

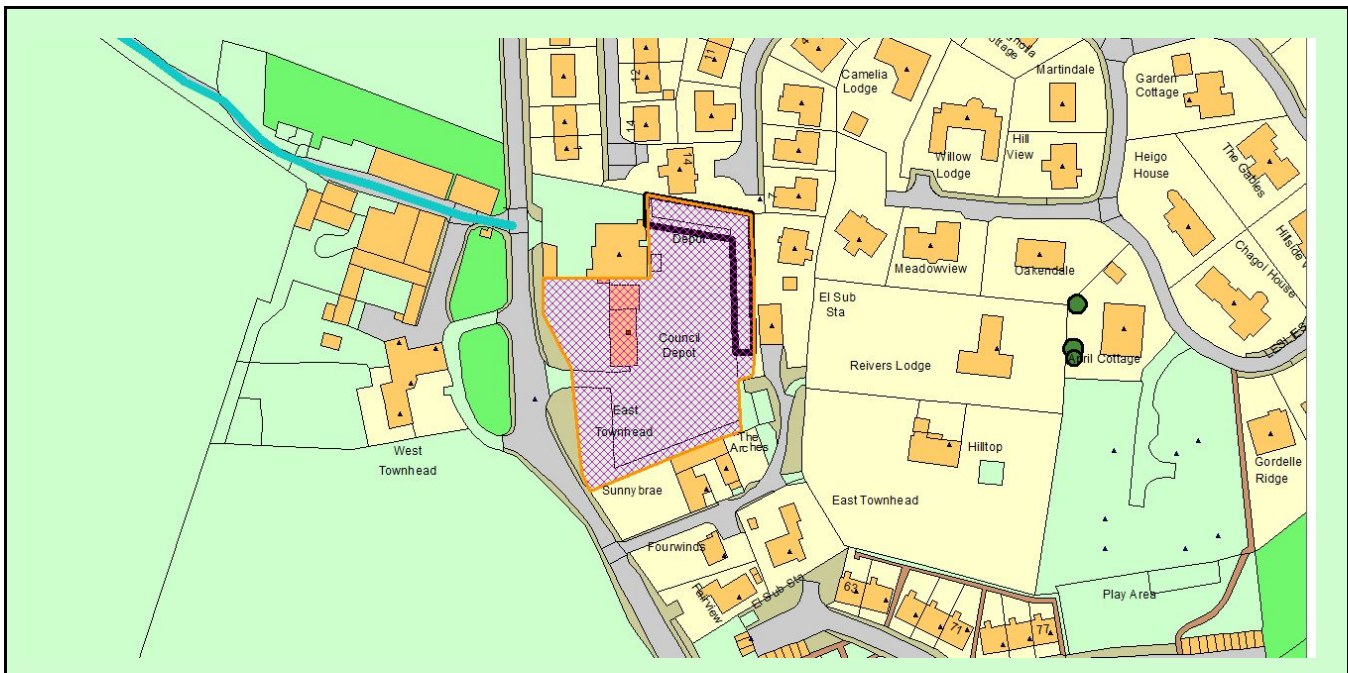


# Northumberland County Council

## Strategic Planning Committee 7th July 2020

<b>Application No:</b>	19/03962/CCD		
<b>Proposal:</b>	Construction of new salt barn to replace existing open bulk road salt storage bay. Demolition of existing vehicle garage block.		
<b>Site Address</b>	Northumberland County Council, Highways Depot, Otterburn, Newcastle Upon Tyne, Northumberland, NE19 1HA		
<b>Applicant:</b>	Mr Michael Carle Local Service Group, Blyth, NE24 5TF	<b>Agent:</b>	None
<b>Ward</b>	Bellingham	<b>Parish</b>	Otterburn
<b>Valid Date:</b>	25 October 2019	<b>Expiry Date:</b>	14 July 2020
<b>Case Officer Details:</b>	Name: Miss Rachel Campbell Job Title: Planning Officer Tel No: 01670 625548 Email: Rachel.Campbell02@northumberland.gov.uk		

**Recommendation:** That this application be GRANTED permission



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## 1. Introduction

1.1 This application falls to be determined by members of the Strategic Planning Committee. Under the provisions of the Council's current Scheme of Delegation the Director of Planning in conjunction with the Chair and Vice Chair of Strategic Planning Committee consider that the application is to be considered by the Strategic Planning Committee for the reason that it raises issues of strategic and wider community interest.

## 2. Description of the Proposals

2.1 Planning permission is sought for the demolition of an existing garage building and for the construction of a new barn to store road salt at the existing Northumberland County Council highway depot site in Otterburn. Northumberland County Council is the applicant.

2.2 The proposed barn would be timber framed and dome shaped, with a height of 13.6 metres and a diameter of 27.8 metres. The walls would be reinforced concrete covered in timber cladding and the roof would be asphalt shingle material in a dark green colour. The proposed barn would have a footprint of 615 square metres and would have one large opening. The proposal includes the replacement of the existing flood lighting at the depot site with modern LED lighting and switch off timers. The proposal also includes landscaping and tree planting.

2.3 The application site is located within the small village of Otterburn, is within an Area of High Landscape Value and is within an Impact Risk Zone for a nearby Site of Special Scientific Interest (SSSI). The application site is also within a low risk coal advice area. Some of the trees within the application site, which are located to the northern and eastern site boundaries, are protected by a Tree Preservation Order. The application site is within the Registered Battlefield of the Battle of Otterburn.

2.4 Additional information and a landscape planting plan have been submitted during the course of this application to address the case officer and the Council's Highway Development Management team's concerns. A Heritage Impact Assessment has also been submitted to address the Council's Archaeologist's concerns.

2.5 This current application follows the withdrawal of planning application reference: 16/02647/CCD in July 2018 which sought to demolish the existing garage building at the site and to construct a new salt barn for the storage of road salt. The current application has made a number of changes to the proposal; such as to the design and siting of the salt barn.

## 3. Planning History

**Reference Number:** 16/02647/CCD

**Description:** Demolition of existing vehicle garage block. Construction of new Salt Barn for storage of bulk road salt materials.

**Status:** Withdrawn

**Reference Number:** C/86/D/301

**Description:** Installation of underground fuel storage tanks and erection of two pumps and storage building

**Status:** Permitted

**Reference Number:** C/86/D/294

**Description:** Conversion of existing garages to workshop

**Status:** Withdrawn

**Reference Number:** C/84/E/442

**Description:** Renewal of planning permission 79/E/469 for the siting of 2 overhead fuel tanks

**Status:** Permitted

**Reference Number:** T/84/E/442

**Description:** Renewal of permission for overhead fuel tanks.

**Status:** No Objection with Conditions

**Reference Number:** C/84/E/439

**Description:** Renewal of planning permission 79/E/416 to site 3 overhead fuel tanks

**Status:** Permitted

**Reference Number:** C/82/D/614

**Description:** Storage of LPG bulk refuelling facilities

**Status:** Withdrawn

**Reference Number:** C/79/E/0469

**Description:** 2 overhead fuel tanks

**Status:** Permitted

**Reference Number:** T/79/E/469

**Description:** Detailed application for 2 overhead fuel tanks as amended by plans received on 27 June 1979 and 5 July 1979.

**Status:** No Objection with Conditions

**Reference Number:** C/79/E/0416

**Description:** Erection of 3 overhead fuel tanks

**Status:** Permitted

**Reference Number:** C/78/D/215A

**Description:** Details of landscaping submitted pursuant to condition nos. 3, 4, 5 and 6 of planning permission 78/D/215

**Status:** Permitted

**Reference Number:** C/78/D/215

**Description:** Highway sub-depot and storeyard on 1.01 ha

**Status:** Permitted

#### **4. Consultee Responses**

National Grid Plant Protection	No response received.
Otterburn Parish Council	<p>The revised documents were received and have been considered by the Parish Councillors of Otterburn Parish Council. It is agreed that the proposal would (or at least should, if the place were maintained) look tidier than it presently does.</p> <p>There is a split within the Parish Council on whether or not to support the proposal. Whilst there is the above point it is noted that previous promises have been made to keep the place looking presentable and these have not been followed through.</p> <p>One objection from a Councillor is they believe the building will be too high for the local area and have a detrimental impact on the view from a number of local residents. It is suggested the ground is dug out lowering the surface level with a ramp down so that then the height will be very noticeable to local residents. Additionally there is no detail of the type of trees it is proposed will be planted to obscure the proposed dome. Will these be ever green? Quick growing or how long is it proposed before they hide the dome? What type of trees are being proposed and will these be in keeping with the local area and given the close proximity to local residents in keeping with their gardens? What commitment will be made on the upkeep of the trees to ensure they maintain their shape and do not grow too large and over-shadow on local residents' property?</p> <p>Whilst it is felt that the aspects regarding the LED lighting based on sensor monitor and 'white noise' alarms instead of noise bleeping are actually nothing to do with the erection of the salt dome these are welcomed and it is believed should be implemented immediately regardless of the outcome of this planning application.</p> <p>It is questioned as to what other sites were investigated when recorded on the most recent documentation that there are no alternative, appropriate locations for the depot. The Councillors would welcome, as FOI, sight of the evidence of the investigation undertaken including the sites assessed and the reasons for these sites not being suitable.</p> <p>In conclusion while the majority of the Councillors have decided not to object to the application this is conditional on the points above and assurances that the whole area will be maintained and kept looking presentable so doesn't become an eyesore.</p>
Historic England	Historic England refer to the following published advice which may be helpful in determining the application:

	<p>GPA2 - Managing Significance in Decision-Taking in the Historic Environment GPA3 - Setting and Views</p> <p>Historic England suggest that the Local Planning Authority seek the views of its specialist conservation and archaeological advisers, as relevant. Historic England support the conclusion of the accompanying Heritage Impact Assessment that for “...the Registered Battlefield ... which is a heritage asset of National significance, a minor magnitude of impact will result in a very limited impact on heritage significance ...[which] may require a low level of mitigation, dependent on advice from the Local Planning Authority archaeologist...”</p>
County Archaeologist	No objection to the application and no archaeological fieldwork will be required in this particular instance.
Highways	No objection subject to informatives.
Battlefields Trust	The Battlefields Trust notes that the proposed development is on part of the registered battlefield of Otterburn, but judges its impact on the heritage will be less than substantial. Consequently it has no objection to the construction of a new salt barn. The Trust recommends that a watching archaeological brief be implemented as part of any planning permission given the site's location on the registered battlefield. The Trust would be happy to provide any further advice required about this.
Lead Local Flood Authority (LLFA)	No objection subject to one condition.
Strategic Estates	No response received.

## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	14
Number of Objections	7
Number of Support	0
Number of General Comments	0

### Notices

General site notice – Displayed on 25<sup>th</sup> November 2019  
No press notice required.

## Summary of Responses:

Seven representations of objection have been received in relation to this application. The objections raise concerns on the following issues:

- Discrepancies within the *Additional Information* document, such as the number of years the site has been operating as a highway depot;
- Limited investigation into alternative sites for the proposed development;
- Design, scale and height of the proposed development;
- Inappropriate location;
- The replacement of the existing flood lighting with modern LED lighting and switch off timers and the fitting of white sound reversing and warning alarms to vehicles should be undertaken immediately to reduce the impact on neighbouring properties;
- Limited details of the proposed landscaping and tree planting;
- Limited landscaping and tree planting proposals;
- Impact of the proposed development upon the character of the area;
- Impact of the proposed development on house prices in the area;
- Impact of the proposed development upon the residential amenity of neighbouring properties;
- Visibility of the proposed development;
- Impact of the proposed development upon tourism to Otterburn;
- Very few neighbouring properties have been consulted on this application;
- There are no plans indicating how the proposed building would relate to the surrounding buildings;
- The proposed building is only for storage purposes and not for the improvement of the gritting operation;
- Lessons should be learnt from the salt barn approved and constructed at the Northumberland County Council highway depot at Allendale;
- Northern Powergrid has not been consulted on this application and an electricity cable runs across the site.

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=PYBXDNQS0GN00>

## **6. Planning Policy**

### 6.1 Development Plan Policy

*Tynedale LDF Core Strategy (2007)*

Policy BE1 – Principles for the Built Environment  
Policy GD1 – The General Location of Development  
Policy GD4 – Principles for Transport and Accessibility  
Policy GD5 – Minimising Flood Risk

*Tynedale District Local Plan (2000)*

Policy BE25 – Preservation of Scheduled Ancient Monuments, Nationally Important Sites and Settings  
Policy BE27 – Regional and Locally Important Archaeological Sites and Settings  
Policy GD2 – Design Criteria for Development  
Policy GD4 – Range of Transport Provision for all Development  
Policy NE37 – Landscaping in Developments

## 6.2 National Planning Policy

*National Planning Policy Framework (NPPF) (2019)*  
*National Planning Practice Guidance (NPPG) (2018, as updated)*

## 6.3 Other Documents/Strategies

*Northumberland Local Plan (Publication Draft Plan) (Regulation 19) and Proposed Minor Modifications, as submitted 29<sup>th</sup> May 2019*

Policy ENV 7 – Historic Environment and Heritage Assets  
Policy QOP 1 – Design Principles (Strategic Policy)  
Policy QOP 2 – Good Design and Amenity  
Policy QOP 4 – Landscaping and Trees  
Policy STP 1 – Spatial Strategy (Strategic Policy)  
Policy STP 2 – Presumption in Favour of Sustainable Development (Strategic Policy)  
Policy STP 3 – Principles of Sustainable Development (Strategic Policy)  
Policy TRA 1 – Promoting Sustainable Connections (Strategic Policy)  
Policy WAT 3 – Flooding

## **7. Appraisal**

7.1 The main considerations in the determination of this application are:

- Principle of the development;
- Design;
- Impact upon residential amenity;
- Highway safety;
- Archaeology;
- Flood risk; and
- Other matters.

### *Principle of the Development*

7.2 The application site is located within the small village of Otterburn, an area identified within Policy GD1 of the Tynedale LDF Core Strategy as a location suitable for small scale development. The construction of a building to protect an existing uncovered stockpile of road salt, which is owned and operated by Northumberland County Council, is not specifically covered by any of the policies within the development plan. However, it is acknowledged that Policy GD1 of the Tynedale LDF Core Strategy does accept small scale development in this location, and therefore, in accordance with this policy, the principle of the construction of a building in this location can be considered to be acceptable.

## *Design*

- 7.3 Following discussions with the applicant, the materials of the proposed salt barn have been amended, additional information has been provided and a Landscape Planting Plan has been submitted to address the initial concerns raised by the case officer regarding design and visual impact.
- 7.4 The application proposes to construct a timber framed and dome shaped barn, with a height of 13.6 metres and a diameter of 27.8 metres. The walls would be reinforced concrete covered in timber cladding and the roof would be asphalt shingle material in a dark green colour. The proposed barn would have a footprint of 615 square metres and would have one large opening. The proposal includes the replacement of the existing flood lighting at the depot site with modern LED lighting and switch off timers. The proposal also includes additional landscaping and tree planting.
- 7.5 The dome shaped barn is proposed to be used for the storage of road salt. The submitted additional information explains that road salt is currently stored at the highway depot site but is uncovered. The submitted additional information follows on to explain that uncovered road salt has a higher moisture content than covered road salt and that a high moisture content reduces the efficiency of the salt when used for road gritting purposes. Therefore, the proposed barn would protect the road salt from the elements and would improve its efficiency when used to service the surrounding road network in this remote location.
- 7.6 The proposed salt barn would be located within the existing Northumberland County Council highway depot site. The submitted additional information indicates that the highway depot site at Otterburn provides an operational base for gritters and snowploughs that service one of Northumberland's most exposed areas, including routes to the Scottish Borders. The submitted additional information states the highway depot in Otterburn is strategically placed to deliver winter services in this remote location and although enquiries have been made into alternative sites for the proposed development, unfortunately none are available. Therefore, the proposal would be sited at the existing operational base and this is considered to be a practical location.
- 7.7 The existing Northumberland County Council highway depot site is located within a built-up, predominantly residential area consisting of bungalows and two storey dwellings. At a height of 13.6 metres, the proposed salt barn is considered to be large in scale, particularly when compared to the surrounding built form. To the north of the application site is one commercial building. Although the proposed salt barn would be sited adjacent to this commercial building of an industrial design, it would be the tallest building in the area. However, it is appreciated that due its purpose, the proposed barn requires an accommodating structure to maximise the capacity of the stock held at the site and to also allow for gritting vehicles to access the stock.
- 7.8 Following the withdrawal of planning application reference: 16/02647/CCD in July 2018, the shape of the proposed building has changed from rectangular shaped to dome shaped. This change in design has reduced the footprint of the building from 900 square metres to 615 square metres, however, has increased the height of the building by approximately 3 metres. The change to the shape of the



proposed salt barn has increased the flexibility in regard to the siting of the proposed salt barn within the existing highway depot site.

7.9 The materials of the proposed salt barn have been amended during the course of this application. Originally, the walls were proposed to be natural grey reinforced concrete walls and the roof was proposed to be black asphalt shingle. The walls are now proposed to be clad with timber and the roofing material would be dark green in colour. It is acknowledged that due to the scale of the proposal, the salt barn would be highly visible within the local, surrounding area. Therefore, the proposed changes to the materials, which would lighten the appearance of the proposed salt barn, are considered to reduce the visual impact of the proposal better than the originally proposed materials and would help to blend the salt barn in with its surroundings. The use of softer materials than originally proposed would reduce the building's prominence, particularly given its height. Conditions relating to materials are considered to be necessary to ensure that the proposed development is of a satisfactory appearance.

7.10 A Landscape Planting Plan has been submitted during the course of this application, which indicates that additional tree planting is proposed to the site boundaries in order to help blend the proposed building with its surroundings. When viewed from the west, the proposed salt barn in timber and green coloured materials would blend with the existing vegetation present at the site and also would blend with the tree planting proposed. A condition to secure precise details of the proposed tree planting, such as species, numbers and locations, is considered to be necessary to ensure that the impact of the proposal on visual amenity is lessened. The use of the proposed materials combined with the additional tree planting at the site is considered to be acceptable in this location due to its proximity to residential properties and would ensure that the structure does not cause significant harm to the character of the local area.

7.11 Overall, there would be some harm arising from the development due to the size of the proposed building. However, when balanced against the requirements of the building, which ultimately dictates its size, and when taking into account the amendments to the scheme as set out above, the harm is not considered to be significant enough to justify refusal of the application. The proposed development would therefore be in accordance with Policy BE1 of the Tynedale LDF Core Strategy, Policies GD2 and NE37 of the Tynedale District Local Plan and Policies QOP 1, QOP 4, STP 2 and STP 3 of the Northumberland Local Plan (Publication Draft Plan) in relation to design.

#### *Impact upon Residential Amenity*

7.12 The existing Northumberland County Council highway depot site is located within a built-up, predominantly residential area. Residential properties are present to the immediate north, south, east and west of the site. To the north of the site is one commercial building. The proposed salt barn would be located directly to the south of this commercial building and would occupy some of the footprint of the existing vehicle garage building at the depot site which is proposed to be demolished.

7.13 The proposal includes the replacement of the existing flood lighting at the depot site with modern LED lighting and switch off timers. A condition is considered to

be necessary to secure the precise details of the proposed LED lighting to ensure that residential amenity is protected and to ensure the lighting does not cause a nuisance.

7.14 As aforementioned, following the withdrawal of planning application reference: 16/02647/CCD in July 2018, the shape of the proposed building has changed from rectangular shaped to dome shaped. This change to the shape of the proposed salt barn has increased the flexibility of the building in regard to its siting within the existing highway depot site. The submitted additional information indicates that the change in shape has allowed the proposed salt barn to be moved within the existing highway depot site. The proposed salt barn would be sited further west, closer to the U5005 road and further away from the residential properties which immediately surround the site than the location proposed within the previously withdrawn planning application.

7.15 The proposed salt barn would be located within the centre of the existing highway depot site. The proposed salt barn would be sited away from the boundaries of the highway depot site in order to lessen the impact of the proposed salt barn on the neighbouring residential properties and to allow for sufficient separation distances to be achieved. The separation distances between the proposed salt barn and the immediate neighbouring residential properties range from 25 metres to 60 metres, with Sunnybrae to the south being the closest residential dwelling. The separation distances between the proposed development and the neighbouring residential properties is such that the proposal would not appear unduly overbearing or cause unacceptable loss of outlook. Due to the siting of the proposed salt barn, the effect of a loss of sunlight would be lessened; with the separation distances ensuring suitable amounts of light would still reach the neighbouring dwellings.

7.16 It is acknowledged that there may be some overshadowing of nearby residential properties, though this is considered to be minimal and would not be anticipated to be to such a degree that would justify refusing planning permission. It is also taken into consideration that the amendments to the design of the proposal, such as the change to the materials and the additional tree planting, would lessen the impact of the proposal on residential amenity as well as to resolve the initial design concerns as set out above. Given the very limited amount of harm arising in terms of the impact on residential amenity, it is considered that the benefits of the proposal would outweigh the negatives, and accordingly the proposed development is considered to be acceptable in accordance with Policy GD2 of the Tynedale District Local Plan and Policy QOP 2 of the Northumberland Local Plan (Publication Draft Plan).

### *Highway Safety*

7.17 The Council's Highway Development Management team have been consulted on this application and have no objection to the proposed development subject to informatives following the submission of additional information. The Technical Statement, submitted to accompany the application, confirms that the fuelling facilities at the depot would not be moved as part of the proposal and the number of vehicles stored at the depot would not change. The Technical Statement also confirms that the main operation of the depot and manoeuvring of vehicles will remain as existing; and thus the swept path of vehicles will also remain the

same. The Winter Maintenance Operation will also remain the same as existing and this includes on site car parking. The Council's Highway Development Management team considers that the additional information provided by the applicant is acceptable.

7.18 The existing vehicular access onto the U5005 road is proposed to be retained and no alterations are proposed to the existing access arrangements to the highway depot site. The Council's Highway Development Management team concurs that no alterations to the existing access arrangements are required to accommodate the proposed development at the site. The proposals are therefore considered to be in accordance with Policy GD4 of the Tynedale LDF Core Strategy, Policy GD4 of the Tynedale District Local Plan, Policy TRA 1 of the Northumberland Local Plan (Publication Draft Plan) and the aims of Paragraph 109 of the NPPF in relation to highway safety.

### *Archaeology*

7.19 The application site is located within the Registered Battlefield of the Battle of Otterburn. A Heritage Impact Assessment has been submitted to address the Council's Archaeologist's initial concerns. The Council's Archaeologist considers that the Heritage Impact Assessment has been able to demonstrate that, while visible in close proximity within the settlement, the proposed development should not have an adverse impact to views across the open fields which form the majority of the Registered Battlefield. The Council's Archaeologist also considers that the existing use of the site has resulted in a range of previous groundworks, truncation and surfacing which will have significantly impacted on the survival of earlier archaeological remains, therefore no archaeological investigations are required for this application.

7.20 While the proposed development is located within the Registered Battlefield of the Battle of Otterburn, the Council's Archaeologist concludes that the proposed development would not have an adverse impact on the setting of the Registered Battlefield or impact on our understanding of the Battle of Otterburn. The proposed development is also unlikely to impact on significant undisturbed archaeological remains. The Council's Archaeologist has no objection to the proposed development and no archaeological fieldwork would be required in this particular instance. Thus, the proposed development is considered to be in accordance with Policy BE1 of the Tynedale LDF Core Strategy, Policies BE25 and BE27 of the Tynedale District Local Plan and Policy ENV 7 of the Northumberland Local Plan (Publication Draft Plan) in this respect.

### *Flood Risk*

7.21 The Council's Lead Local Flood Authority (LLFA) has been consulted on this application and has no objection subject to one condition. The recommended condition relates to the submission of a scheme for the disposal of surface water to ensure surface water is effectively disposed of. It is considered that the proposed development would not give rise to any greater risk of flooding at the site or elsewhere, and in this respect the proposal would be in accordance with Policy GD5 of the Tynedale LDF Core Strategy and Policy WAT 3 of the Northumberland Local Plan (Publication Draft Plan).

## *Other Matters*

7.22 Seven representations objecting to the application have been received and the comments have been summarised above (Section 5). These representations comment on issues such as the scale and design of the proposal, the location of the proposal, landscaping, the impact upon residential amenity and the impact upon the character of the area. These issues have been addressed in the above paragraphs of this report (Section 7). A number of the objections highlight that lessons should be learnt from the salt barn approved and constructed at the Northumberland County Council highway depot site in Allendale. The application which the objection refers to is variation of condition planning application reference: 18/03728/VARCCD which was permitted in January 2019 for the construction of a dome shaped barn to store road salt at the existing Northumberland County Council highway depot site, Shilburn Road in Allendale. In the case of the current application at Otterburn, it must be noted that each planning application is assessed on its own merits and on a case-by-case basis. One of the objections expresses concern that the proposed development would impact on house prices; however, the impact of a proposal on house prices is not a material planning consideration.

## *Equality Duty*

7.23 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*

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

## *Human Rights Act Implications*

7.25 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.

7.26 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.

7.27 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. Recommendation**

That this application be GRANTED permission subject to the following:

### Conditions/Reason

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

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

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

1. Planning Otterburn, Drawing No: LD-27A-4PT6-30 Sheet 1 of 2
2. Planning Otterburn, Drawing No: LD-27A-4PT6-30 Sheet 2 of 2
3. Otterburn Salt Barn Planning Application Rough Plan CONE 10-JD June 2019 Drawing No: 01
4. Landscape Planting Plan, Drawing No: L (0) 02
5. Heritage Impact Assessment March 2020 Version: V0.1
6. Technical Statement
7. Otterburn Salt Barn – Additional Information
8. Salt Barn Specification: Eurodome LD27-4PT6-30 Designed, Supplied and Installed by Eurodome Ltd

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

03. Prior to construction, a scheme for the disposal of surface water from the development, which shall use sustainable drainage techniques wherever possible, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective disposal of surface water from the development, in accordance with Policy GD5 of the Tynedale LDF Core Strategy.

04. Notwithstanding any description of the materials in this application, the walls of the hereby approved salt barn shall be covered in timber cladding. Prior to the installation of the timber cladding, details of the timber cladding shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in complete accordance with the approved details.

Reason: To retain control over the external appearance of the development in the interests of amenity and in accordance with the provisions of Policy BE1 of the Tynedale LDF Core Strategy and Policy GD2 of the Tynedale District Local Plan.

05. Notwithstanding any description of the materials in this application, the roofing material of the hereby approved salt barn shall be dark green in colour. No development shall commence above damp proof course level until details of the roofing material has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in complete accordance with the approved details.

Reason: To retain control over the external appearance of the development in the interests of amenity and in accordance with the provisions of Policy BE1 of the Tynedale LDF Core Strategy and Policy GD2 of the Tynedale District Local Plan.

06. Prior to construction, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the planting of trees and shrubs including a planting schedule setting out species, numbers, densities and locations. The scheme shall be carried out in accordance with the approved details no later than the expiry of the next planting season following the commencement of construction, or within such other time as may be approved with the Local Planning Authority. The landscaped areas shall be subsequently maintained to ensure establishment of the approved scheme, including watering, weeding and the replacement of any trees or shrubs comprised in the approved landscaping plans, which fail within a period up to 5 years from the completion of the development.

Reason: In the interests of visual amenity and residential amenity and the satisfactory appearance of the development upon completion, and in accordance with the provisions of Policies GD2 and NE37 of the Tynedale LDF Core Strategy.

07. No LED lighting shall be installed until details have first been submitted to and approved in writing by the Local Planning Authority. The LED lighting shall thereafter be installed and operated fully in accordance with the approved details.

Reason: To retain control over lighting in the interests of visual amenity and residential amenity in accordance with Policy GD2 of the Tynedale District Local Plan.

## **Informatives**

1. 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 Container licences.
2. In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

**Date of Report:** 15.06.2020

**Background Papers:** Planning application file(s) 19/03962/CCD