

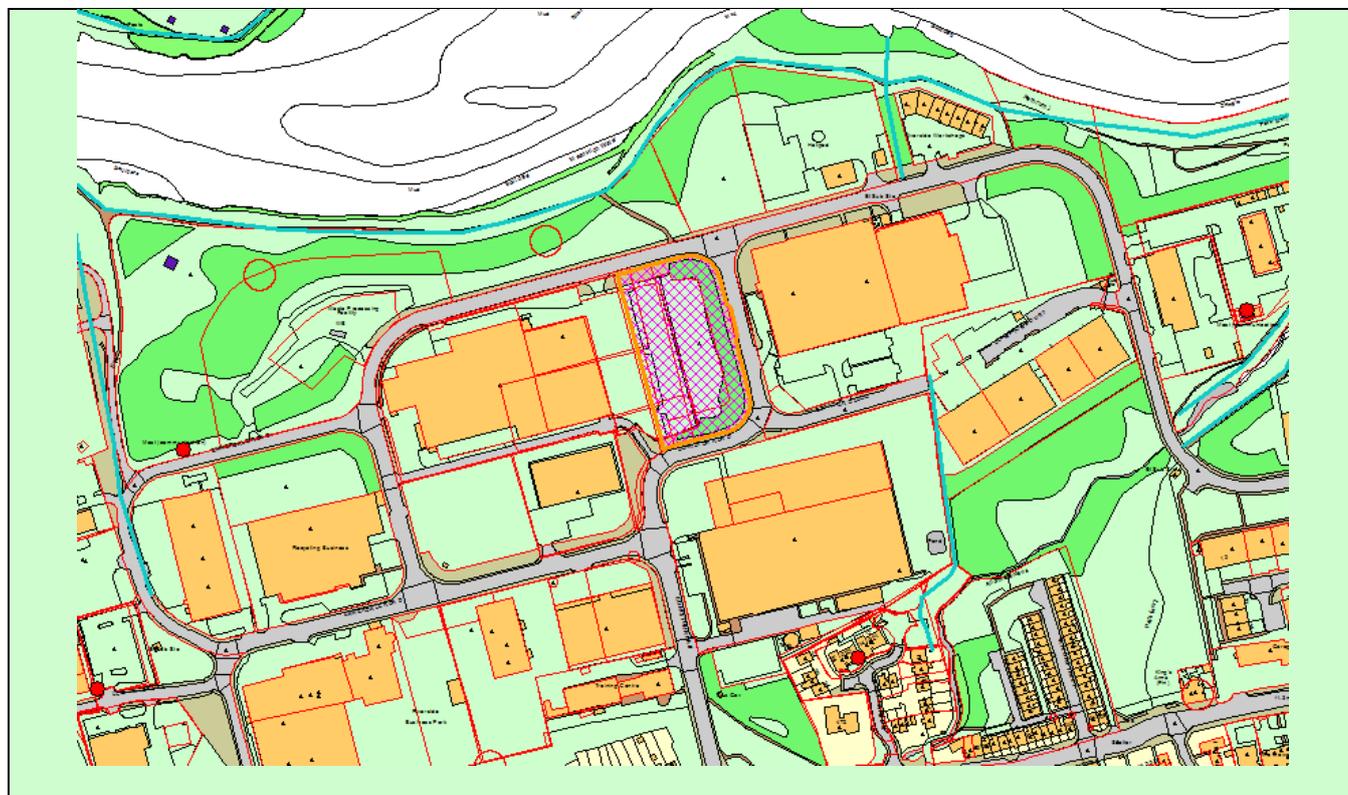


Northumberland County Council

Strategic Planning Committee 2nd November 2021

Application No:	21/01944/FUL		
Proposal:	Construction of 18no. Starter Units		
Site Address	Factory D , Ennerdale Road, Riverside Business Park, Blyth NE24 4RG		
Applicant:	SIJP Partnership c/o Kans and Kandy , Belmont Industrial Estate , Durham , c/o Hedley Planning DH1 1ST	Agent:	Mr Alex Franklin Unit 3, Hexham Enterprise Hub, Burn Lane , Hexham , NE46 3HY
Ward	Kitty Brewster	Parish	Blyth
Valid Date:	20 May 2021	Expiry Date:	19 August 2021
Case Officer Details:	Name: Mr Richard Laughton Job Title: Senior Planning Officer Tel No: 01670 622628 Email: richard.laughton@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

1.1 Under the provisions of the Council's current Scheme of Delegation, this application is being reported to the Castle Morpeth Local Area Council as it raises significant planning issues.

2. Description of the Proposal

2.1 The application seeks planning consent for the construction of 18no. Starter Units for General Industry and Storage & Distribution (Use Class (E (g), B2, B8) on land off Ennerdale Road, Riverside Business Park, Blyth.

2.2 The proposal is for a 7m high industrial building comprising of 18 x 94m² units (10.31m x 9.12m) in two rows of 9, creating a total of 1693m² internal floor space. The building consists of a pedestrian walkway and 46 parking spaces, 16 loading bays with a road circulating around the building. The proposed unit will be of steel frame construction externally clad with insulated profiled metal cladding panels. The submitted planning statement further confirms:

“The wider site is enclosed by a steel palisade fence and is situated to the north of the business park, just south of the River Blyth. The application site is currently vacant parcel of land, the surface is tarmacked with an overgrown landscape periphery. The existing primary access to the site is via Ennerdale road, with a smaller access point situated on the bend of Coniston Road to the south eastern boundary. There are several Bus Stops within the immediate area, situated on Cowpen Road and Tynedale Drive”.

2.3 A new access arrangement will be taken directly from Coniston Road on the eastern boundary, with an internal service road.

3. Planning History

Reference Number: B/07/00500/FUL

Description: The erection of 3no steel portal framed buildings complete with all associated cladding and building works. The buildings will be used as commercial rental units.

Status: PER

Reference Number: B/08/00075/FUL

Description: Change of use to B1, B2 and B8.

Status: PER

Reference Number: 11/03286/FUL

Description: Retrospective: Change of use from warehouse unit (former electronic component facility) to car boot fair and indoor market (Sundays only) until end of March 2012

Status: PER

Reference Number: 12/02200/FUL

Description: New modular building and car port to be used as ambulance station

Status: PER

Reference Number: 18/00272/FUL

Description: Demolition of derelict single storey block containing offices, toilets and mess hall with the creation of 7 additional parking spaces. New external plant area for wood-dust extraction system and silo. New staff welfare and toilets area within footprint of existing factory.

Status: PER

Reference Number: 18/03038/DISCON

Description: Discharge of condition 4 (method statement) on approved planning application 18/00272/FUL

Status: PER

Reference Number: B/86/C/276

Description: To position one single storey 4m high office unit

Status: PER

Reference Number: B/88/C/109

Description: Conversion of building at rear of site to offices with 96m² single storey extension, construction of gatehouse to replace temporary structure and extension of existing car parking

Status: PER

Reference Number: B/89/C/281

Description: Office extension

Status: PER

Reference Number: B/90/C/441

Description: 2 portable buildings for storage use

Status: PER

4. Consultee Responses

Natural England	No comment
Highways	No objection subject to conditions
County Ecologist	No objection subject to conditions
South SE Tree And Woodland Officer	No response received.
Public Protection	No objection subject to conditions
Northumbrian Water Ltd	No objection subject to conditions
Fire & Rescue Service	No objection
Architectural Liaison Officer - Police	No objections
Northumbria Ambulance Service	No comment
Environment Agency	No response received.
The Coal Authority	No objection
Blyth Town Council	No response received.
Highways	No objection subject to conditions
Northumbria Ambulance Service	No comment

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	9
Number of Objections	11
Number of Support	0
Number of General Comments	0

Notices

General site notice

News Post Leader 28th May 2021

Summary of Responses:

11 Letters of objection has been received due to a fatal collision in October 2019 on the bend of Ennerdale Road near the site. It is therefore, considered to be a dangerous road a safety risk. The proposal would add further traffic and parking issues. Signposts should clearly identify speed limit and the dangerous junction.

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=QSY799QSGEB00>

6. Planning Policy

6.1 Development Plan Policy

Blyth Valley Local Plan (1999):

W1 - General and Local Employment and Business Park Use

M8 Car Parking

Blyth Valley Local Development Framework Development Control Policies

Development Plan Document (2007):

DC1 - General development

DC6 - Development on Existing Industrial Sites

DC11 - Planning for sustainable travel

DC19 Drainage and Flood Risk

DC27 Design of New Developments

Blyth Valley Core Strategy (2007):

SS2 – Sequential Approach and Phasing

SS3 - Sustainability Criteria

ENV2 - Historic and Built Environment

6.2 National Planning Policy

NPPF - National Planning Policy Framework (2021)

NPPG - National Planning Practice Guidance (2019)

6.3 Other Documents/Strategies

Northumberland Local Plan - Publication Draft Plan (Regulation 19) and proposed minor modifications (May 2019) (NLPPD)

Policy STP 2 - Presumption in favour of sustainable development

Policy STP 3 - Sustainable development

Policy QOP 1 - Design principles

Policy QOP 2 - Good design and amenity

Policy ECN 7 -

Policy TRA 2 - The Effects of Development on the Transport Network

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the development comprises policies in the local plans as identified above. The National Planning Policy Framework (NPPF) (February 2019) and Planning Practice Guidance (PPG) are material considerations in determining this application.

Paragraph 48 of the NPPF states that weight can be given to policies contained in emerging plans dependent upon three criteria: the stage of preparation of the plan; the extent to which there are unresolved objections to policies within the plan; and the degree of consistency with the NPPF. The Northumberland Local Plan - Publication Draft Plan (Regulation 19) (NLP) was submitted to the Secretary of State for Ministry of Housing, Communities and Local Government on 29 May 2019, and is currently going through the examination process.

On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan which the independent Inspectors examining the plan consider are necessary to make the plan 'sound'. As such the plan is at an advanced stage of preparation, and the policies in the NLP - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021), are considered to be consistent with the NPPF. The NLP is a material consideration in determining this application, with the amount of weight that can be given to specific policies (and parts thereof) is dependent upon whether Main Modifications are proposed, and the extent and significance of unresolved objections.

7. Appraisal

7.1 The main issues for consideration include:

- Principle of development
- Design and amenity
- Highways

Principle of Development

7.2 The NPPF states that the Local Planning Authority should support economic growth in order to create jobs and prosperity by taking a positive approach to sustainable new development, and should support the sustainable growth and expansion of all types of business and enterprise, both through conversion of existing buildings and well-designed new buildings.

7.3 Policy DC1 of the Blyth Valley Development Plan Document (DPD) states that development proposals shall be situated within settlement boundaries as shown on the Local Plan proposals map. The application site is located within the defined settlement boundary of Blyth, and as such is considered an appropriate location for development, in accordance with Policy DC1. This is also consistent with the sequential and sustainability criteria within policy SS2 and SS3 of the Blyth Valley Core Strategy to direct development to the main towns of Blyth or Cramlington without detriment to the environment, and would help sustain community services and facilities.

7.4 The site is located within Blyth Riverside Industrial Estate which is allocated through the Blyth Valley Local Plan saved policy W1 as land designated primarily for work activity and 'general and local employment and business park use'. Under Policy W1 it states that planning permission will normally be granted for business and industrial uses within this area. Policy DC6 of the Development Control Policies Document DPD further states planning permission will be granted for new employment development or extensions to existing employment premises on sites identified in Policies W1 and W2 of the existing Blyth Valley Local Plan.

7.5 The site is a 'Key general employment area for B-Class uses' Under Policy ECN 7 of the emerging Northumberland Local Plan. Within the key general employment areas, as delineated on the Policies Map, B1, B2 and B8 uses will be supported.

7.6 It is considered that the proposal for use class B2 and B8 would be acceptable in principle as it would be in accordance with saved Policy W1, DC1, DC6, SS2, SS3 and the NPPF for compatible sustainable development in an appropriate business and industrial area.

7.7 The principle of development for commercial and industrial use is acceptable within an existing Business Park and surrounded by other similar buildings and uses. The land is allocated for employment use in the existing and emerging local plans. The design of the building is appropriate for its intended use and surroundings.

Design and Amenity

7.8 The design and scale of the building is appropriate for its intended commercial use and relates to the surrounding environment of an industrial estate. The proposed height is similar to the neighbouring buildings. Due to the location of the building, there would be no proposal amenity issues to residential properties. The proposal should therefore comply with the provisions of the NPPF, Policy DC1 of the Blyth Valley DPD. Whilst limited weight can be given to the Northumberland Local Plan (NLP) in this respect the proposal would also accord with NLP Policy POL 2, QOP 1 and QOP2.

Highways

7.9 The proposed development comprises 18no. 'starter' industrial units and will be served from a new priority junction access on Coniston Road. Additional information has been received to assess the impact the development will have on the highway network due to concerns raised from Highways Development Management.

7.10 The applicant has demonstrated visibility from a 2.4m set back of 53m northbound and 56m southbound to the nearside kerb with the northbound view extending further to the apex of the bend. These visibility splays accord to design

speed 85th percentiles of 37 mph. The submitted materials now reflect an internal circulation for the largest design vehicle (11.6m long refuse vehicle). The swept path assessments are acceptable.

7.11 It is recognised that this application has received representations with concerns based on the road traffic collision that occurred near to the proposed access in October 2019. This incident resulted in loss of life and as such consideration has been given to this incident and whether the new access would in any way cause the potential for further harm.

7.12 In reviewing the collision, Highways Development Management requested technical submissions and carrying out overseeing organisation responsibilities under a Stage 1 Road Safety Audit. The submitted information is acceptable and demonstrates that a secure a safe and suitable access can be achieved, with standard geometric principles applied.

7.13 On this basis, whilst the knowledge that such a collision has occurred, it cannot be established that this proposal would have had any effect on the outcome of the collision or would have made the collision more or less likely to have occurred. On this basis and on its own merits the proposal can safely and suitably achieve access onto the local highway.

7.14 The access arrangement and parking layout has been amended and are acceptable. The parking provision is in accordance with the parking standards within Appendix D of the emerging Northumberland Local Plan. The amended plans have resulted in a loss of further trees however, this is necessary on the grounds of highway safety. A condition is also imposed to secure the proposed landscaping with additional planting.

7.15 Whilst the access has been accepted, the applicant has not yet submitted a construction methodology and larger vehicles will need to be considered as part of a construction method statement to be discharged prior to commencement. The applicant will need to ensure all construction activity and vehicles are accommodated within the site.

7.16 Overall, the scheme is considered acceptable subject to conditions being imposed for highway works, parking strategy, surface water drainage, refuse details and a construction method statement. The application is therefore in accordance with the NPPF.

Public Protection

7.17 In relation to land contamination the submitted Phase II report has concluded that the risks are low and no contaminants above guideline levels have been detected, consequently there has been no proposed remediation for the site. No further information is required in respect of land contamination; however a condition has been recommended for the applicant to deal with any contamination should it be discovered during development.

7.18 In relation to ground gas protection the site falls within a mix of Coal Authority Low and High Risk Development Areas, and this is an area where the Public Health Protection Unit expects the inclusion of gas protection measures in any new proposed buildings. The development is for commercial/industrial units with a simple design

complexity with no sub-surface features (basements, pits etc.) and including roller-shutter doors for vehicular entry.

7.19 The recommended foundations from the geoenvironmental consultant are for strip or pad and it would be normal to infill the internal area with hardcore overlaid with sand blinding, membrane(s), rigid insulation then a concrete floor. Depending upon the final design the wall may feature either a cavity with or without insulation. Either way, the proposed gas membrane should be passed across the cavity of the wall. The Public health Protection Unit recommends two “standard” gas conditions. The first ground gas condition requires the submission of a report setting out what design elements will provide gas protection (foundation/floor and gas membrane). The Phase II report has indicated the proposed structure to fall within Building Type C requiring a score of 2.5 to be achieved from the combination of gas protection elements. A verification report will also be required once all groundworks are complete to demonstrate that the proposed gas protection works have been carried out. Verification/validation of the sealing of the annulus of the service duct should also be covered in the inspection and reporting on the gas protection.

7.20 In relation to noise, the site is almost 200 metres from the nearest residential receptors, given this and the proposed uses it is unlikely that any noise generated by the operational use of the unit would be audible over other commercial/industrial noises and the road traffic on Cowpen Road. Noise from construction works are also unlikely to be audible over these distances and it is unlikely than many of the units on the park/estate have any restrictions on days and hours of operation.

7.21 There are no objections from Public Protection subject to condition relating to land contamination and mine gas protection. As such the application is in accordance with the NPPF.

Ecology

7.22 The site is found within an identified Impact Risk Zone for the Northumberland Shore Site of Special Scientific Interest (SSSI) which is located c.320m to the east; however, the type of proposed development does not meet any of the identified impact risk triggers. Natural England have responded to their consultation with no objection. There is a low risk of pollution, by air such as dust and by water such as run-off during construction reaching the SSSI, however this can be mitigated for by following best practice. All works on site should adhere to the Pollution Prevention Guidance for Businesses provided by DEFRA and the Environment Agency. For further information follow the link: <https://www.gov.uk/guidance/pollution-prevention-for-buisnesses>

7.23 Around half the site comprises an area of hard standing, and the other half bare ground which has been cleared very recently, prior to the ecology survey being undertaken. It can be seen from aerial photos from 2020 that this was grassland and areas of trees. From the remnants remaining on site, it is likely to have been poor semi-improved grassland and young-semi-mature plantation woodland as found on other areas of the industrial estate. The remaining scattered trees and small areas of scrub present have the potential to support both foraging and nesting bird species. Further tree removal is proposed to create the new access from Coniston Road.

7.24 The ecology report makes several recommendations for avoidance, mitigation and enhancement, including for the landscaping and bird boxes which are shown on the submitted Proposed Landscape Plan. There are no objections from the County

Ecologist as it is considered that this is proportionate to the scale of the impact of the development and a planning condition is recommended to secure appropriate mitigation. As such, the application is in accordance with the NPPF.

Flood Risk and Drainage

7.25 The site is in low flood risk zone 1 but may be liable to surface water flooding. The submitted Flood Risk Assessment highlights that the run-off rate of 5l/s can be achieved after seeking pre-application advice from NWL and LLFA. The LLFA consider the proposals to be acceptable subject to additional conditions seeking further details on sustainable drainage and confirmation of surface water discharge during the construction phase. As such the application is in accordance with the LLFA.

Equality Duty

The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Crime and Disorder Act Implications

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

Human Rights Act Implications

The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the

decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

8. Conclusion

8.1 The application is acceptable in principle and is recommended for approval subject to conditions relating to highway safety, drainage, ecology, land contamination and mine gas.

9. Recommendation

That this application be GRANTED permission subject to the following:

Conditions/Reason

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

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

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

Proposed Site Plan AL (0)004 Rev 3
Proposed Elevations AL (0) 005
Proposed Floor (Ground Arrangement) Plan AL(0)007 Rev 3
Proposed Landscape Plan AL(0)003 rev3
Proposed Roof Plan AL(0)008 Rev 3
Proposed Sections AL(0)006 rev 1
Arboricultural Method Statement
Proposed Access Design 21058/001 Rev B
MD01559/0100 PROPOSED DRAINAGE STRATEGY APRIL 21
MD1559/rep/001 FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY
Design and Access Statement April 2021v2
Technical Note 01 – October 2021 Job Number: 20-058-N by Milestone Transport Planning

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans and documents and to ensure that a satisfactory form of development is obtained.

03. 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 demolition/ 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
- v. Routing of vehicles

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

04. The development shall not be occupied until the car parking area indicated on the approved plans, has been implemented 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.

05. The development shall not be brought into use as starter business units until a Parking Management Strategy inclusive of EV charging and disabled spaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the Parking Management Strategy shall be implemented in accordance with the approved details.

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

06. The development shall not be occupied until a means of vehicular access has been constructed in accordance with technically approved plans (S278), NCC Typical Construction Specifications & Road Safety Audit findings.

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

07. The development shall not be occupied until details of cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented before the development is occupied. Thereafter, the cycle parking shall be retained in accordance with the approved details and shall be kept available for the parking of cycles at all times.

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

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

09. Prior to occupation details of Electric Vehicle Charging shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall be implemented before the development is occupied. Thereafter, the electric vehicle charging points shall be retained in accordance with the approved details and shall be kept available for the parking of electric vehicles at all times.

Reason: In the interests of Sustainable Development , in accordance with the National Planning Policy Framework

10. The development shall not 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 arrangements 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 National Planning Policy Framework.

11. No buildings shall be constructed until a report detailing the protective measures to prevent the ingress of ground gases, including depleted Oxygen (<19%), to the CS2 standard specified in BS8485:2015 (Code of Practice for the design of protective measures for Methane and Carbon Dioxide ground gases for new buildings), have been submitted to and approved in writing by the Local Planning Authority. The report shall contain full details of the validation and verification assessment to be undertaken on the installed ground gas protection, as detailed in CIRIA C735 (Good practice on the testing and verification of protection systems for buildings against hazardous ground gases).

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties.

12. The development shall not be brought into use until the applicant has submitted a validation and verification report to the approved methodology in Condition 9, which has been approved in writing by the Local Planning Authority.

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties.

13. If during redevelopment contamination not previously considered is identified, then an additional written Method Statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until a 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.

Should no contamination be found during development then the applicant shall submit a signed statement indicating this to discharge this condition.

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.

14. The development hereby permitted shall be undertaken in accordance with the recommendations of the Preliminary Ecological Appraisal (V2 Final) by OS Ecology Ltd dated April 2021, unless otherwise agreed in writing by the local planning authority. This includes the following.

- i) Vegetation clearance will not be undertaken during the nesting bird season (March to August inclusive) unless the site is checked by an appropriately experienced ecologist and nests are confirmed to be absent.
- ii) Retained trees will be protected from damage in line with the recommendations in British Standard BS5837:2012.
- iii) All works on site will adhere to the Pollution Prevention Guidance for Businesses provided by DEFRA and the Environment Agency.
- iv) Any excavations left open overnight will have a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45°
- v) The use of high intensity security lighting will be avoided, limiting any light spill on to the woodland to the north.
- vi) Landscape planting shall include berry and fruit bearing species to provide increased foraging opportunities in the local area.
- vii) Prior to occupation or first use of the development, four bird boxes will be installed on trees within the site owner's landholding.

Reason: To conserve and enhance local biodiversity.

15. Development shall be implemented in line with the drainage scheme contained within the submitted drawing entitled "Proposed Drainage Strategy April" dated "April 2021". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 8101 and ensure that surface water discharges to the surface water sewer at manhole 8102. The surface water discharge rate shall not exceed the available capacity of 5l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

16. Details of the disposal of surface water from the development through the construction phase shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure the risk of flooding does not increase during this phase and to limit the siltation of any on site surface water features.

17. Prior to first occupation details of the adoption and maintenance of all SuDS features shall be submitted to and agreed by the Local Planning Authority. A maintenance schedule and log, which includes details for all SuDS features for the lifetime of development shall be composed within and be implemented forthwith in perpetuity.

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

18. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer or a suitably qualified professional must be submitted to and approved by the Local Planning Authority, to demonstrate that all sustainable drainage systems have been constructed as per the agreed scheme. This verification report shall include:

- * As built drawings for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc);
- * Construction details (component drawings, materials, vegetation);

- * Health and Safety file; and
- * Details of ownership organisation/adoption details.

Reason: To ensure that all sustainable drainage systems are designed to the DEFRA non technical standards.

Informatives

01. You are 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.

02. You 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.

03. You should note that Road Safety Audits are required to be undertaken. Northumberland County Council offers this service. You should contact highwaysplanning@northumberland.gov.uk or 01670 622979

04. 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.

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

06. Our adopted guidance provides a guide to what should be included in a gas protection proposal and is included in Appendix 2 of the YALPAG Technical Guidance - Verification Requirements for Gas Protection Systems, Version 1.1 Dec 2016, which can be accessed in the "related documents for environmental protection in development" section at:

<https://www.northumberland.gov.uk/Protection/Pollution/Advice.aspx>

07. Verification of the gas protection should be proposed to address the first gas condition, once the buildings are erected to floor level then the second gas protection condition can be discharged and the verification should match what is proposed but should broadly consist of the items listed in Appendix 3 of the above guidance document.

This may be achieved through:

- A recognised gas membrane fitted as a gas membrane - taped or welded, top-hats on services taped or welded to the membrane, fabricated internal corners taped or welded to the membrane following CIRIA C735 and BS 8485:2015+A1:2019.
- A reinforced concrete ground bearing raft/slab floor with limited service penetrations.

Assuming a gas regime (Characteristic Situation) of CS2 and Building Type C (Table 3 of BS8485:2015+A1:2019) the development will have to achieve a score of 2.5.

Therefore, the applicant should propose gas protection measures meeting the requirements of CIRIA C735 and achieving the necessary 2.5 point in BS 8485:2015 for CS2. BS 8485 defines Building Type C as:

Building Type C = commercial building with central building management control of any alterations to the building or its uses and central building management control of the maintenance of the building, including the gas protection measures. Single occupancy of ground floor and basement areas. Small to large size rooms with active ventilation or good passive ventilation of all rooms and other internal spaces throughout ground floor and basement areas. Examples include offices, some retail premises, and parts of some public buildings (such as schools, hospitals, leisure centres and parts of hotels).

Structural Barrier (Table 5 of BS 8485)

A cast *in-situ* ground bearing floor slab/raft would achieve a score of 0.5, whereas a well-reinforced cast in situ monolithic reinforced ground bearing raft or reinforced cast *in-situ* suspended floor slab with minimal penetrations would achieve a score of 1.5.

Gas Membrane (Table 7 of BS 8485)

A gas membrane can achieve a score of 2.0 if it meets the requirements of Table 7 of BS 8485, which are:

- a) sufficiently impervious, both in the sheet material and in the sealing of sheets and sealing around sheet penetrations, to prevent any significant passage of methane and/or carbon dioxide through the membrane;
- b) sufficiently durable to remain serviceable for the anticipated life of the building and duration of gas emissions;
- c) sufficiently strong to withstand the installation process and following trades until covered (e.g. penetration from steel fibres in fibre reinforced concrete, penetration of reinforcement ties, tearing due to working above it, dropping tools, etc); and to withstand in-service stresses (e.g. settlement if placed below a floor slab);
- d) capable, after installation, of providing a complete barrier to the entry of the relevant gas; and
- e) verified in accordance with CIRIA C735 [N1].
- f) Membrane must meet the gas transmission specification in BS 8485 for methane not to exceed 40ml/m²/day/atm.

08.. The applicant should ensure that as well as any top-hats being secured to the membrane (taped or welded) that the internal annulus of the duct holding each of the service pipes and conduits (water, gas, electric etc.) is filled with a recognised and advertised gastight sealant such as FILOseal+ or FILOseal+HD produced by Filoform UK Ltd:

<https://www.filoform.co.uk/catalog/category/view/s/re-enterable-duct-sealing-systems/id/9/>

09. 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 issues of noise, dust 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.

10. There shall be no burning of any material associated with the construction phase on the site.

11. We can inform you that a public sewer crosses the northern corner of the site. It is unlikely to be affected by the proposed development, however NWL will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site. For further information is available at <https://www.nwl.co.uk/services/developers/>

12. Any areas of hardstanding areas (car parks, driveways etc.) within the development shall be constructed of a permeable surface so flood risk is not increased elsewhere. There are three main types of solution to creating a permeable surface:

- Using gravel or a mainly green, vegetated area.
- Directing water from an impermeable surface to a border rain garden or soakaway.
- Using permeable block paving, porous asphalt/concrete.

Further information can be found here - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

Date of Report: 19.10.2021

Background Papers: Planning application file(s) 21/01944/FUL