

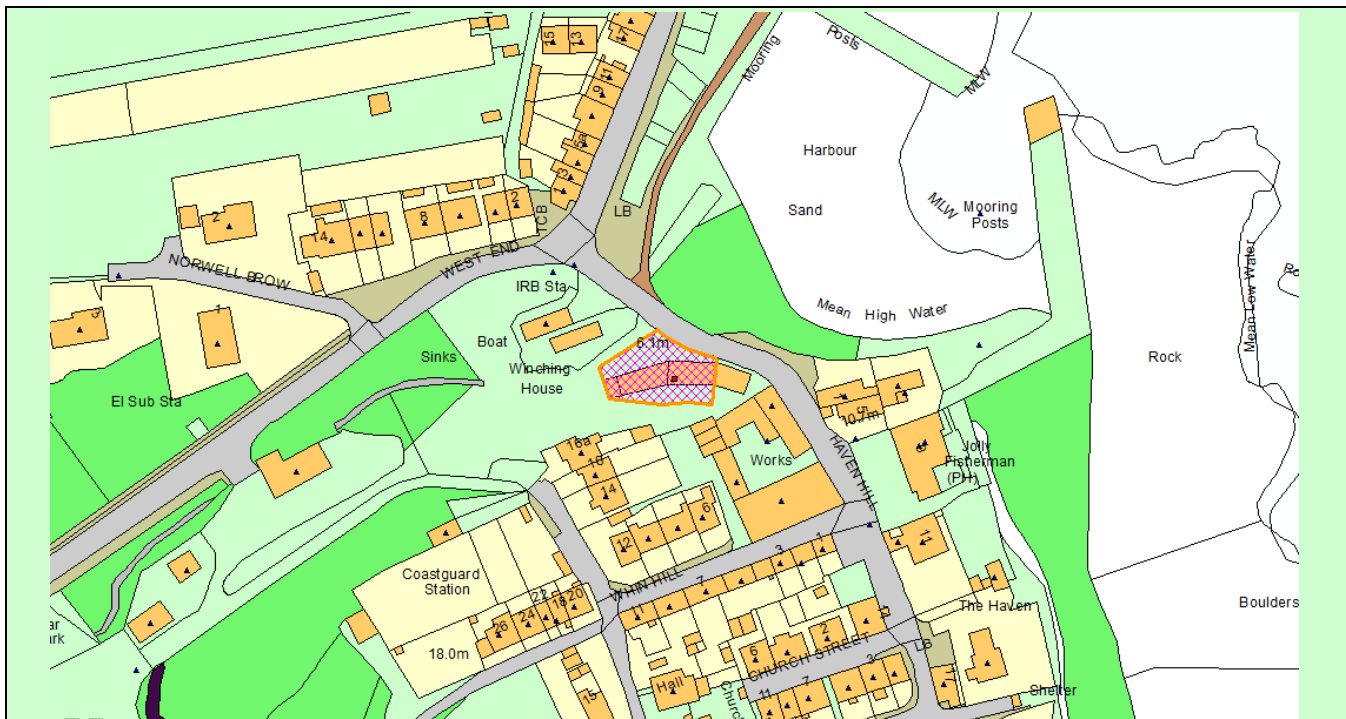
# NORTHUMBERLAND

Northumberland County Council

North Northumberland Local Area Council

21<sup>st</sup> December 2017

<b>Application No:</b>	17/03658/FUL		
<b>Proposal:</b>	Change of use of buildings formerly used as garage/storage, office and small washroom to 2 new homes with external car parking and amenity space - Amended 23/11/17		
<b>Site Address</b>	Land South East Of Lifeboat House, Haven Hill, Craster, Northumberland		
<b>Applicant:</b>	G Hope C/O George F White	<b>Agent:</b>	Stephanie Linnell 4-6 Market Street, Alnwick, Northumberland, NE66 1TL
<b>Ward</b>	Longhoughton	<b>Parish</b>	Craster
<b>Valid Date:</b>	16 October 2017	<b>Expiry Date:</b>	22 December 2017
<b>Case Officer Details:</b>	Name: Mr Ragu Sittambalam Job Title: Planning Officer Tel No: 01670 622704 Email: Ragu.Sittambalam@northumberland.gov.uk		



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## 1. Introduction

- 1.1 The application has been called to be heard at the North Northumberland Local Area Council by Cllr Pattison.
- 1.2 The application was amended as follows;
  - 09/11/17 - Amended proposed site plan submitted

- 23/11/17 - Amended location and proposed site plans submitted (21 day re-consultation carried out)

## 2. Description of the Proposals

2.1 The site is located within the settlement of Craster to the south/west side of Haven Hill, off West End serving as a thoroughfare through the village. The building is a stone built two storey structure with pantile covered pitched roof made up of three linear elements that curve in form about the site, with the central and western elements subject to the application. There is a forecourt area to the front, directly accessible from the highway with further access to the side/rear. The building is characterised by arched openings, small upper windows that sit under the eaves and shallow roof pitch.

2.2 The application seeks planning permission to convert the building to 2 no. dwellinghouses comprising of the following works;

- Install 5 no. windows at first floor level to be of an appearance to match the existing.
- Infill the existing archways with glazed panels retaining the original timber doors.
- Install a first floor along with associated works to form habitable accommodation internally.
- Install 4 no. pitched roof dormers to the rear clad in lead-look membrane with tiles to match the existing.
- Form a parking area to the front of the properties allowing for 1 no. parking space per dwelling along with a timber bin store.

2.3 The site is subject to the following environmental constraints;

- Northumberland Coast Area of Outstanding Natural Beauty (AONB)
- Heritage Coast
- Impact Risk Zone SSSI
- Public Right of Way (east and west of site)

## 3. Planning History

**Reference Number:** N/99/A/0141

**Description:** Renovation of Warehouse to Garage

**Status:** Approved

## 4. Consultee Responses

Natural England	<p>No Objection;</p> <p>Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Berwickshire &amp; North Northumberland Coast SAC, Northumberland Marine SPA, Northumbria Coast SPA &amp; Ramsar site have been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on these sites conservation objectives.</p>
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	<p>In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Northumberland Shore SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.</p> <p>Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.</p>
Highways	<p>No Objection; Conditions/Informatives Advised</p> <p>Further to previous consultation responses reference is made to the reconsultation dated 23 November 2017 following receipt of revised details including Proposed Site Plan ref 003B.</p> <p>Whilst there still appear to be some issues with the application red line boundary, not least in relation to clarification of the highway boundary along the Haven Hill site frontage, it is considered that the stage has been reached where conditions to be attached to the grant of permission can be recommended. A further revised plan will be required to establish the location of the boundary, means of enclosure (if any), position of the vehicle access within the frontage, parking spaces and means of access thereto.</p> <p>In terms of off-street parking it is acknowledged that the revised Site Plan indicates provision of a single parking space in association with each unit. It will be appreciated, however, that there will inevitably have to be hardstanding provided to enable vehicles to be driven from the highway to the spaces. Logically, therefore, notwithstanding the previously expressed position of the Highway Authority relating to a previous layout, that there would be no evidence to suggest that limited parking provision within the site would result in harm on the highway network, there is the potential for additional vehicle parking space to be accommodated within the forecourt area.</p>
Craster Parish Council	<p>Objects;</p> <p>The new site plan reduces the number of in curtilage parking spaces to just one per dwelling. The current County Council policy indicates that 3-4 bedroomed dwellings should have 3 spaces per dwelling. The policy indicates that in "particular circumstances" it is permitted to grant an application without in curtilage parking. The "particular circumstances" are well defined in the policy and while it indicates that where traffic management deem there are no implications for safety there is still an onus on the planning authority to decide whether on the following criteria those circumstance apply:</p> <ul style="list-style-type: none"> <li>(a) Public parking is available in close proximity to the proposal;</li> <li>(b) There is good access to public transport routes or alternative transport facilities (including links for cyclists or pedestrians),</li> <li>(c) The impact of the proposed development on its setting</li> </ul> <p>The Parish Council, and the community, are concerned that there is no public parking in close proximity, that the public transport routes, while close, are very limited, bearing in mind the nature of the proposed dwellings, and that the setting is one of the iconic sites in the village of Craster, one of the gems of the AONB.</p> <p>In maintaining the objection on parking grounds the Parish Council has taken account of the implications of the National Planning Policy Framework (NPPF) which states in paragraph 12:</p> <p>This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed</p>

	<p>development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.</p> <p>The NPPF indicates that the framework should be used as a material consideration in deciding on conflicts. The Parish Council has examined paragraph 32 of the NPPF to determine whether it is appropriate to use that paragraph as a material consideration to override the policy. The text indicates that it can only be applied where the "development generates significant amounts of traffic movement". It is the contention of the Parish Council that including the required six parking spaces within the curtilage would not of itself generate significant amounts of traffic movement and that this paragraph should not be used as a material consideration to ignore planning policy. The Parish Council accepts that it is not within its remit as a consultee to make the decision on what constitutes significant amounts of traffic movement, but if this is in fact deemed by others to be the case then a Transport Statement or Transport Assessment Plan is required. These are not with the application and clearly as representatives of the community the Parish Council would expect to see these and to have the opportunity to comment on them before any decision is made on the application.</p> <p>If it is considered that the development does indeed create significant amounts of traffic movement then paragraphs 34 and 35 of the NPPF do need to be considered. These state: Para 34: Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.</p> <p>Para 36: A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.</p> <p>Again as the local consultee the Parish Council would expect to see and review the Travel Plan for this development and to ensure that the need to travel will be minimised and the use of sustainable transport modes maximised. The documents need to be in the public domain before the proposed development can be properly assessed.</p>
<p>Countryside/ Rights Of Way</p>	<p>No Objection;</p> <p>I have no objection to the application on the condition that Public Footpath No.19 is protected throughout. No action should be taken to disturb the path surface, without prior consent from ourselves as Highway Authority, does not obstruct the path or in any way prevent or deter public use without the necessary temporary closure or Diversion Order having been made, confirmed and an acceptable alternative route provided.</p>
<p>County Ecologist</p>	<p>No Objection; Conditions/Informative Advised</p> <p>The application documents and ecological survey report indicate that there are works proposed to the roof (dormer windows and additional windows on the front elevation at/near eaves level) though the building is generally well sealed and has been relatively recently re-roofed.</p> <p>No evidence of nesting birds was recorded and little opportunity for roosting bats was found with the exception of a single mortar crevice above one of the arches on the north elevation. A single bat dropping was found beneath that crevice. Bats are recorded in the immediate area and whilst the building is relatively exposed to the east there remains a small risk that individual non-breeding bats may be present in any suitable crevice at any time.</p>

	<p>The response from Natural England (Ref: 229325, dated: 23.10.17) is noted, stating that there is unlikely to be any significant impact on the internationally and nationally protected sites (Special Area of Conservation, Special Protection Areas and Site of Special Scientific Interest a short distance to the east) and their associated species assemblages and that the LPA is not required to carry out an 'appropriate assessment' in this case.</p> <p>No other protected, threatened or notable habitats and/or species are likely to be affected by the proposals though the presence of a culverted watercourse was noted.</p> <p>No objections to the proposals on ecological grounds are raised on condition that the avoidance, mitigation and enhancement measures detailed in the report are carried out in full.</p>
<p>Northumberland Coast AONB</p>	<p>Supports Application;</p> <p>The Northumberland Coast AONB Partnership remains broadly supportive of the proposal outlined above.</p> <p>It is the opinion of the Partnership that the scheme, on the whole, does maintain the character and form of the original building - though the Partnership is disappointed to note the creation of new window openings in the front elevation.</p> <p>It is essential that the historic utilitarian character the original building is retained and the Partnership request that permitted development rights are restricted. The treatment of the amenity space to the front of the buildings is important and the current open character must be retained, there should be no additional external lighting or boundary treatments such as fences, railings or hedging.</p> <p>In respect of this the Partnership requests that the bicycle loops are removed from the scheme as this is too domestic/urban in this setting. The bin storage is less than satisfactory - on a purely practical level the Partnership suggest that the bins for Dwelling 2 are moved from the roadside to the other side of the front door as in the current position they will inevitably be used by passers by.</p> <p>Bins to Dwelling 1 should be moved into the space allocated for the bicycle loops so as to relate to the house rather than stand alone.</p>
<p>Northumbrian Water Ltd</p>	<p>No Comment;</p> <p>Having assessed the proposed development against the context outlined above I can confirm that at this stage we would have no comments to make.</p>
<p>Lead Local Flood Authority (LLFA)</p>	<p>No Objection; Informative Advised</p> <p>After reviewing the submitted information we have no objection to the development from a flood risk perspective.</p> <p>Please be aware of the culverted watercourse and inspection chamber which runs through the development site. It is the landowner responsibility to maintain these feature and ensure they are kept clear of debris.</p> <p>FCERM comments:</p> <p>The FCERM team have no objection to the development from a coastal erosion perspective. The shoreline management plan (SMP2) is to hold the line for all three epochs. Furthermore the development site is the landward side of the highway. Due to these reasons we have no objection to the development from a coastal erosion point of view.</p>

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## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	11
Number of Objections	0
Number of Support	0
Number of General Comments	2

### Notices

Site notice - Public Right of Way, 20<sup>th</sup> October 2017

Press Notice - Northumberland Gazette 26th October 2017

### Summary of Responses:

During the consultation period, 2 no. representations raised the following issues;

- Potential impacts due to parking issues.

Issues relating to physical changes to the height of the building were also raised, for clarification there would be no change in roof height.

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=OXKQCQ8QSJTS00>

## 6. Planning Policy

### 6.1 Development Plan Policy

ACS - Alnwick Core Strategy (2007)

- S1 Location and Scale of New Development
- S2 The Sequential Approach to Development
- S3 Sustainability Criteria
- S11 Locating Development to Maximise Accessibility and Minimise Impact from Travel
- S12 Protecting and Enhancing Biodiversity and Geodiversity
- S13 Landscape Character
- S16 General Design Principles

ALP - Alnwick District Wide Local Plan (1997)

- BE8 Design in New Residential Developments and Extensions
- Appendix A Design and Layout of New Dwellings
- RE16 Protection of the AONB
- TT5 Controlling Car Parking Provision (and Appendix E)
- Appendix E Car Parking Standards for Development

## CD32 Controlling Development that is Detrimental to the Environment and Residential Amenity

### 6.2 National Planning Policy

NPPF - National Planning Policy Framework (2012)

NPPG - National Planning Practice Guidance (updated 2014)

### 6.3 Other Documents/Strategies

Alnwick Landscape Character Assessment (2010)

## **7. Appraisal**

7.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF operates under a presumption in favour of sustainable development. It states that development proposals, which accord with the development plan, should be approved without delay. The adopted Development Plan where the site is located comprises the saved policies of the Alnwick District Wide Local Plan (1997) and the Alnwick LDF Core Strategy (2007).

7.2 The main issues in the consideration of this application are;

- Principle of Development
- Landscape
- Design
- AONB
- Amenity
- Archaeology
- Ecology
- Highway Safety
- Water Management
- Rights of Way
- Other Matters

#### Principle of Development

7.3 *S1 of the ACS sets out the hierarchy of settlements to inform the location and scale of development in the former Alnwick District.*

7.4 *Paragraph 55 of the NPPF states that housing should be located where it will enhance or maintain the vitality of rural communities. For examples, where there are groups of smaller settlements, development in one village may support services in a village nearby.*

7.5 The site is located within Craster, a 'Local Needs Centre' where there is a limited service base. Craster is accessible to Embleton (3 miles north), Longhoughton (5 miles south) and Rennington (4.6 miles west) with Embleton and Longhoughton set out within S1 as Sustainable Village Centres with a strong service base. S1 states that within Local Needs Centres, development

is restricted to those that satisfy local needs only; however this aspect of S1 does not fully accord with the NPPF particularly in the context of Paragraph 55. Having regard to settlements nearby, residential development in this location is considered permissible through its potential to access services in neighbouring villages which in turn would contribute to the vitality of these smaller settlements,.

- 7.6 *S2 of the ACS sets out a sequential approach for development where weight is given to previously developed land or buildings before other suitable sites within the built up area of settlements.*
- 7.7 Limited weight can be attached to this policy as the NPPF does not require a sequential test in residential development.
- 7.8 *S3 of the ACS sets out sustainability criteria stipulating that development must satisfy the criteria with exceptions to compensate for sustainability shortcomings through condition/legal agreement but also states that it may be necessary to allow development which does not meet one or more of the criteria.*
- 7.9 The site would be accessible to the main settlement without the need for private car and would be set within a predominantly residential context. There are also other settlements in relatively close proximity that would allow for the access of services.
- 7.10 *S16 of the ACS sets out that all development will be expected to achieve a high standard of design reflecting local character or distinctiveness as well as taking into full account the need to protect and enhance the local environment.*
- 7.11 *Paragraph 17 of the NPPF sets out it's core planning principles whereby the reuse of previously developed land should be encouraged.*
- 7.12 The reuse of an existing building without substantial alteration and/or extension is supported and would reflect the local character of the existing building ensuring its continued use as residential dwellings.
- 7.13 *The NPPF seeks to promote sustainable development with paragraph 7 providing the starting point against which the sustainability of a development proposal should be assessed. This identifies three dimensions to sustainable development - an economic element, a social element and an environmental element.*

*Paragraph 14 of the NPPF then establishes a presumption in favour of sustainable development. For decision taking this means (unless material considerations indicate otherwise); approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless 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; or specific policies in the Framework indicate development should be restricted.*



- 7.14 It is considered that the proposed location and scale of development would be sustainable in relation to economic and social considerations. It would deliver economic benefits through new housing and in social terms would deliver market housing in an appropriate location, which would help to sustain the existing and nearby community and associated services, as well as being able to contribute to improvements to existing services. In terms of its environmental role there would not be any significant or unacceptable harmful impacts on the site and wider area and the development could be assimilated into this location, subject to further consideration of the final layout, landscape and appearance of the dwellings. The principle of development is therefore considered acceptable and in accordance with S1, S3 and S16 of the ACS and the NPPF.

### Landscape

- 7.15 *S13 of the ACS seeks for all proposals for development and change to be considered against the need to protect and enhance the distinctive landscape character of the district.*

*S16 of the ACS states that proposals should take full account of the need to protect and enhance the local environment.*

- 7.16 *Paragraph 17 of the NPPF sets out its core planning principles to be applied in plan-making and decision-taking, taking account of the different roles and character of different areas, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.*

- 7.17 Given that the application seeks to convert an existing building to residential dwellings without substantial addition, the landscape impact of the proposal comparatively would be limited. The landscape impact of the proposal is considered acceptable and in accordance with S13 and S16 of the ACS and the NPPF.

### Design

- 7.19 *S16 of ACS sets out that all development will be expected to achieve a high standard of design reflecting local character and distinctiveness in traditional or contemporary design and materials.*

- 7.20 *Paragraph 58 of the NPPF sets out the principles of design that planning policies and decisions should seek to ensure in new developments.*

- 7.21 The proposed external alterations to the building come through the conversion of the building, treating existing arched openings with new glazing that would sit within the openings retaining the original external doors. The installation of eaves level windows at first floor (that would reflect the pattern/style of the existing) and the construction of dormer windows to the rear of the property would form the main scope of intervention. The introduction of dormers would have limited impact due to the shallow pitch of the roof so as not to detract from the architectural and historic qualities of the building.

- 7.22 There would be external alterations through the formation of a parking area to the front of the building with associated bin store; however this would not radically change the character and appearance of the site, given its use as ancillary space to the existing building.
- 7.23 To manage the visual impact of the proposal and maintain the appearance of the building in future, conditions requesting material samples and removing permitted development rights respectively have been set out in the recommendation. The visual impact is therefore considered acceptable and in accordance with S16 of the ACS and the NPPF.

#### AONB

- 7.24 *RE16 of the ALP sets out that planning permission will not normally be granted for developments which would adversely affect the Area of Outstanding Natural Beauty or the Heritage Coast except in circumstances of overriding national need, where no suitable alternative locations for development can be found.*
- 7.24 Northumberland Coast AONB have set out in their response that they're broadly supportive of the proposals raising issue with the formation of new openings to the front of the building. Whilst this would introduce modern intervention to the building, the design and style of the treatments are considered sympathetic to the existing. Overall the conversion of the building within the settlement would not have an adverse impact of the special qualities of the AONB and therefore the effect is considered acceptable in accordance with RE16 of the ALP.

#### Amenity

- 7.25 *Policy CD32 of the ALP states that permission will not be granted for development which would cause demonstrable harm to the amenity of residential areas or to the environment generally.*
- 7.26 *Paragraph 17 of the NPPF sets out its core planning principles, to underpin both plan-making and decision-taking. One of these principles is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.*
- 7.27 As part of the consultation response from Highways Development Management, a construction method statement is to be discharged from the outset of development to secure details of on site operations during the construction period. This in turn would ensure good practise having regard to amenity issues for nearby occupants prior to completion of the development.
- 7.28 The application site would be separated from nearby properties to the rear by 15m (rear to rear) at the shortest point, whilst this isn't a significant level of separation, the change in topography to the south of the site is such that neighbouring properties are set at a higher level, therefore the introduction of further roof openings would not allow for a significant level of overlooking compared to the existing roof lights in situ.

- 7.29 On balance there is acknowledged to be an impact on amenity, however it is not considered to be significant. The impact on amenity is considered acceptable and in accordance with CD32 of the ALP and Paragraph 17 of the NPPF.

#### Highway Safety

- 7.30 *S11 of the ACS sets out criteria to which the location of development is likely to maximise accessibility and minimise the impacts of traffic generated.*
- 7.31 *Paragraph 32 of the NPPF sets out the considerations of decisions with regard to highways issues, stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
- 7.32 The application has been subject to amendment to set out 1 no space per dwelling with associated access onto the highway, there was a discrepancy between the red line boundary and the proposed site plan which has now been clarified. The site would be accessed directly off the highway which is a narrow, busy thoroughfare running through the village which has raised concern due to the pedestrian footway which would be crossed to provide vehicular access.
- 7.33 *TT5/Appendix E of the ALP sets out the parking standards for new development within the former Alnwick District setting out the level of parking required to be in-curtilage.*
- 7.34 The application has demonstrated that each dwelling would benefit from 1 no. space, Appendix E of the ALP requires for a three bedroom property to put forward a provision of 3 no. spaces. Whilst there is conflict there is cognisance to the NPPF with regard to highway safety and in this instance, whether a lower provision of parking spaces would lead to the 'severe' impact on highway safety to warrant refusal. In this instance, there is provision within the site which considered with the immediate highway being unavailable for parking and possible displacement issues; is sufficient to accept the provision put forward in this application. Notwithstanding this, the site's former use versus the proposal is not considered to significantly intensify parking issues.
- 7.35 Highways Development Management have raised no objection subject to conditions to secure boundary treatments, ensure that opening treatments do not obstruct the public highway and to secure a refuse strategy. The refuse strategy condition has not been included as the proposed site plan clearly sets out where refuse containers would be stored which would be accessible to the highway. Subject to conditions, the impact on highway safety is therefore considered acceptable and in accordance with S11 of the ACS and the NPPF.

#### Ecology

- 7.36 *S12 of the ACS stipulates that all development proposals will be considered against the need to protect and enhance the biodiversity and geodiversity of the district.*

- 7.37 *Paragraph 118 of the NPPF states that local planning authorities should aim to conserve and enhance biodiversity based on detailed principles.*
- 7.34 The application was subject to consultation with Natural England who have raised no objection setting out that there is unlikely to be any significant impact on designated sites. The County Ecologist has reviewed the submitted ecology report and raised no objection subject to conditions relating to methodology and landscaping plan that has been included in the recommendation.
- 7.35 On this basis the impact on designated sites and protected species has been sufficiently addressed, therefore the proposal would be in accordance with S12 of the ACS and the NPPF.

#### Water Management

- 7.36 *Paragraph 94 of the NPPF states that Local Planning Authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply demand considerations.*
- 7.37 The application has set out that both foul and surface water would be disposed of by mains sewer, Northumbrian Water have made no comment having assessed the application.
- 7.38 The Lead Local Flood Authority have stated that there is a culverted watercourse and inspection chamber that runs through the development site. It is the landowner's responsibility to maintain these features and ensure they are kept clear of debris, but is not material to the planning process. Flood and Coastal Erosion Risk Management have set out that from a coastal erosion perspective, that there are no issues arising from the proposal due to the site's location to the landward side of the highway. Overall water management can be successfully be undertaken on site in accordance with the NPPF.

#### Public Right of Way

- 7.39 *Paragraph 75 of the NPPF states that planning policies should protect and enhance public rights of way and access.*
- 7.40 Countryside Rights of Way have raised no objection subject on the basis that the Public Right of Way which runs outside of the site is not disturbed throughout the course of the development without addressing the issue by way of a diversion order. This has been secured by informative attached to the recommendation.

#### Other Matters

- 7.41 In response to issues raised over the consultation period;
- Unsustainable location  
This issue has been appraised in Principle of Development (see 7.3-7.14)

- Highways Issues (including parking)  
This issue has been appraised in Highway Safety (see 7.30-7.35)
- The proposal requiring a Travel Plan/Transport Assessment  
In line with the consultation response from HDM, the proposal is not considered to generate significant amounts of movement and therefore no Transport Statement or Transport Assessment has been required prior to determination.

## 8. Conclusion

- 8.1 The main planning considerations in determining this application have been set out and considered above stating accordance with relevant Development Plan Policy. 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.
- 8.2 The application has addressed the main considerations and would accord with relevant policy. The proposal is therefore recommended for approval.

## 9. Recommendation

That this application be GRANTED subject to the following:

### Conditions

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. 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 number;

1. Location Plan (submitted 23/11/17)
2. (90) 003 Rev B - Proposed Site Plan
3. (00) 007 Rev B - Proposed Ground Floor
4. (00) 008 - Proposed First Floor
5. (00) 009 - Proposed Roof Plan
6. (00) 010 Rev A - Proposed Front Elevation
7. (00) 011 - Proposed Rear Elevation
8. (00) 012 - Proposed West Elevation

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

## Development Management

03. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), no;

- Extensions;
- Outbuildings;
- Porches; or
- Roof extensions beyond a 150mm projection

Shall be added to or constructed within the curtilage of the resulting property hereby permitted without the prior grant of planning permission from the Local Planning Authority.

Reason: In the interests of visual and residential amenity in accordance with Policy S16 of the Alnwick LDF Core Strategy.

04. Notwithstanding any description of the materials in the application, prior to the application of external finishes to the dormers hereby approved;

- Precise details, to include samples, of the materials to be used in the construction of the external faces and roof of the dormers

Shall be submitted to, and approved in writing by, the Local Planning Authority. All approved details are to be used in the construction of the development shall conform to the materials approved and retained thereafter.

Reason: In the interests of visual amenity in accordance with Policy S16 of the Alnwick LDF Core Strategy.

## **Ecology**

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

Reason: To maintain and protect the landscape value of the area and to enhance the biodiversity value of the site in accordance with Policy S12 of the Alnwick LDF Core Strategy.

06. No development shall take place unless in accordance with the avoidance, mitigation and enhancement measures detailed within the ecological report ('Ecological Assessment - Land South East of Lifeboat House, Haven Hill, Craster - August 2017', Budhaig Environmental, 6.10.17) including, but not restricted to, retention of crevice above arch on north elevation (as specified); adherence to precautionary working methods with Method Statements for roof works and prevention of pollution to be submitted to and agreed in writing with, the Local Planning Authority before works commence; adherence to external lighting recommendations in accordance with 'Bats & Lighting in the UK', Bat Conservation Trust/Institution of Lighting Engineers, 2008; an

updating bat and bird nesting survey to be carried out in the event that development works do not commence before the end of August 2019 with the results of that survey together with any necessary modifications to avoidance, mitigation or enhancement measures to be forwarded to and agreed in writing with the Local Planning Authority before development works commence.'

Reason: To maintain the favourable conservation status of protected species in accordance with Policy S12 of the Alnwick LDF Core Strategy.

## Highways

07. Development shall not commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement shall, where applicable, provide for:

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

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

08. Notwithstanding the submitted details, the development hereby approved shall not be occupied until details of the form and location of the boundary along the Haven Hill site frontage, and the details of arrangements for vehicular access and car parking spaces, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be taken into use until the layout has been implemented in accordance with the approved details and shall thereafter be retained accordingly.

Reason: For the avoidance of doubt and in the interests of highway safety in accordance with the National Planning Policy Framework

09. No dwelling shall be occupied until details of refuse storage facilities and a refuse storage strategy for the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location and design of the facilities and arrangement for the provision of the bins. The approved refuse storage facilities shall be implemented before the development is brought into use. Thereafter the refuse storage facilities and refuse storage plan shall operate in accordance with approved details.

Reason: To ensure sufficient and suitable facilities are provided for the storage and collection of household waste in accordance with Chapter 7 of the National Planning Policy Framework.

10. Notwithstanding the submitted details contained within the approved plans, no opening treatment at ground floor level shall be arranged so that they would open over highway land.

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

### **Informatives**

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

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

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

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

Further information about protected species and the law can be found on the Natural England website at [www.naturalengland.org.uk](http://www.naturalengland.org.uk)

2. Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.
3. In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.
4. The development should explore disconnecting any gutter down pipes into rain water harvesting units and water butts, with overflow into rainwater garden/pond thus providing a resource as well as amenity value and improving water quality.
5. To arrange alterations to the existing vehicle crossing point(s) (and to make good any damage or other works to the existing footway) you should contact the Highways Area Office at: [northernareahighways@northumberland.gov.uk](mailto:northernareahighways@northumberland.gov.uk)
6. The developer shall be aware that it is an offence under the 1980 Highways Act for doors etc. to open outwards over the highway.



7. During the construction and lifetime of the development, Public Footpath No.19 shall be protected throughout. No action should be taken to disturb the path surface, without prior consent from the Highway Authority. The siting of any cabin shall not obstruct the path or in any way prevent or deter public use without the necessary temporary closure or Diversion Order having been made, confirmed and an acceptable alternative route provided.

**Date of Report:** 08.12.17

**Background Papers:** Planning application file(s) 17/03658/FUL