1. Introduction

1.1 Under the provisions of the Council’s current Scheme of Delegation, in cases where applications are to be recommended for approval contrary to a valid objection from a Town or Parish Council, they are referred to the Head of Service and the Chair of the relevant Planning Committee for consideration to be given as to whether the application should be referred to a Planning Committee for determination. The
matter was duly considered under these provisions and it was confirmed that the matter should be dealt with by Planning Committee.

2. Description of the proposals

2.1 The application seeks full planning permission for the erection of two detached 2 storey dwellings with attached garages on land south west of 21 Front Street, Bedlington, and is approximately 0.29 acres in area.

2.2 The dwellings would both have four bedrooms and would be constructed from a mix of brick and stone with slate roofs and timber sash windows. Block paved parking spaces and turning area would be provided.

2.4 Access to the site would be from the existing right of access driveway over land belonging to 21 Front Street East which would be utilised and extended through the application site. Four visitor parking spaces would be provided within the site.

3. Planning History

Reference Number: 78/00421/FUL
Description: Outline application for the erection of a detached house and double garage (land to rear of Mathers House)
Status: Withdrawn

Reference Number: 13/00229/FUL
Description: Proposed residential development comprising 3no. dwellings
Status: Refused

Reference Number: 13/00373/CON
Description: Conservation area consent for demolition of existing buildings
Status: Permitted

Reference Number: 14/01024/DISCON
Description: Discharge of conditions 1, 2, 3, 4 and 5 of 13/00373/CON (Conservation area consent for demolition of existing buildings)
Status: Permitted

Appeals
Reference Number: 14/00044/REFUSE
Description: Proposed residential development comprising 3no. dwellings
Status: Dismissed

4. Consultee Responses

<table>
<thead>
<tr>
<th>West Bedlington Parish Council</th>
<th>Object to the proposals on the grounds that it is little different from the previously refused scheme, access is unsuitable for construction and finished development.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>No objection subject to relevant conditions.</td>
</tr>
<tr>
<td>Department</td>
<td>Response</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>Countryside/ Rights Of Way</td>
<td>No comment.</td>
</tr>
<tr>
<td>Building Conservation</td>
<td>No objection subject to a condition relating to materials.</td>
</tr>
<tr>
<td>County Archaeologist</td>
<td>No objection.</td>
</tr>
<tr>
<td>County Ecologist</td>
<td>No objection subject to relevant conditions.</td>
</tr>
<tr>
<td>SE Tree And Woodland Officer</td>
<td>No objections</td>
</tr>
<tr>
<td>Northumbrian Water Ltd</td>
<td>No comments</td>
</tr>
<tr>
<td>Fire &amp; Rescue Service</td>
<td>No objections</td>
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5. Public Responses

Neighbour Notification

<table>
<thead>
<tr>
<th>Number of Neighbours Notified</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Number of Objections</td>
<td>13</td>
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<tr>
<td>Number of Support</td>
<td>0</td>
</tr>
<tr>
<td>Number of General Comments</td>
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</tr>
</tbody>
</table>

Copies of all representations received are available in the Members’ Lounge and will also be made available at the meeting of the Committee.

Notices

Site Notice- Affecting Conservation, 16th December 2015

News Post Leader 10th December 2015

Summary of Responses:
Thirteen objections and one representation have been received, raising the following concerns:

- Impact on the privacy and security of Towers Close
- Access unsuitable for construction or development
- Potential additional parking on Front Street East
- Loss of privacy for neighbouring occupiers
- Overbearing impact on Millfield Court, which is at a lower level than the development site
- Insufficient car parking spaces for proposed dwellings
• The site is not brownfield
• No suitable location for refuse storage or collection
• Lack of emergency access

Several other matters were raised which are not material planning considerations.

6. Planning Policy

6.1 National Planning Policy

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

6.2 Emerging Policy

Northumberland Local Plan Pre Submission Core Strategy (October 2015)

Policy 1 Sustainable Development
Policy 2 High Quality Sustainable Design
Policy 3 Spatial Distribution
Policy 18 Planning for housing
Policy 19 Delivering affordable housing
Policy 43 The effects of development on the road network

6.3 Development Plan Policy

Wansbeck District Local Plan 2007

GP1 - Location of development
GP4 - Accessibility
GP6 - Trees and hedgerows
GP18 - Conservation areas
GP29 - Land contamination
GP30 - Visual impact
GP31 - Urban design
H3 - Windfall housing
H5 - The design and density of new housing developments
H7 – Affordable housing
T6 - Traffic implications of new development
T7 - Parking provision in new development

6.4 Other Documents/Strategies

Wansbeck’s Residential Development Design Guidance 2007

Northumberland Consolidated Planning Policy Framework (2009)
Northumberland County Council Five Year Housing Land Supply 2015 - 2020
Northumberland Strategic Housing Market Assessment 2015 (SHMA)
Northumberland County Wide Housing Needs Assessment 2012

7. Appraisal
7.1 The main issues for consideration in determining this application relate to:

Principle of residential development
Housing supply
Design, layout and impact on residential amenity
Impact on the Conservation Area
Planning obligations and affordable housing
Highway safety
Drainage
Landscaping

Principle of the development

7.2 The NPPF operates under a presumption in favour of sustainable development. It states that development proposals, which accord with the development plan, should be approved without delay. Housing applications should be considered in the context of the presumption in favour of sustainable development. The reuse of previously developed land is encouraged. The adopted Development Plan for the area within which the application site is located, comprises the saved policies of the Wansbeck District Local Plan, adopted in 2007.

7.3 In accordance with paragraph 216 of the NPPF, weight may also be given to the policies in emerging plans, depending on the stage of preparation of the plan; the extent to which emerging policy aligns with NPPF; and the extent of unresolved objections to the emerging plan. Therefore weight can be given to the policies in the Northumberland Local Plan Pre Submission Core Strategy (October, 2015) which comprises a material consideration in the determination of this application.

7.4 The main issues to consider are whether the proposals accord with policies in the adopted Development Plan. The application site lies in an area within the town of Bedlington which is identified as a sustainable location for development, with excellent links to transport and local services. The site had a workshop which was demolished in 2015, and it is suggested that its last use was joinery. However, there is conflicting evidence in relation to this from the applicant and those who have made representations in relation to the current application. Whether the land in question is considered to be brownfield or greenfield, the principle of residential development in this sustainable location is considered to be acceptable in accordance with the NPPF, Northumberland Local Plan Pre- Submission Core Strategy (October 2015) Policies 1, 3 and 18 together with Local Plan Policy GP1 and GP4.

Housing Supply

7.5 The emerging Core Strategy identifies four Delivery Areas, which comprise Housing Market Areas. The application site falls within the South East Delivery Area (SEDA). Current monitoring data confirms that Northumberland can demonstrate a five year supply overall but that the SEDA does not have a 5 year supply. Having regard to paragraph 49 of NPPF, relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. Whilst not a justification for allowing development where it would not be appropriate, the lack of housing supply in the
SEDA gives additional weight for justification in this sustainable location in accordance with the NPPF.

**Design, layout and impact on residential amenity**

7.6 Paragraph 56 of the NPPF attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.

7.7 Policy H5 of the Local Plan identifies the need for new housing developments to be well designed, ensuring that residents will enjoy reasonable standards of privacy, outlook and daylight and that the new development will relate well to its surroundings. Whilst this is directed towards standards within a new development, it is equally important in considering a new proposal that existing residents would not lose a significant degree of privacy, outlook or daylight as a direct result of a new development.

7.8 A number of objections have been received to the proposal from nearby residents in relation to loss of light and privacy, and overbearing impact, particularly to those properties on Millfield Court which are at a lower level than the application site.

7.9 Firstly, with regard to the loss of privacy and light to surrounding properties these concerns are noted. However, the properties are two storey at a maximum height of 7.8m. The proposed layout is such that the existing property at 21 Front Street and those at 22-26 Millfield Court would face the gable ends of the two proposed dwellings. Plot 1 would be at a distance of 19m from the rear elevation of 21 Front Street and the garage of Plot 2 would be sited 11.6m from 22-16 Millfield Court but 14.6m from the main two storey building. It would normally be expected that a distance of approximately 12m should be retained between a side elevation and a principal elevation of a dwelling, which is exceeded in this instance. In addition, there is an existing wall and fence to the boundary with the footpath at Millfield Court which screens the development. Whilst these properties are at a lower level than the development site, the proposed two storey building is located a sufficient distance away that it would not cause significant overshadowing. A very large leylandii hedge is to be retained on the boundary with 21 Front Street East which would almost completely screen the development from view. It is not considered that the proposed development would have any detrimental impact upon the amenity of 30 Towers Close to the north west of the site.

7.10 Representations have been received in relation to land to the rear of the Black Bull and its potential re-development. The adjoining boundary here is just over 4m from the rear elevation of the proposed Plot 1 dwelling which contains a bedroom window at first floor. Whilst the adjacent land is commercial at present and there would therefore be no amenity issues associated with this, it would not be suitable for the occupiers of the proposed dwelling to have an outlook onto this land or to the hedge which is currently there, preventing natural daylight from entering the room. It is therefore suggested that a condition be added requiring the re-positioning of the proposed bedroom window to the western elevation.

7.11 With regard to all of the above, it is considered that proposed dwellings will not result in a significant adverse impact on the existing levels of outlook, privacy,
sunlight and daylight for the occupiers of the surrounding dwellings, and will provide an acceptable level of amenity for future occupiers of the application site. As such, the proposal is acceptable, and is in accordance with the NPPF, Northumberland Local Plan Pre Submission Core Strategy (October 2015) Policy 2 and Local Plan Policy H5 in this respect.

Impact on the Conservation Area

7.12 The site is located within the Bedlington Conservation Area, but is difficult to see from the main thoroughfare of the Conservation Area except from specific vantage points. However, when it is proposed to develop within a conservation area, the design of the scheme is of paramount importance.

7.13 The proposed design and materials are considered to be appropriate and in keeping with the character of the wider conservation area. The proposals have been examined by the Senior Conservation officer who has no objections to the scheme but does suggest that the use of natural stone for quoins, lintels and cills would be appropriate.

7.14 Subject to an appropriate condition it is therefore considered that the proposals are in keeping with the character of the conservation area and therefore in accordance with Local Plan policy GP18 and the NPPF in this respect.

Planning obligations and affordable housing

7.15 Saved Local Plan Policy H7 seeks affordable housing on sites of more than 15 dwellings or 0.5ha so does not apply in this instance. However, the NPPF advises that Local Planning Authorities should, in order to deliver a wide choice of high quality homes, set policies for meeting affordable housing needs on-site where the need for such provision has been identified unless off-site provision or a financial contribution can be robustly justified. The Northumberland Local Plan Core Strategy Pre-submission draft October 2015, sets out a target in Policy 15 for the provision of 30% affordable housing which is in line with the NPPF, but states that 15% of homes on new permissions should be affordable.

7.16 It had been established in previous applications within Bedlington and the surrounding area by the Council’s Strategic Housing Team, that it is an area of high demand, low availability and low turnover of affordable homes. In order to deliver affordable housing in areas of high demand and need, the Strategic Housing Team would previously have sought 30% affordable housing on all sites. Given the weight that can now be given to the Northumberland Local Plan Core Strategy Pre-submission draft 2015 – it is considered that a 15% contribution is now appropriate.

7.17 Given the small number of dwellings proposed, it would not be possible to secure any affordable homes on site and it would therefore be appropriate to seek an off-site financial contribution instead. Subject to a S106 agreement to secure a financial contribution to affordable housing it is considered that the proposals would be in accordance with the NPPF and the Northumberland Local Plan Core Strategy Pre-submission Draft October 2015 Policy 19.
Highway safety

7.18 The NPPF states that transport policies have an important role to play in facilitating sustainable development, whilst also contributing to wider sustainability and health objectives. Paragraph 32 of NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.19 Policy T6 of the Local Plan states that when planning applications are being determined, the volume and character of traffic likely to be generated by, and attracted to, the proposed development will be considered. It advises that proposals will only be permitted if the existing highway network is adequate to cope with any additional traffic resulting from the development; the proposed arrangements for access and egress will allow for the safe and efficient movement of vehicles; internal circulation arrangements will be able to absorb vehicular traffic entering the site without queues forming on existing roads; and adequate provision is made for servicing and deliveries. Similarly, Local Plan Policy T7 requests developers to make appropriate provision within their developments for parking whilst taking account of road safety and environmental problems.

7.20 The Council's Highways Officer has assessed the impact of the proposed development on the highway network both during construction and once the development is completed. The aim is to ensure the highway network in the area can accommodate the anticipated trip generation; that adequate manoeuvring / parking space is provided and that safe access can be achieved; that the highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an severe adverse impact on the safety of all users of the highway.

7.21 The application site is located on land to the rear of 21 Front Street East in Bedlington. The access to the site is directly off Front Street East and runs alongside No. 21 into the site. Although the access is owned by the occupant of 21 Front Street, the applicant owns the application site and has a right of access over this access route.

7.22 The applicant has submitted a detailed Transport Statement with the application, which is well over what would normally be expected of a development of this size. This has been undertaken in order to try and address the reasons for refusal of the previous application and subsequent appeal.

7.23 In respect to the impact of additional trips on the wider highway network, there are no concerns in relation to the additional vehicle movements generated by the proposed development. The additional vehicles will not result in any noticeable impact upon the public highway over and above the daily variation in traffic flows currently using the road. The access junction uses an existing established access to what is considered to be a residential service road before accessing the main A193 Front Street. Any potential conflicts in vehicular movement will be minimal and any additional vehicles using this section of the highway can be catered for within the geometry. The existing vertical geometry of the connection between the service road and Front Street is not to standard but a minor increase in use will not result in damage to the highway with drivers using the same level of judgement in negotiating this junction as they do currently.
7.24 In terms of the increase in the use of the existing access and the future private drive, there will be an increase in use as a result of the development proposals but this will not impact upon the Highway as this access will remain private. The only impact upon the Highway will be in relation to vehicles having to reverse on and off the highway to facilitate access. The site limitations are such that two way traffic cannot be provided within the private drive, but it is considered that there is adequate visibility along the drive for vehicles to see each other before any need to reverse onto the highway. The existing gates actually assist this as there is the need for vehicles to wait to open the gates, increasing the likelihood of occupants noticing and accommodating another vehicle on the drive. Both the proposed development site and the layout of parking at the exiting 21 Front Street are such that vehicles parked on the site have sufficient turning that they will be using the private drive in a forward gear and therefore entering and leaving the highway in a forward gear. As such, in highway terms, the access proposals are considered reasonable and appropriate for the total quantum of development accessed from it.

7.25 The proposed four bedroom properties require, under Northumberland County Council parking standards, three spaces to be provided. The applicant indicates that four spaces per property are provided, however the internal dimensions of the proposed garages do not comply to current standards to count as car parking spaces. Therefore, the three conforming spaces are considered appropriate and conform to parking standards. Furthermore, there is sufficient space within the proposed courtyard area to accommodate further visitor and infrequent parking without the need to park on the adjacent public highway. Therefore, there are no concerns in relation to the level of car parking provided on site.

7.26 There is space on the public highway for the occasional parking of vehicles associated with the development, however, as the development conforms to the parking requirements of Northumberland County Council, it is considered that on-street car parking will be very infrequent and will be occasional rather than regular. Existing Traffic Regulation Orders relating to car parking and access are already in place to reduce any highway impacts associated with on-street parking and these will continue to provide appropriate restriction with the proposed development.

7.27 It is recognised that delivery vehicles may not be able to use the private drive and will be required to park on the public highway. This is no different to the existing situation for 21 Front Street and whilst the new dwellings will increase the likelihood of delivery vehicles arriving in this area, it is considered highly unlikely that such vehicles will arrive at the same time. Therefore, the existing arrangements are considered sufficient for occasional delivery vehicles. The survey and on-site observations undertaken by Highways Development Management, indicate that there is space for delivery vehicles to park and notwithstanding this, delivery vehicles could use the existing double yellow lines for the purpose of loading and unloading without being in contravention with the existing no parking Traffic Regulation Order.

7.28 With regard to refuse collection, bins would need to be brought down to the double gates at the access to the site for collection, the bins would be emptied routinely as part of the Council's refuse service. This is a very common place and acceptable routine in many new developments.

7.29 The applicant proposes a sprinkler system within the dwellings in lieu of direct access for fire emergency vehicles. The Fire and Rescue service have been consulted and have no objections to the proposals.
7.30 There is an outstanding issue regarding the access route into the site. This is owned by the occupant of 21 Front Street, however the applicant as owner of the land to the rear has a right of access which is also intended to be utilised by the prospective residents of the new development. Unfortunately, this is not a material planning consideration and is a civil matter that would need to be resolved between the land owners involved. Whilst the Highways Authority is satisfied with the proposal from a highway safety, access and manoeuvrability perspective (subject to conditions), and whilst planning permission could be granted for the development, this would not override the right of access issues. If these cannot be resolved between the respective parties, potentially the development could not go ahead or an alternative means of access to the site would need to be found.

7.31 In the context of the above, the application is acceptable and meets the necessary requirements to ensure that highway safety and parking provision are in accordance with the NPPF, and the Council’s adopted standards. In this respect, the application is acceptable in its impact upon the highway network in the area and in accordance with the provisions of the NPPF together with Core Strategy Policy 43 and Local Plan Policies T6 and T7.

Landscaping

7.32 The proposed landscaping is detailed on the submitted plans, and includes the removal of several trees and shrubs but the retention of the leylandai hedge to the boundary with 21 Front Street and also to the boundary with the Black Bull pub. Block paving is proposed to the turning area and parking spaces. The dwellings will have formal gardens to the side/rear. This is considered to be acceptable in terms of amenity and impact on the area.

7.33 It is therefore considered that landscaping of the development is acceptable in accordance with the NPPF and Local Plan Policy H15.

Sewerage

7.44 It is proposed that the new dwellings be connected to the mains sewer which is acceptable in accordance with the NPPF. It is noted that the connection to the main sewer may be on private land but this is a civil matter.

Ecology

7.45 An ecology survey was provided in connection with the application. The County Ecologist has assessed this and has no objections to the proposed scheme which includes the removal of a number of trees in poor health. Subject to relevant conditions, the proposals are considered to be acceptable in terms of their ecological impact in accordance with the NPPF.

Other Matters

7.46 A previous application (13/00229/FUL) for three dwellings was recommended for approval by officers but refused by committee in 2014 on the grounds of parking and access and was subsequently dismissed at appeal. In their decision the Inspector cited their reasons to include pressure to park on the road during the construction phase, future occupants having to move bins to the feeder road to be collected, that fire access from Towers Close would not be acceptable, lack of
pedestrian access on the private drive, inadequate visitor parking facilities leading to people parking on the road, steep gradient of the track may lead people to park on the road and that a proposed dwelling would be too close to the boundary with 26 Millfield Gardens.

7.47 The currently proposed scheme has reduced the number of dwellings from three to two, allowing more adequate amenity space around the dwellings and increased separation distances. It is considered that the current application satisfies the requirements for highway safety and access as detailed at length above. It is not considered for officers to comment on what the future occupants may or may not decide where they may choose to leave their vehicles, only that adequate provision is made on site, in accordance with relevant policies. It is not unusual for a small number of dwellings such as those proposed, to share a private drive which does not have a separate footpath and have to bring their bins to the roadside for collection. It would be considered unreasonable of the Council to withhold permission on those grounds.

7.48 It is considered that the revised application has rigorously addressed all aspects of the previous refusal and dismissal and the application is acceptable in all aspects, subject to relevant conditions.

8. Conclusion

8.1 The NPPF fully advocates new housing development and particularly so in sustainable locations. As detailed within this report, the site is considered to be highly sustainable. In this respect, the principle of the development fully complies with the objectives of the NPPF and relevant policies of the Wansbeck District Local Plan.

8.2 The scheme is considered to be acceptable in highways terms, in terms of its design in the context of the Bedlington Conservation Area, and in terms of its potential impact on neighbouring residents. The application is therefore recommended for approval, subject to conditions and the successful completion of a Section 106 agreement to secure an appropriate financial contribution towards affordable housing.

9. Recommendation

That Members be minded to authorise the Planning Manager to GRANT PERMISSION subject to the completion of a Section 106 planning obligation to secure an appropriate financial contribution towards the provision off-site affordable housing and subject to the conditions listed below.

Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended)
02. 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:

Proposed site layout
Proposed plans and elevations – Plot 1
Proposed plans and elevations – Plot 2

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

03. Notwithstanding the details contained within the planning application, prior to the commencement of development a full schedule of materials including brick/stone, tiles/slates, windows, quoins and rainwater goods and, where appropriate, samples of materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in the approved materials.

Reason: In the interests of visual amenity and to protect the character of the conservation area in accordance with the NPPF and Wansbeck Local Plan Policy GP18.

04. No development shall commence until details of protective measures, including the use of a heavy-duty membrane to prevent the ingress of land gases have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not be occupied unless the approved measures have been incorporated into the construction of the building from the outset.

Reason: In order to prevent any accumulation of oxygen deficient air which may potentially be prejudicial to the amenity of the occupants of the respective properties in accordance with the NPPF.

05. The development shall not be occupied until the car parking and turning areas indicated on the approved plans has been hard surfaced, sealed and marked out. Thereafter, the car parking and turning areas shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking and turning of vehicles associated with the development.

Reason: In the interests of highway safety in accordance with the NPPF.

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

i) 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;
vi) measures to control the emission of dust and dirt;
Reason: To prevent nuisance in the interests of residential amenity and highway safety from the outset in accordance with the NPPF.

07. The development shall not be occupied until details of surface water drainage to manage run off from private land have been submitted to and approved in writing 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 runoff 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 NPPF.

08. Prior to the commencement of the development details of the materials to be used in the construction of the private access road shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and highway safety from the outset in accordance with the NPPF.

09. No development shall take place unless in accordance with the mitigation detailed within the protected species report (‘21, Front Street, Bedlington – Proposed Development Bat & Barn Owl Report – January 2016’ Ruth Hadden, January 2016) including provision of eaves level bat crevice (as specified) on the south gable apex of the new garage on Plot 2; adherence to external lighting recommendations; use of ‘bat friendly’ timber treatments (as specified); any internal roof space water tanks to be covered. In the event that development does not start before January 2018 then an updating ecological survey must be undertaken with any resulting amended mitigation or avoidance measures to be agreed in writing with the LPA before development begins.

Reason: To maintain the favourable conservation status of protected species from the outset in accordance with the NPPF.

10. No tree felling or vegetation removal shall be undertaken between 1 March and 31 August unless an ecologist has first confirmed that no bird’s nests that are being built or are in use, eggs or dependent young will be damaged or destroyed.

Reason: To protect nesting birds, all species of which are protected by law.

11. Notwithstanding the plans hereby approved, amended plans should be submitted to and approved in writing by the Local Planning Authority showing the re-location of the window to Bedroom 2 of the dwelling known as ‘Plot 1’ from the rear to the side elevation. Thereafter, the development shall not proceed other than in accordance with those approved plans.

Reason: In the interests of amenity of the occupants of the dwelling hereby approved in accordance with the NPPF, Core Strategy Policy 2 and Local Plan Policy H5.
Informative

1. Please ensure that no construction materials are stored on the public highway which would cause obstruction and danger to users of the highway.

2. The applicant should be informed that all damage to the highway caused by construction or operative traffic associated with the works within the development site shall be made good with damaged areas repaired in accordance with NCC standard specifications.

Date of Report: 03.02.2016

Background Papers: Planning application file(s) 15/03944/FUL