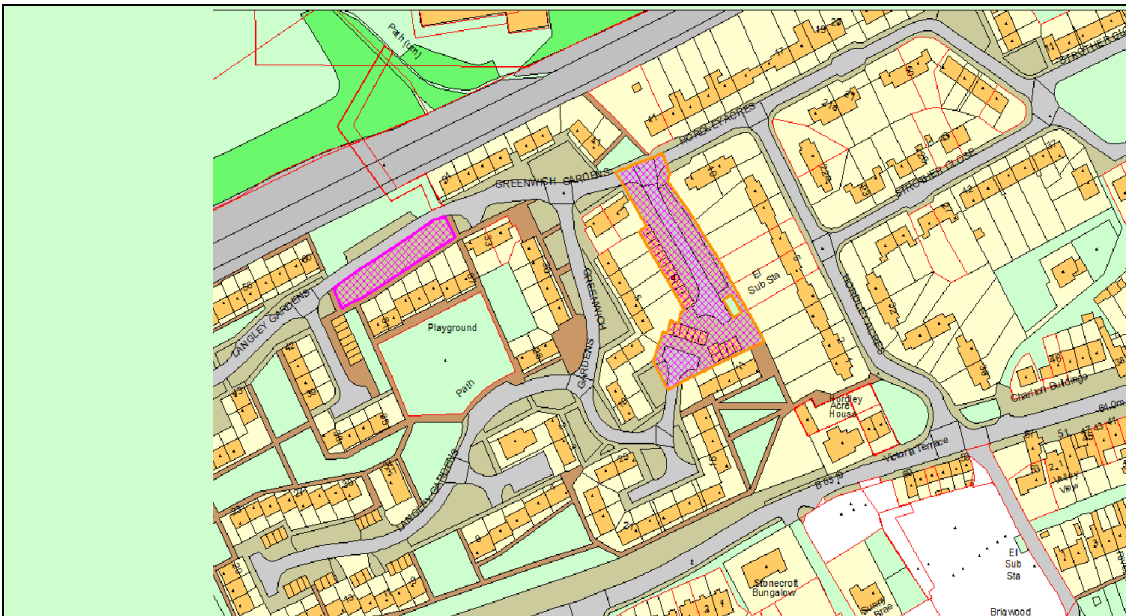


NORTHUMBERLAND

Northumberland County Council

Tynedale Local Area Council Planning Committee 13 February 2018

Application No:	17/04061/FUL		
Proposal:	Proposed demolition of 24 garages and replacement with 6 no. 3 bed 5 Person semi-detached 2-storey houses with associated gardens and parking bays and new off site parking provision to replace spaces lost through demolition of garages		
Site Address	Garages East of 3-6 Greenwich Gardens, and Land North of 62 Langley Gardens, Haydon Bridge, Northumberland		
Applicant:	Mr Simon Rycroft Number Five , Gosforth Park Avenue, Gosforth Business Park, Newcastle upon Tyne NE12 8EG	Agent:	HMH Architects 26 Enterprise House, Team Valley, Gateshead, Tyne And Wear NE11 0SR
Ward	Haydon And Hadrian	Parish	Haydon
Valid Date:	8 November 2017	Expiry Date:	16 February 2018
Case Officer Details:	Name: Miss Joanne Wood Job Title: Senior Planning Officer Tel No: 01670 625551 Email: joanne.wood@northumberland.gov.uk		



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1. Introduction

1.1 This application has received 13 objections and concerns have been raised by the Parish Council. Under the provisions of the Council's current Scheme of Delegation, in cases where applications are to be recommended for approval where there is significant interest and objection, they are referred to the Head of Service and the Chair of the relevant Planning Committee(s) for consideration to be given as to whether the application should be referred to a Planning Committee for determination. This matter has been duly considered under these provisions and it has been confirmed that the application should be referred to the Tynedale Local Area Council Planning Committee for determination.

2. Description of the Proposals

2.1 Planning permission is sought for the construction of 6 dwellings following the demolition of garages at land east of Greenwich Gardens, Haydon Bridge.

2.2 The application proposes 3 pairs of semi detached dwellings located to the north east of no.s 3-6 Greenwich Gardens. One pair of the semi detached dwellings would be north west facing, with parking provided to the front, and private gardens to the rear. The other two pairs of semi detached dwellings would be north east facing, with garden space to the front and rear, and parking provided to the south east of the dwellings. Each dwelling would measure approximately 5.4 metres in width and 9.2 metres in depth. The dwellings would have a maximum height of approximately 7.8 metres and would be constructed using brick with a tile roof. Garden space would be provided to the north and 8 car parking spaces would be provided to the south of the dwellings. Overall, 12 parking spaces would be provided to serve the 6 dwellings. An additional 8 spaces would also be provided to the south of the proposed dwellings and 16 spaces elsewhere within the estate to ease parking problems within the area.

2.3 The application site is currently occupied by 3 blocks of garages which are located along the western boundary and towards the southern part of the site. These would be removed to make way for the development. The site is bounded on all side by residential dwellings.

2.4 The application site is located within the built area of Haydon Bridge.

3. Planning History

None relevant

4. Consultee Responses

Haydon Parish Council	The Parish Council is about to embark on an exercise to look at where additional parking can be created throughout the parish. With this in mind they are extremely concerned by the proposed removal of 24 garages, which have all been in use. The plans suggest that some of the parking needed for the development can be provided outside the development, but within the estate. We understand that removal of an existing grassed is to be used for this purpose. However this location is
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	<p>already used for parking and this would simply shift the existing parked vehicles elsewhere on the estate.</p> <p>The Parish Council shares the concerns of residents living in neighbouring properties who fear that they will lose the privacy they currently enjoy. Many of the surrounding properties rely on access to the rear of their properties for oil deliveries etc. This will also be lost if the proposed development was to go ahead, and it is not clear that adequate access will be created for emergency vehicles.</p> <p>There are also concerns that this development would exacerbate the flood risk on the estate. During Storm Desmond the drains were unable to cope with surface water. Additional properties in this small area could only worsen this problem.</p> <p>Finally we note that in relation to housing demand the Design and Access Statement point 2 states that "given the housing demand in Prudhoe it is anticipated that all properties would be occupied by local people," this is rather insensitive given that the proposed development is in Haydon Bridge.</p>
Countryside/ Rights Of Way	No objection
County Ecologist	No objection
Public Protection	The Public Health Protection Unit does not object to this proposal subject to the measures detailed in the application documents being implemented as stated. We also recommend to the Local Planning Authority that the following conditions and observations be included in any decision notice.
Lead Local Flood Authority (LLFA)	Comments awaited following submission of a revised FRA
Environment Agency	No objection
Highways	No objection, subject to conditions

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	41
Number of Objections	15
Number of Support	0
Number of General Comments	0

Notices

Site notice - Public Right of Way, 12th December 2017

Summary of Responses:

15 letters of objection have been received on the following grounds:

- Impact on highway safety
- Loss of garages/parking spaces
- Increased risk of flooding
- Impact on residential amenity
- Loss of open space
- Impact on wildlife
- Development would be out of keeping with the surrounding area
- Development would restrict the access to the rear of properties on Hordley Acres, in particular for oil deliveries
- Impact of development on the services within Haydon Bridge

Concerns were also raised regarding devaluation of existing properties in the area, however this is not a material planning consideration.

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=OZ1WFZQSKEK00>

6. Planning Policy

6.1 Development Plan Policy

GD1 Locational policy setting out settlement hierarchy - Tynedale LDF Core Strategy
BE1 Principles for the built environment - Tynedale LDF Core Strategy
H1 Principles for housing - Tynedale LDF Core Strategy
H3 Location of new housing and the definition of sustainable settlement - Tynedale LDF Core Strategy
H4 Maximising housing development on Previously Developed Land - Tynedale LDF Core Strategy
GD2 Sequential test for development - Tynedale LDF Core Strategy
GD5 Minimising flood risk - Tynedale LDF Core Strategy

GD2 Design Criteria for development, including extensions and alterations - Tynedale Local Plan
GD4 Range of transport provision for all development - Tynedale Local Plan
GD6 Car parking standards outside the built-up areas of Hexham, Haltwhistle, Prudhoe and Corbridge - Tynedale Local Plan
H32 Residential design criteria - Tynedale Local Plan
NE27 Protection of Protected Species - Tynedale Local Plan

6.2 National Planning Policy

National Planning Policy Framework (2012)
National Planning Practice Guidance (2014, as updated)

7. Appraisal

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

- Principle of the development
- Design issues
- Impact on amenity
- Highway issues
- Flood Risk
- Loss of open space
- Protected Species
- Land contamination

Principle of the development

7.2 Core Strategy Policy GD1 sets out principles for locating new development and states that Haydon Bridge is a local centre, and a lesser focus for development than the main towns within the former District. The application site is located within the built up area of Haydon Bridge, and is considered to be appropriate in terms of its scale in relation to the size of the settlement. As such, the development is considered acceptable in principle, in accordance with Policy GD1 of the Core Strategy.

7.3 The NPPF sets out a presumption in favour of sustainable development, which as defined in the NPPF has three strands: social, economic and environmental and in reaching any planning decision, these three elements must all be considered. The proposed dwellings would be located within Haydon Bridge, within an established residential area, within walking distance of a number of services and facilities. The proposal would therefore represent sustainable development in terms of its location, in accordance with the provisions of the NPPF.

7.4 Core Strategy Policies H1 and H3 which relate to the location of new housing align with the policies in the NPPF in that they limit new housing to sustainable towns and villages only. The site is located on previously development land and as such the proposal would satisfy the provisions of Core Strategy Policy H4. Consequently, the proposal would accord with these policies, and as well as GD2 which prioritises sites for development.

Design issues

7.5 This area of Haydon Bridge is characterised by a mix of housing styles, with those in the immediate surrounding area being mainly two storey terraced properties. As such, the proposed dwellings would not be out of place in this urban setting. In this case the proposed dwellings would be of a similar scale to the immediately adjacent terraces of dwellings, and would be of a similar style to the neighbouring properties. In addition, the dwellings would be constructed using brick with tiled roofs to match the appearance of adjacent residential properties. Subject to conditions controlling the use of materials and architectural details of the scheme it is considered that the development would blend successfully into the context of its wider setting without adversely impacting upon visual amenity thus according with Core Strategy Policy BE1 and Local Plan Policies GD2 and H32 in this respect.

Amenity

7.6 In the interests of preserving the amenities of existing residents, Local Plan Policy H32 sets out a number of minimum separation distances which will be applied to proposals involving new-build residential development. These seek to ensure that adequate privacy, outlook and daylight is maintained by the appropriate spacing of dwellings.

7.7 A distance of 25 metres is required between the rears of new two storey dwellings and existing dwellings. In this instance a distance of 21 metres would be achieved between the proposed dwellings and the rear elevation of properties along Greenwich Gardens to the south west. Whilst the proposed dwellings would not achieve the separation required by Policy H32, the dwellings would be located a further distance from the neighbouring properties to the north than the existing garages on the site. Due to the orientation of the proposed dwellings to the north east of the neighbouring properties on Greenwich Gardens, the development would not result in a loss of light to these existing properties. It is considered that a separation distance of 21 metres is acceptable, and that the proposed dwellings would not result in a loss of outlook or privacy to the adjacent properties.

7.8 There would be a separation distance of over 30 metres between the proposed dwellings and those existing to the north east along Hordley Acres. As such, the proposal would not impact upon the amenity currently enjoyed by the occupiers of these dwellings, and would therefore accord with Local Plan Policies GD2 and H32 in this respect.

7.9 It is acknowledged that the proposed development does not meet some of the distances set out within Policy H32. However, due to the age of the Tynedale District Local Plan, the weight to be attributed to this is considered to be more limited as it does not align with more recent national guidance set out in the NPPF. As set out above, the separation distances are in keeping with those in the immediate surrounding area and the amenity space to be provided would be commensurate with the scale of the dwellings being proposed. As such, it is considered that the proposed development would not result in a level of harm to neighbouring residential amenity sufficient to warrant refusal of the application for this reason.

7.10 Local Plan Policy H32 requires all new residential development to provide for a rear garden of at least 10 metres in depth. In this case amenity space measuring approximately 9.8 metres would be provided to the rear of the pair of semi detached dwellings proposed to the northern part of the site. Whilst this does not strictly speaking achieve the 10 metre requirement as set out within Policy H32, the level of amenity space to be provided on the site would be commensurate to the size of dwelling proposed in this instance and would not result in any harm in terms of amenity or the character of the area. The other two pairs of semi detached properties would feature garden space to both the front and rear measuring in excess of 5 metres. Therefore, in total, amenity space exceeding 10 metres in depth would be provided to each of these 4 properties. Therefore, the proposals are considered acceptable in terms of garden space, in accordance with Local Plan Policy H32.

7.11 Following consultation, the Public Protection Team has advised that there is unlikely to be any marked increase in traffic using the access road to the garages south of the proposed dwellings and this would be equivalent to any other estate

access road elsewhere. Therefore, no impact of road traffic noise would be required in this instance.

7.12 With regards to the demolition of the existing garages, for the limited number and simple structure of terraced garages, it is expected that demolition will be of short duration. However, the Public Protection team has advised that the removal of concrete bases should be carried out in a manner to minimise dust generation. As such, an informative would be attached to any grant of permission recommending that the demolition is carried out following the relevant guidance.

Highway issues

7.13 Local Plan Policy GD6 makes clear that outside of the built up areas of Hexham, Haltwhistle, Prudhoe and Corbridge car parking provision will be required to be made in accordance with the standards for development set out in Column A of Appendix 1. In this instance the application proposes 6 three-bedroom dwelling units. Appendix 1 states that 2 parking spaces are required for 3-4 bedroom dwellings. The application proposes the provision of 12 parking spaces within the site for use by all 6 dwellings. Therefore the site achieves the parking standards required in this instance. The proposal is therefore considered acceptable in terms of the level of parking to be provided, in accordance with Local Plan Policy GD6.

7.14 24 garage spaces would be lost through the demolition of the garage blocks within the site. However, in order to mitigate against this loss, the application proposes 8 parking spaces to the south of the proposed dwellings for general use and an additional 16 spaces elsewhere within the estate. There would therefore be no loss in parking spaces as a result of the development and demolition of the existing garages, which it should be noted are within private ownership. It should also be noted that planning permission would not in itself be required for the demolition of the garage block and therefore this existing parking provision could be lost at any time without the need for approval, and any intervention from the Local Planning Authority. The application seeks to ensure the provision of additional spaces elsewhere in the estate to mitigate against the loss of the garaging.

7.15 Following consultation, the Highway Authority has confirmed that there are no objections to the proposals, subject to a number of conditions. Providing these conditions are attached to any grant of permission, the proposed development is considered acceptable in terms of the level of parking provision to be provided to serve the proposed development and the wider housing estate, in accordance with Policies GD4 and GD6 of the Local Plan. In turn, it is considered by the Highway Authority that there would be no resultant impact on highway safety in the locality and the proposal therefore complies with paragraph 32 of the NPPF (which makes clear that refusal of a planning application on highway grounds can only be justified in cases where the resultant adverse impact on the highway network would be severe).

Flood risk

7.16 A Flood Risk Assessment (FRA) has been submitted as part of the application, and following initial comments from the Lead Local Flood Authority, an updated version has been submitted. The comments of the LLFA on the revised version of the FRA are currently awaited, and members will be updated at the Committee meeting.

However, providing no adverse comments are received from the LLFA following a review of the revised FRA, the proposal will accord with Core Strategy Policy GD5 in terms of flood risk.

Loss of open space

7.17 Concern has been raised by neighbouring occupiers to the loss of open space. The proposed development would result in the loss of a strip of land to the south of the site. The area of land measures approximately 10 metres in depth and 57 metres in length, however the proposed parking area would only utilise a 40 metre stretch of this strip of land measuring 5 metres in depth. Due to its location immediately to the north of existing dwellings along Langley Gardens, the area of land does not form an integral part of the layout of the cul de sac, nor is it located in a visually prominent location.

7.18 The proposed parking spaces would be located on a linear piece of land which does not have a positive contribution in either visual or recreation terms. The provision of car parking spaces within these areas would retain the open nature of the estate, and would be viewed in the context of the existing dwellings immediately to the south. As such, the loss of this small area of open space to achieve additional parking would not adversely impact upon the character or appearance of the area, or result in the loss of a valuable area of open space, and would accord with Local Plan Policies LR3 and LR4.

Protected Species

7.19 A bat survey has been carried out and submitted as part of the application. Following consultation, the County Ecologist has acknowledged that the risk to protected species caused by the proposed development is low, and as such has raised no objection to the proposals, subject to an informative being attached to any grant of permission advising of the risk of encountering potential species during the carrying out of the development. The proposal is therefore considered acceptable in terms of impact on protected species, in accordance with Local Plan Policy NE27 and the provisions of the NPPF.

Land contamination

7.20 A Phase 1 study has been submitted in support of the application. Following consultation, the Public Protection Team concurs with the findings of the Phase 1 study, and that there are no apparent risks from onsite contamination, legacy coal mining, or ground gases (including those from legacy coal mining, landfills or radon). Therefore, no further ground intrusive investigations are required except for this proposed in the Phase I which are for geotechnical reasons and not environmental. A condition has been recommended to address unexpected contamination should it be found during development. Additionally, any demolition works should not introduce any contaminants which were not present before demolition (ie asbestos, oils and fuels, asphalt sheeting any waste materials).

8. Conclusion

8.1 The proposed dwellings would be located within Haydon Bridge, in an established residential area, within walking distance of a number of services and

facilities. The proposal would therefore represent sustainable development, in accordance with the provisions of the NPPF, and Core strategy Policies GD1, H1, H3 and H4.

8.2 The proposed dwellings would be of a similar scale to the immediately adjacent terraces of dwellings, and would be of a similar style to the neighbouring properties. In addition, the dwellings would be constructed using brick with tiled roofs to match the appearance of adjacent residential properties. It is therefore considered that the development would blend successfully into the context of its wider setting without adversely impacting upon visual amenity thus according with Core Strategy Policy BE1 and Local Plan Policies GD2 and H32 in this respect.

8.3 The proposal would not have a significant adverse impact upon the residential amenity of any neighbouring properties, whilst also achieving a satisfactory standard of amenity for any future occupants of the proposed dwellings. The proposal would therefore accord with Policies GD2 and H32 of the Local Plan, and Policy BE1 of the Core Strategy.

8.4 Following consultation, the Highway Authority has confirmed that there are no objections, subject to a number of conditions being attached to any grant of permission. The proposal is therefore considered acceptable in terms of impact on highway safety and parking provision, in accordance with Policies GD4 and GD6 of the Local Plan.

8.5 The comments of the LLFA on the revised version of the FRA are currently awaited, and members will be updated at the Committee meeting. However, providing no adverse comments are received from the LLFA following a review of the revised FRA, the proposal will accord with Core Strategy Policy GD5 in terms of flood risk.

8.6 The proposed parking spaces would be located on a linear piece of land which does not have a positive contribution in either visual or recreation terms. The provision of car parking spaces within these areas would retain the open nature of the estate, and would be viewed in the context of the existing dwellings immediately to the south. As such, the loss of this small area of open space to achieve additional parking would not adversely impact upon the character or appearance of the area, or result in the loss of a valuable area of open space, and would accord with Local Plan Policies LR3 and LR4.

8.7 The proposal is considered acceptable in terms of impact on protected species, in accordance with Local Plan Policy NE27 and the provisions of the NPPF.

9. Recommendation

That Members be minded to GRANT planning permission subject to the satisfactory resolution of outstanding matters with the Lead Local Flood Authority and any necessary recommended conditions, and 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. SK.100 Rev C: Proposed Site Plan

Drawing No. SK420: 3B5P Houses – Semi Detached

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

03. Notwithstanding the details hereby approved, no development shall commence above damp proof course levels until details, including samples, of the facing materials and finish to be used for the walls, roof, garage door and external surfaced areas of the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall only be carried out using the approved materials.

Reason: In order to ensure the appropriate appearance of the development and in the interests of the character of the surrounding area, in accordance with Policies GD2 and H32 of the Tynedale District Local Plan.

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any amendment or re-enactment of), no development within Classes A - G (inclusive) of Part 1, Schedule 2 of the Order shall be carried out without the express permission of the Local Planning Authority.

Reason: In the interests of the amenity of future occupiers of the development and amenity of neighbouring properties, in accordance with Policy BE1 of the Tynedale Local Development Framework Core Strategy and Policy GD2 of the Tynedale District Local Plan.

05. If during redevelopment contamination not previously considered is identified, then an additional method statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the method statement has been submitted to and approved in writing by the Local Planning Authority, and measures proposed to deal with the contamination have been carried out.

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants.

06. No dwelling shall be occupied until the replacement car parking area on Langley Gardens as indicated on the approved plans has been hard surfaced, sealed and marked out in parking bays in accordance with the approved plans. Thereafter, the replacement car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

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

07. No dwelling shall be occupied until the car parking area indicated on the approved plans has been hard surfaced, sealed and marked out in parking bays in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

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

08. Development shall not commence until details of the proposed highway works and a timetable for their implementation have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the highway works shall be constructed in accordance with the approved plans and timetable for implementation.

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

09. No development shall commence until details of proposed arrangements for future management and maintenance of the proposed streets within the site have been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure estate streets serving the development are completed in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

10. No development shall commence until details of proposed arrangements for future management and maintenance of the proposed car parking spaces within the site have been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the car parking spaces shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure car parking provided for the development are completed and secured in the interests of residential amenity, in accordance with the National Planning Policy Framework.

11. No development shall commence until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the amenities of the locality and users of the highway in accordance with the National Planning Policy Framework.

12. No dwelling shall be occupied until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety ,residential amenity and sustainable development, in accordance with the National Planning Policy Framework.

13. Prior to occupation, details of surface water drainage to manage run off from private land shall be submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details 4 before the development is occupied 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.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other re-enacting or revoking Order with or without modification), no fence, gate, wall, or other means of enclosure other than those expressly authorised by this permission shall be erected or constructed within the curtilage of any property without planning permission being obtained from the Local Planning Authority.

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

15. No external refuse or refuse container shall be stored outside of the approved refuse storage area except on the day of refuse collection.

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

16. Development shall not commence until a Demolition and Construction Method Statement, together with supporting plan has been submitted to and approved in writing by the Local Planning Authority. The approved Demolition and Construction Method Statement] shall be adhered to throughout the demolition and construction period. The Demolition and Construction Method Statement and plan shall, where applicable, provide for: i. details of temporary traffic management measures, temporary access, routes and vehicles; ii. vehicle cleaning facilities; iii. the parking of vehicles of site operatives and visitors; iv. the loading and unloading of plant and materials; v. storage of plant and materials used in constructing the development

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

Informatives

01. Dust minimisation and control shall have regards to accepted guidance and in particular The Institute of Air Quality Management has produced very current documentation entitled "Guidance on the Assessment of Dust from Demolition and

Construction” available at:
<http://iaqm.co.uk/guidance/>

Additionally, the Mayor of London’s office has produced a supplementary guidance document entitled “The Control of Dust and Emissions During Construction and Demolition” which is available at:

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and>

02. The Public Health Protection Unit would advise that the prevention of nuisance is the responsibility of the developer and their professional advisors. Developers should, therefore, fully appreciate the importance of professional advice. Failure to address issue of noise and light at the development stage does not preclude action by the Council under Section 79 of The Environment Protection Act 1990 in respect of statutory nuisance.

03. During the construction period, there should be no noisy activity, i.e. audible at the site boundary, on Sundays or Bank Holidays or outside the hours: Monday to Friday - 0800 to 1800, Saturday 0800 to 1300. Any repeatedly noisy activity at any time may render the developer liable to complaints which could result in investigation as to whether a statutory nuisance is being caused.

04. No deliveries or collections shall be made to or from the premises outside the hours of Monday to Friday 0800 to 1900 and Saturday 0800 to 1300.

05. There shall be no burning of any material associated with the demolition or construction phases on the site.

06. The risk of committing an offence regarding bats, nesting birds or other protected species in connection with the execution of this planning consent is low. 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 nests or dependent young when on or near the nest, or to kill or take them. Barn Owl are especially protected under Schedule 1 of the Act.

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.

If protected species such as bats or nesting birds are encountered during development then works should cease immediately and professional advice should be sought straight away. Applicants and contractors can obtain advice by telephoning Natural England’s bat advice line on 0345 1300 228.

The Chartered Institute of Ecology and Environmental Management (CIEEM) has an online professional directory should assistance be required.

<http://events.cieem.net/ProfessionalDirectory/Professional-Directory.aspx>

Further information about protected species and the law can be found on the government website

<https://www.gov.uk/guidance/bats-protection-surveys-and-licences>

07. The applicant should note that under the Highways Act 1980 a vehicle crossing point is required to 5 access the replacement car parking on Langley Gardens. These works should be carried out in accordance with the conditions set out in this permission. To arrange the installation of a vehicle crossing point (and to make good any damage or other works to the existing footpath or verge) you should contact the Highways Area Office at westernareahighways@northumberland.gov.uk

08. The applicant is advised to contact the Council's Highway Development Management team at highwaysplanning@northumberland.gov.uk concerning the need for a Section 38 Agreement of the Highway Act 1980 relating to the adoption of new highways.

09. The applicant is advised of the necessity to formally stop up or divert the highway(s) under the Town and Country Planning Act 1990 before the commencement of any works. You should contact the National Transport Casework Team on 0207 944 4310 or nationalcasework@dft.gsi.gov.uk at your earliest convenience. Further information on the process can be found at <https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

10. The applicant is advised of the necessity to formally stop up or divert the footpath(s) or bridleway(s) affected by this development, prior to the commencement of any works. You should contact the Council's Asset and Infrastructure Management Division on 01670 624134 at your earliest convenience, as this is a lengthy procedure.

11. The applicant is advised that offsite highway works required in connection with this permission are under the control of the Council's Technical Services Division and will require an agreement under section 278 of the Highway Act 1980. These works should be carried out before first occupation of the development. All such works will be undertaken by the Council at the applicant's expense. You should contact Highway Development Management at highwaysplanning@northumberland.gov.uk to progress this matter.

12. The applicant should note that a highway condition survey should be carried out before the commencement of demolition and construction vehicle movements from this site. To arrange a survey contact Highway Development Management at highwaysplanning@northumberland.gov.uk.

13. 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.

14. The applicant is advised to contact the Council's Lighting Section on HighwaysStreetLighting@northumberland.gov.uk before and during the construction period and after the development is complete with respect of street lighting to ensure sufficient illumination levels of the public highway.

15. The applicant is advised that to discharge conditions [Management and Maintenance of Streets and Management and Maintenance of Car Parking] the Local Planning Authority requires a copy of a completed agreement between the applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 and the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes for the car parking areas and areas outside the Section 38 agreement. You can contact Highway Development Management at highwaysplanning@northumberland.gov.uk

16. The applicant is advised to obtain a technical approval for all estate street details from the Local Highway Authority prior to the submission of such approved details to the Local Planning Authority to discharge condition [HWD12] of this permission. You can contact the Highway Development Management at highwaysplanning@northumberland.gov.uk.

17. In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

18. For new individual properties the following will be required to be provided: ● 240 litre wheeled bin for residual refuse ● 240 litre wheeled bin for recycling Developers should be aware that an additional 240 litre brown bin may also need to be accommodated for garden waste which is a subscription seasonal scheme.

Background Papers: Planning application file(s) 17/04061/FUL