

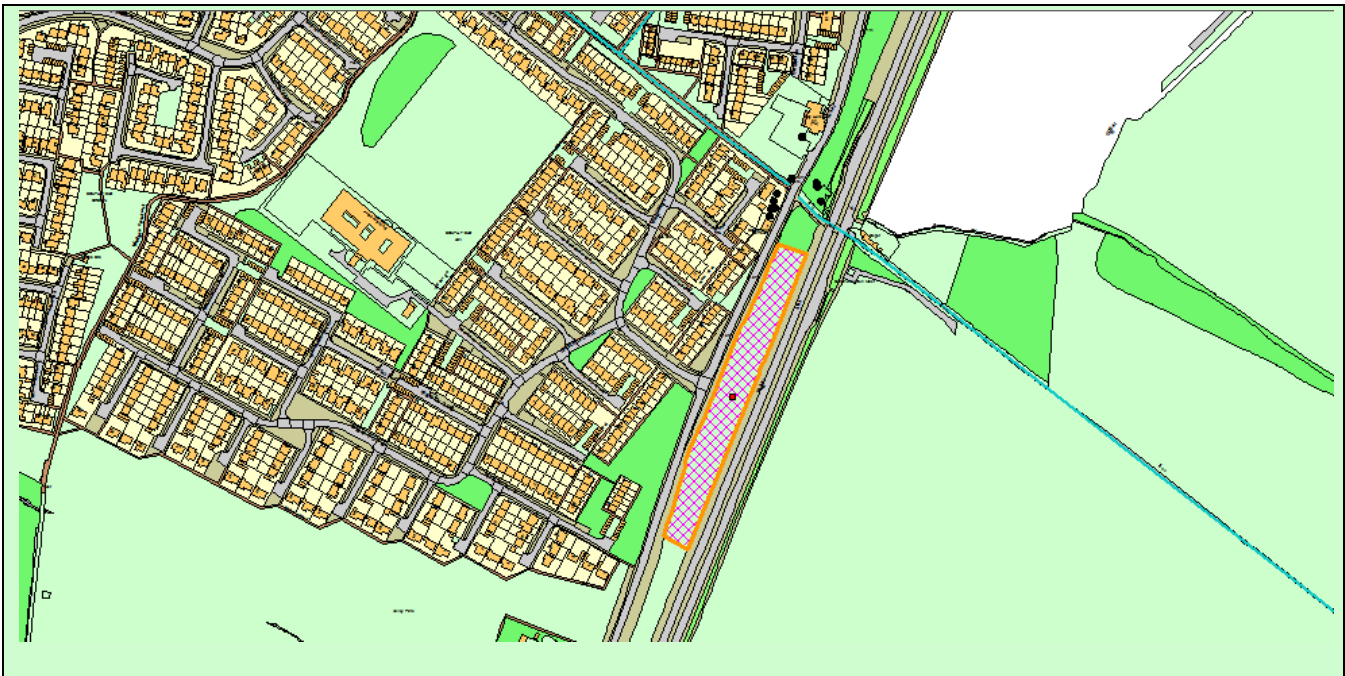


Northumberland County Council

Cramlington, Bedlington and Seaton Valley Local Area Committee

18 July 2018

Application No:	18/00904/FUL		
Proposal:	Change of use to caravan storage including erection of boundary fence and access roads		
Site Address	Land Between A189 And B1505, Cramlington, Northumberland,		
Applicant:	Mr Burke Land Between A189 and B1505,	Agent:	Ms Caitlin Newby Unit 3, Hexham Enterprise Hub, Burn Lane, Hexham NE46 3HY
Ward	Cramlington South East	Parish	Cramlington
Valid Date:	23 March 2018	Expiry Date:	20 July 2018
Case Officer Details:	Name: Miss Joanne Wood Job Title: Planning Officer Tel No: 01670 625551 Email: joanne.wood@northumberland.gov.uk		



This material has been reproduced from Ordnance Survey digital map data with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright (Not to Scale)

1. Introduction

1.1 Under the provisions of the Council's current Scheme of Delegation, this application falls to be determined by the relevant Local Area Council at the request of an elected Ward Member.

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 between 265 and 755 caravans, however the likely operational maximum as set out within the Transport Assessment is 365 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 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.

2.4 An application (ref: 17/00389/FUL) for the change of use of the site to allow for the storage of in excess of 1500 caravans has previously been refused for the following reasons:

Reason 1:

The development has the potential to generate a significant increase in traffic movements across the Moor Farm roundabout and the adjacent smaller roundabout to the north west. No evidence has been submitted with the application to demonstrate the impact of the additional traffic movements across the two roundabouts and the wider road network nor has sufficient evidence been provided to demonstrate that a safe and satisfactory access and egress point at the site entrance can be achieved for the type of use being proposed. As such, the proposal has the potential to give rise to severe impacts on the highway network to the detriment of road users and general highway safety contrary to Policy DC1 of the Blyth Valley Development Control Policies DPD (2007), Policy A1 of the Blyth Valley Core Strategy (2007), and paragraph 32 of the NPPF.

Reason 2:

The proposed development in this location would constitute overdevelopment of the site due to the number of caravans, in excess of 1500, that could be stored at any one time. This would be out of keeping with the character of the surrounding area and represent a significant visual intrusion to the detriment of the amenity of the area. As such, the proposal would be contrary to Policy DC1 of the Blyth Valley Development Control Policies DPD (2007) and the provisions of the NPPF.

2.5 This application seeks to overcome those reasons for refusal by reducing the number of caravans to be stored within the site to a maximum of 755, and the submission of supporting information to demonstrate that any additional traffic movements generated by the proposed change of use would not be significant, and would not impact upon highway safety.

3. Planning History

Planning applications

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

Reference Number: 17/00389/FUL

Description: 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.

Status: REFUSED

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: 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: DISMISSED

Reference Number: 18/00023/REFUSE

Description: 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.

Status: IN PROGRESS

4. Consultee Responses

Cramlington Town Council	No response received.
Highways	<ul style="list-style-type: none">- This application replicates a previous proposal for the site, planning reference 17/00389/FUL, which was refused by the Cramlington, Bedlington and Seaton Valley Local Area Council.- There were no objections to the development proposals from Highways Development Management as it was considered that the impact of the development would not have a material impact upon the safety and operation of the local highway network subject to the imposition of conditions.- Member of the Committee determined to refuse the application on highways grounds however and an Appeal has been lodged by the applicant in relation to that permission.- As the current application replicates that previously considered, Highways Development Management's view is that the development remains acceptable and that there have been no significant change to the network or transport policy that would alter this view.- This application includes the document submitted with the appeal to address the highway reason for refusal on the original application. This shows that the level of traffic generated by the development will not have a material impact upon the highway and the findings are agreed.- The proposed site access replicates the access deemed to be acceptable in the original application, following numerous revisions to the original plans, and therefore there are no objections or concerns with the access as proposed in the current application.- Therefore, there are no highway objections to the development subject to the imposition of conditions securing the access and to prevent surface water entering the highway.- Impacts upon the Moor Farm roundabout, to the south of the site, will be considered by Highways England as the Strategic Highway Authority responsible for the

	operation of this junction. The submitted document prepared for the appeal in relation to the highways reason for refusal of the original application considers the impacts of the development on this junction, but the assessment and review of this will be undertaken by Highways England.
County Ecologist	No objection, subject to conditions
Lead Local Flood Authority (LLFA)	No objection, subject to the conditions recommended under the previous application
Natural England	No objection
Highways England	<ul style="list-style-type: none"> - The traffic generated by the operation of the proposed caravan storage site has been calculated from survey data collected from a similar site in the local area; - The data has then been analysed and factored to reflect both the size of the proposed site in relation to the existing and the number of caravans that the development could accommodate; - It has been demonstrated that the site has the potential to generate a maximum of four two-way vehicle movements in the peak hours of 09:00-10:00 and 15:00-16:00. Even if operating at the unlikely absolute maximum capacity of the site, the traffic generation is still limited to ten two-way movements in the AM and nine in the PM.; - The peak hours of this low level of development generated traffic do not coincide with the commuter peak periods on the Local or Strategic Road Networks (08:00-09:00 and 17:00-18:00); - Nor will all of the traffic generated from the site arrive at the A19(T) Moor Farm Junction, the focus of HE's concerns, and; - Therefore, there is no need for any additional survey or modelling work to be undertaken on the proposals. As such, it is concluded that the original findings of the TS for the site, and the subsequent February 2018 report, are still valid, and that there is no significant impact from the development on the Local Road Network or Strategic Road Network. As such the development should not be withheld planning permission on highway capacity grounds.
Northumbria Health Care	No response received.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	96
Number of Objections	81
Number of Support	0
Number of General Comments	1

Notices

General site notice, 26th April 2018

No Press Notice Required.

Summary of Responses:

81 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.

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

<http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=P5H85VQSMW200>

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
Visual impact
Highway issues
Impact on amenity
Tourism

Principle of the development

7.2 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).

7.3 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.

7.4 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.

7.5 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.

7.6 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

7.7 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.

7.8 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.

7.9 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.

7.0 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.

7.11 In terms of the environmental role, the 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.

Visual impact

7.12 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 roadsides and therefore will not appear 'alien' within this environment.

7.13 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.

7.14 One of the two reasons of refusal of the previous application was that that the siting of potentially an excess of 1500 would constitute overdevelopment of the site, and would result in a visual intrusion. This application has significantly reduced the number of caravans, with a maximum of 755 to be stored on the site at any one time. However, the nature of the proposed use of the site is such that it is unlikely that this maximum number of caravans would be stored on site at any one time. As such, it is considered that the proposed storage of up to 755 caravans would not represent overdevelopment of the application site due to its size, and would not have an adverse impact upon the visual amenity of the surrounding area. We are therefore satisfied that the applicant has overcome this reason for refusal of the previous application.

7.15 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

7.16 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 issues

7.17 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.

7.18 A development of this type would not normally warrant a Transport Statement or Transport Assessment, but the applicant has submitted the report prepared for the Appeal for the previous application (reference 17/00389/FUL) with this current application. The primary aim of this document is to consider the level of traffic likely to be generated by the development and then assess whether this level of traffic will result in a cumulative severe impact upon the operation or safety of the highway network in relation to paragraph 32 of the NPPF.

7.19 The assessment within this document uses actual traffic surveys of similar sites in south east Northumberland, using the information to reflect the development both using a reasonable operational maximum number of caravans on the site, and a physical absolute maximum number of caravans on the site. The latter relates to the whole site area being filled with caravans without any operational or maneuvering space, a situation which is unlikely.

7.20 Even in this absolute maximum number scenario, the level of trips likely to be generated by the development is less than 10 vehicle movements or 20 passenger car units (used to take into account the additional road space used by a car towing a caravan) in the AM and PM peak periods. These peak periods are also found within the traffic surveys to fall outside the normal traditional commuter peak periods, where the level of traffic on the network is higher.

7.21 It is recognised that the surveys were undertaken during November, presumably due to the time between the application being refused and the appeal being lodged, which may result in lower levels of traffic movements than the peak summer period. However, even if the level of traffic was three times as much as during these times, the level of additional vehicular movements based upon the absolute capacity of the site would be less than 30 vehicle movements in the peak hour of the development, which is not considered to represent a material impact on the local highway network. Based upon the survey information and the analysis undertaken for the appeal on the previous application, it is agreed with the findings of the document that the level of traffic from the development will not result in a material impact upon the operation and safety of the surrounding local road network.

7.22 The proposed development will not impact upon the provision of or the infrastructure associated with sustainable transport. Due to the nature of the development, no improvements or connections are required to the existing sustainable transport network.

7.23 As detailed above, the level of additional traffic generated by the development is unlikely to have a material impact upon the safety of the wider local road network. The site access has been designed to ensure that vehicles do not wait or reverse on or off the adopted highway and appropriate visibility splays have been provided at the

access. The proposed location of the security gates are such that a car and caravan can wait in front of the gates without overhanging onto the highway. The proposed site access replicates that previously proposed and deemed to be acceptable following a number of revisions during the determination period of the previous application.

7.24 Due to the nature of the development, specific additional car parking is not required. The applicant will need to undertake works in the highway to facilitate the site access, which has been designed in accordance with the requirements set out in the original application. The access will need to be constructed in accordance with a Type C of the standard specifications with 8m radii as set out in the submitted documents, with some minor alterations to the existing road markings to remove the central hatching at the location of the access and potential vegetation removal within the visibility splays. A condition is therefore requested to ensure that the access is provided in accordance with approved plans, with the applicant entering into a S184 Agreement with the Highway Authority to undertake these works. A further condition is requested to ensure that surface water does not drain from the development site onto the highway.

7.25 Having considered the submitted information, the Highway Authority has no objections to the proposed development subject to the imposition of conditions set out above. 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.

7.26 The submitted Transport Assessment also reviews the impact of the development on the Moor Farm roundabout. This junction forms part of the Strategic Road Network under the jurisdiction of Highways England.

7.27 Highways England's assessment of the proposed site traffic generation, from factoring the surveyed site results by x2.13 for the busiest weekdays, this shows that in the AM Peak, the highest number of arrivals and departures generates a total two-way traffic generation of 21 movements. In comparison, for the PM Peak, the highest number of arrivals and departures is a two-way traffic generation of 17 movements. Given that the two-way traffic generation for the busiest weekdays lies below 25 two-way traffic movements, the proposed site traffic generation put forward within the Transport Assessment can be accepted.

7.28 The Assessment also acknowledges that the level of traffic generated from the site does not coincide with the commuter periods on the local roads or Strategic Road Network (08:00-09:00 and 17:00-18:00) and not all of the traffic generated from the site will arrive at the A19 (T) Moor Farm junction. During a typical period when caravan users are expected to access the site, Highways England are of the view that this is likely to be a limited number of times over the summer period. Once distributed across the network, even in the absolute maximum scenario the number of two-way

movements reaching Moor Farm Roundabout are not considered to be substantial. Given the low traffic generation, Highways England consider that a review of the safe access and egress from the site is not considered necessary.

7.29 The Transport Assessment also sets out the findings of traffic surveys undertaken on a site with similar characteristics to that of the proposed development in November 2017. The site selected was Jubilee Caravans in Ashington (post code NE63 8UB), as it operates in a very similar fashion to the proposed site, whilst also being within the local area, and therefore representative of the application. The surveys were undertaken over a total of six days (Tuesday to Sunday) and recorded the total vehicle movements from the site between 7am and 7pm each day. It is worth reiterating that the surveys showed that the peak hours of the caravan site were outwith the traditional commuter peak hours of the highway network. The surveyed peaks were between 10:00-11:00 and 15:00-16:00, rather than the traditional commuter peaks of 08:00-09:00 and 17:00-18:00. This means that the times when the caravan storage yard will be generating its most traffic is not the same time as when the existing traffic on the road network is its highest.

7.30 As such, Highways England has confirmed that it is satisfied that the peak hours of this low level of development generated traffic do not coincide with the commuter peak periods on the Local or Strategic Road Networks, nor will all of the traffic generated from the site arrive at the A19(T) Moor Farm Junction, the focus of Highways England's concerns. Therefore, there is no need for any additional survey or modelling work to be undertaken on the proposals. As such, it is concluded that there is no significant impact from the development on the Local Road Network or Strategic Road Network. Therefore, Highways England has raised no objection to the proposal and advised that the development should not be withheld planning permission on highway capacity grounds.

7.31 It has been sufficiently demonstrated by the applicant that the proposal would not result in a significant increase in traffic movements across the Moor Farm roundabout and the adjacent smaller roundabout to the north west, and that a safe and satisfactory access and egress point at the site entrance can be achieved for the type of use being proposed, which overcomes the highways reason for refusal of the previous application. This being the case, it would be unreasonable to refuse this application on highway safety grounds.

Residential Amenity

7.32 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.

7.33 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

7.34 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

7.35 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.

7.36 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

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

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

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

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 Framework (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

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 approved shall be carried out in complete accordance with the approved plans, These plans are:

Drawing No. AL(0)01 Rev 3 Location Plan
Drawing No. AL(0)02 Rev 5 Proposed Site Plan
Drawing No. N17135-900 Rev P1 Drainage Strategy
Drawing No. 17127/001 Proposed Access Arrangements
Drawing No. 17127/TK01 Swept Path Analysis
Drawing No. AA(9)01 Rev 2: Fencing Elevation, Plan, Site Plan

Reason: For the avoidance of doubt, and in the interests of proper planning.

03. No development shall take place until a detailed biodiversity enhancement/landscaping plan has been submitted to, and approved in writing by the Local Planning Authority. This should 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 approved 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).

04. 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 approved details.

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

05. 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)

06. Prior to commencement of development a scheme to dispose of surface water from the development shall be 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 To ensure the effective disposal of surface water from the development.

07. 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.

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 site shall be used to store a maximum of 755 caravans at any one time.

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

10. 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.

12. 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. 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 the National Planning Policy Framework.

Date of Report: 2nd July 2018

Background Papers: Planning application file(s) 18/00904/FUL