To maintain and enhance the biodiversity value of the site in accordance with policy DC16 of the Blyth Valley Development Control Policies DPD (2007).

05. No vegetation clearance or other site set up works will commence until an Amphibian Method Statement has been submitted to, and approved in writing by the Local Planning Authority in consultation with the County Ecologist. Thereafter, the development shall be carried out in complete accordance with the agreed details unless otherwise agreed in writing beforehand with the Local Planning Authority, again in consultation with the County Ecologist.

Reason: To maintain the favourable conservation status of protected species in accordance with policy DC16 of the Blyth Valley Development Control Policies DPD (2007).

06. No demolition, development, tree felling or vegetation clearance shall be undertaken between 1 March and 31 August unless an ecologist has first confirmed that no bird's 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 as required by Part 11 of the National Planning Policy Framework and in accordance with policy DC16 of the Blyth Valley Development Control Policies DPD (2007)

07. Prior to first occupation, precise details of the adoption and maintenance of all SuDS features shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. A maintenance schedule which includes details for all SuDS features for the lifetime of development shall be comprised within.

Reason: To ensure that the scheme to disposal of surface water operates at its full potential throughout the development's lifetime.

08. The land shall not be used for any purpose(s) other than for the storage of caravans.

Reason: In order to maintain appropriate control over the use of the land and in the interests of neighbour amenity.

09. The development shall not be brought into use until precise 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 Policy A1 of the Blyth Valley Core Strategy.

10. Prior to the development 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. This scheme shall:

- i. Restrict discharge from the development to 3.7/s for all rainfall events up to and including the 1 in 100 year event, unless otherwise agreed by LLFA and the local planning authority.

- ii. Adhere to the principles as set out in the Preliminary Drainage Strategy from Patrick Parsons reference N17135-900 P1.
- iii. Provide attenuation on site for the 1 in 100 year plus climate change event (currently 40%).
- iv. Incorporate sustainable drainage techniques throughout the development wherever possible and practicable.
- v. Provide full specification details including cross sections, and contouring of attenuation basin.
- vi. Provide details of the adoption and maintenance of all surface water features on site.

The approved surface water drainage scheme shall be implemented in accordance with the approved details before the development 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 Policy ENV1 of the Blyth Valley Core Strategy.

11. Prior to first occupation of the site, details of the adoption and maintenance of all SuDS features shall be submitted to and approved in writing by the Local Planning Authority. A maintenance schedule which includes details for all SuDS features for the lifetime of development shall be comprised within.

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 Policy ENV1 of the Blyth Valley Core Strategy.

Background Papers: Planning application file(s) 17/00389/FUL