



Northumberland
County Council

Blyth, Cramlington and Seaton Valley Local Area Council

17th April 2019

Application No:	16/03567/FUL		
Proposal:	Demolition of existing school building and caretakers bungalow and redevelopment for 19no. new homes and associated car parking and landscaping.		
Site Address	St Paul's Catholic Academy, Doddington Drive, Hall Close Dale, Cramlington, Northumberland, NE23 6DF.		
Applicant:	Ascent Homes (Arch Development Projects Ltd)		
Agent:	Karen Read, KLR Planning Limited.		
Ward:	Cramlington Village	Parish:	Cramlington
Valid Date:	26.09.2016	Expiry Date:	31.03.2017 EOT agreed
Case Officer Details:	Name:	Richard Laughton	
	Job Title:	Planning Officer	

Recommendation: That this application be GRANTED permission



1. Introduction

- 1.1 The application was deferred for a site visit at the Local Area Council (LAC) meeting on 20th March 2019 as members raised concerns relating to the site access leading from Doddington Drive. The site visit is being held on 15th April 2019 for the application to be taken to the 17th April LAC.
- 2.1 This application was initially reported to Committee as the proposal has been submitted by Advance, the Council's regeneration company and the proposals have attracted a significant number of objections.

2. Description of the Site and Proposals

- 2.1 The application site relates to St Paul's Roman Catholic School site located in the Hall Close Dale area of Cramlington, approximately 500m south of central Cramlington.
- 2.2 The site is located within an established residential area with residential development to the south, east and north and grass playing fields to the west. Vehicular and pedestrian access is via Doddington Drive located in the north-west corner of the site. A second, pedestrian access gate is located midway along the eastern boundary. The site is predominantly level covering an area of approximately 0.61 hectares.
- 2.3 Full planning permission is sought for the demolition of the existing school buildings and caretaker's bungalow and the erection of 19 no. residential dwellings and associated car parking and landscaping. The development comprises 3 and 4 bedroom properties over two and two and half storeys.
- 2.4 Access to the site is Doddington Drive. Each property would have designated car parking space to the front and a secure garden to the rear.
- 2.5 In the Blyth Valley Borough Local Plan the site is not designated for any particular purpose.

3. Planning History

Reference Number: B/03/00386/FUL

Description: Extension to school building to provide additional classroom, extension to staff/toilet facilities and provision of resource area.

Status: Permitted 22.08.2003.

4. Planning Policy

4.1 National Planning Policy

National Planning Policy Framework (2018, updated 2019)
National Planning Practice Guidance (2014, as updated)

4.2 Development Plan Policy

Blyth Valley Core Strategy (2007)

H2 Most Efficient Use of Land
H3 Mix of Housing Development
A2 Pedestrian and Cycle Routes
C2 Open Space Strategic Priorities
ENV1 Natural environment and resources
ENV2 Historic and built environment

Blyth Valley Borough Local Plan (1999)

E3 Landscape General Approach
E5 Protection of Tree and Shrub Cover
H15 Affordable Housing Controlling Occupancy
H21 Design and Layout Principles For New Housing
M8 Car Parking

Blyth Valley Development Control policies DPD (2007)

DC1 General Development
DC2 Planning Obligations
DC5 Housing Windfall Sites
DC11 Sustainable Travel
DC12 Provision of Community Facilities
DC16 Biodiversity
DC17 Landscape Protection & Restoration
DC19 Drainage and Flood Risk
DC20 Utilities and Infrastructure
DC21 Pollution Control
DC22 Noise Pollution
DC26 Archaeology
DC27 Design of New Developments

4.3 Emerging Planning Policy

Cramlington Neighbourhood Plan: Pre-Submission Draft (September 2018)

Policy CNP1: The sustainable development of Cramlington
Policy CNP2: Promoting good quality design in the new development
Policy CNP4 Housing
Policy CNP5: Extending choice in housing
Policy CNP6: Providing lifetime affordable housing
Policy CNP7: Creating high quality new places through good quality housing design and layout
Policy CNP13: Connectivity of development sites
Policy CNP19: Open Space

CNP20: Protecting Trees and Woodland

Northumberland Local Plan Publication Draft Plan (Regulation 19)

Policy STP 1 Spatial strategy (Strategic Policy)

Policy STP 2 Presumption in favour of sustainable development (Strategic Policy)

Policy STP 3 Principles of sustainable development (Strategic Policy)

Policy STP 7 Strategic approach to the Green Belt (Strategic Policy)

Policy STP 8 Development in the Green Belt (Strategic Policy)

Policy HOU 1 Making the best use of existing buildings (Strategic Policy)

Policy HOU 2 Provision of new residential development (Strategic Policy)

Policy HOU 3 Housing requirements for neighbourhood plan areas (Strategic Policy)

Policy HOU8 Residential development in the Open Countryside

Policy HOU 9 Residential development management

Policy QOP 1 Design principles (Strategic Policy)

Policy QOP 2 Good design and amenity

Policy QOP 4 Landscaping and trees

Policy QOP 5 Sustainable design and construction

Policy QOP 6 Delivering well-designed places

Policy TRA 1 Promoting sustainable connections (Strategic Policy)

Policy TRA 2 The effects of development on the transport network

Policy TRA 4 Parking provision in new development

Policy ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)

Policy ENV 2 Biodiversity and geodiversity 1

Policy WAT 1 Water quality

Policy WAT 2 Water supply and sewerage

Policy POL 1 Unstable and contaminated land

Policy POL 2 Pollution and air, soil and water quality

5. Consultee Responses

Cramlington Town Council	<p>Cramlington Town Council object on the following Grounds:-</p> <p>Highway issues regarding access from Doddington Drive congestion and road safety. They strongly recommend alternative access be considered from the 'old road' and f Dudley Lane roundabout.</p> <p>Loss of amenity</p> <p>Site not in the SCHLAA, Neighbourhood Plan or Emerging Core Strategy.</p> <p>The site is a missed opportunity to provide for the elderly.</p>
NCC Highway Authority	No objections subject to standard highway conditions and S38 Agreement to cover road adoption.

NCC Public Right of Way Officer	There are no implications for public rights of way, therefore no objections.
NCC Lead Local Flood Authority	No objections subject to conditions relating to surface water management.
NCC Public Protection	No objections subject to conditions relating to contaminated land, ground gas protection and verification, noise and timing of works.
NCC Ecology	There are no objections to the proposals on ecological grounds subject to conditions.
NCC Tree Officer	No comments received.
NCC Archaeology	No objection to the proposed development and no further archaeological work is required.
Waste Disposal	No comments received.
Northumbrian Water	No objections with regards to surface water management provided that development is carried out in accordance with the submitted 'Flood Risk Assessment'. A condition is recommended with regards to the management of foul water.
The Coal Authority	No objections subject to a condition to ensure further intrusive site investigation being carried out.

6. Public Responses

Neighbour Notification

Number of Neighbours Notified	29
Number of Objections	21
Number of Support	0
Number of General Comments	0

Notices

A Site Notice was displayed at the application site on the 15/11/2016 & 06/12/2018

A Press Notice was published in the Northumberland Gazette on the 11/10/2016.

Summary of Responses:

Objections

- Homes are not for first time buyers
- What consideration has been given to social housing or homes for the elderly
- Construction traffic is a major concern

- The proposed access is inadequate
- The development will increase traffic on the estate road
- The road surface will not be able to cope
- The estate road is already at capacity
- Doddington Drive is too narrow and is prone to accidents at the main junction
- All highway safety problems could be avoided by a new road from Dudley Lane, either using the original old Dudley lane from the R/about or a completely new road
- The playing fields will be at risk from development
- Loss of trees is unacceptable
- The houses are out of character with the area
- Health and safety concerns re asbestos removal from the school buildings
- This type of housing is not needed in Cramlington

The above is only a summary of representations received. Full copies of all representations can be viewed on line using this link:

<https://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ODYSNLQSK3S00>

7. Appraisal

7.1 The relevant planning consideration in the determination of this application are as follows:

- Principle of development
- Housing Land Supply
- Affordable Housing
- Impact on character of the area
- Impact on residential amenity
- Landscaping and ecology
- Highway issues
- Impact on heritage assets (archaeology)
- Flooding and drainage
- Ground conditions

7.2 In assessing the acceptability any proposal regard must be given to policies contained within the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration and states that the starting point for determining applications remains with the development plan, which in this case contains policies from the Blyth Valley District Local Plan, Blyth Valley Core Strategy and Blyth Valley Development Control Policies DPD.

7.3 The NPPF states that from the day of its publication, weight can be given to policies contained in emerging plans dependent upon the stage of preparation of the plan, level of unresolved objections to policies within the plan and its degree of consistency with the NPPF. Consultation on a draft of the Northumberland Local Plan took place in July and August 2018 and representations on a 'Publication Draft' Local Plan have been invited over a six week period from 30 January 2019 to 13 March 2019 before it is submitted for examination in May 2019. The Authority are therefore affording appropriate weight to policies contained within the emerging plan which form a material consideration in determining planning applications alongside Development Plan Policies. The Cramlington Neighbourhood Plan is to be submitted

to the Council before the end of March 2019. The Local Planning Authority will then publicise the plans for a period of not less than 6 weeks before Independent Examination. At this stage the emerging Neighbourhood Plan can only be afforded limited weight.

Principle of development

7.4 The site is located in the centre of Cramlington. Policy SS1 of the Blyth Valley Core Strategy identifies Cramlington as a Main Town. In accordance with this policy, new housing provision should be at a scale that allows local needs to be met and is consistent with its employment growth role within the Tyne and Wear city region. Policy SS2 of the Blyth Valley CS sets out a sequential approach to locating new development. As the application site is a previously developed site in a main town, with good access to the town centre this site would fall under the first tier. This is further supported by the NPPF which encourages the effective use of land by reusing sites that have been previously developed, providing that they are not of high environmental value.

7.5 In terms of the emerging Northumberland Local Plan, Policy STP 1 identifies that the main towns and service centres will be a focus for new development. Cramlington is identified as a main town for development including residential. Policy CNP1 of the Cramlington Neighbourhood Plan states that Cramlington should remain a strategic location for growth through development and regeneration, supported by a range of services and facilities and promotes the effective use of previously developed land and proposals to bring empty buildings back into viable use. The principle of development on the application site is therefore supported by emerging policy.

7.6 The development of the application site for housing is acceptable in terms of current and emerging planning policy, having regard to the Blyth Valley Core Strategy, Blyth Valley Local Plan and the Emerging Local Plan.

Housing Supply

7.6 In accordance with the NPPF, the Council is required to identify and update annually a supply of specific deliverable sites sufficient to provide five year's worth of housing against their housing requirement. The five year housing land supply position is pertinent to proposals for housing in that paragraph 11 (d) and corresponding footnote 7 of the NPPF indicates that the presumption in favour of sustainable development applies where a Local Planning Authority cannot demonstrate a five-year supply of deliverable housing sites.

7.7 As set out in paragraph 73 of the NPPF, where the strategic policies are more than 5 years old, local planning authorities should measure their housing land supply against their local housing need. As identified in the Northumberland Strategic Housing Land Availability Assessment (December 2018), the Council can demonstrate a 5-year housing land supply, against the County's minimum Local Housing Need figure of 717 net additional dwellings per annum, equivalent to 12.1 years supply of deliverable sites. Northumberland has also achieved 197% delivery against its minimum housing requirements for the past three years, in accordance with the Housing Delivery Test. Therefore, in the context of Footnote 7 of the NPPF, the presumption in favour of sustainable development does not apply.

Affordable Housing

7.9 The Northumberland Strategic Housing Market Assessment (SHMA) Update (June 2018) provides detailed market analysis of housing needs at the County level, and across local Housing market sub-areas. It also provides up-to-date evidence of affordable housing need in Northumberland. The SHMA identifies an annual net shortfall in affordable housing across Northumberland of 151 dwellings per annum over the period 2017 to 2022.

7.10 In order to meet the affordable housing identified in the SHMA, a minimum of 17% of homes on new permissions will be expected to be provided as affordable housing products. This is generic across the whole of Northumberland at this stage until the Local Plan is further progressed.

7.11 Policy HOU6 of the draft Northumberland Local Plan identifies housing viability value areas to determine the level of affordable housing to reflect local housing needs. As the draft Local Plan progresses towards submission, examination and adoption its policies will gain greater weight as material considerations in informing the determination of planning applications, subject to the scale of any objections to different policies in accordance with paragraph 48 of the NPPF.

7.12 The Council's Affordable Housing Officer has been consulted and requires 17% Affordable Housing as part of the development based on the current progress/publication of the draft Local Plan and housing needs evidence base. The applicant states a Registered Provider is not interested in the application site given the small number of affordable units involved. Instead the applicant proposes a financial contribution towards affordable housing projects off site (£72,675). The Affordable Housing Officer has considered the proposal and agrees to the contribution in this case. The contribution will be secured by S106 Legal Agreement.

7.13 The proposals are therefore in conformity with the current housing needs evidence base and the NPPF.

Impact on the character of the area

7.14 The Government attaches great importance to the design of the built environment and, through the NPPF, recognises that good design is a key aspect of sustainable development which is indivisible from good planning and should contribute positively to making places better for people. Paragraph 127 states that planning policy decisions should ensure that development will function well and add to the overall quality of the area; is sympathetic to the character of the area and is visually at. Paragraph 130 reinforces this message by stating that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

7.15 At a local level Policy DC27 of the Blyth Valley Development Control Policies document states that new development will be expected to achieve a high standard of design. Policy ENV2 of the Core Strategy further states that high quality design will be expected in all new developments. All are consistent with the NPPF and therefore apply to this application.

7.16 Policy CNP2 of the Cramlington Neighbourhood Plan promotes high quality design in new developments. In particular, development will be supported where it: reflects the density and grain of the surrounding development; takes into account the character of the surroundings; respects and adds to the qualities of the suburban townscapes, reflecting the prevailing scale, layout, mass and form, palette of materials, detailing and finishing; creates attractive spaces by designing and executing good quality boundary treatment and hard and soft landscaping; and ensures that buildings and spaces are easily accessible and safe. This is further supported by Policy CNP7 that promotes creating high quality new places through good quality housing design and layout. In addition, Policy CNP5 also states that across the Cramlington Neighbourhood Plan area, a mix of house sizes, types and tenures will be required, to provide for different needs.

7.17 Policies HOU9 and QOP1 of the Draft Northumberland Local Plan sets a criteria of design principles to integrate the development with the wider area and respects the natural and built environment and protects amenity.

7.18 The application site is located in an established residential area and the existing housing stock bounds the site to the north, east and south. The proposed housing development on this site would therefore, not be out of character with the area.

7.19 The development proposed comprises a mix of two and two and half storey three and four bedroom dwellings. Four different house types are proposed comprising detached and semi-detached units. The dwellings are laid out in a cul-de-sac arrangement, each with its own designated parking and private rear garden. The development is of contemporary appearance boasting a modern palette of materials including white render, brick and grey windows and doors.

7.20 The surrounding area is varied in terms of house types, design and heights. Within the vicinity of the site there is already two and two and a half storey housing stock. Architecture varies from flat roof development to more modern development to the south of the site. Given that housing stock in the area is mixed it is considered the development will integrate well with its surroundings.

7.21 In terms of density Policy H2 of the Blyth Valley Core Strategy, seeks a minimum density of 30 dwellings per hectare, and higher densities in areas located close to town centres. The development represents a density of approximately 32 dwellings per hectare. The development is considered acceptable in this respect.

7.22 It is noted that the school buildings and care takers bungalows on the site have no architectural merit and the proposed development would enhance the appearance of the site.

7.23 Having regard to the above points it is considered the development accords with the design principles of the NPPF, Policy DC27 of the Blyth Valley Development Control DPD, Policy ENV2 of the Core Strategy.

Impact on Residential Amenity

7.24 NPPF Paragraph 136 requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

7.25 Policy DC1 of the Blyth Valley Development Control Policies DPD, Policies HOU9 and QOP1 of the Draft Northumberland Local Plan ensure that new development protects the amenity of existing and future occupants.

7.26 The proposals would be sited within an established residential area of Cramlington. Existing housing stock bounds the site to the north, east and south of the site. The layout shows a development which sits comfortably within the site achieving acceptable standards of separation within and outside the development thereby protecting the amenity of residents. To the north and south separation distances are approximately 23m. To the east the distance exceeds 40m. Where the development is higher at two and half storey, this is sited overlooking the school field to the west where there are no separation constraints and to the east where adequate separation distance exists and rooflights are proposed to restrict overlooking.

7.27 There would be a change to the appearance of the site with new housing, residents and traffic however it is considered the development will be of such a scale that would be to the detriment of residential amenity.

7.28 It is considered that the proposals would not have an adverse impact on the living conditions of existing residential neighbours, or future occupants in respect of their amenity. In the context of the above, the proposals are not considered to be in conflict with Part 11 of the NPPF.

Landscaping and Ecology

7.29 Part 15 of the NPPF seeks to conserve and enhance biodiversity and sets out that assessment of potential impacts from development should be undertaken. Blyth Valley Local Policies E3, E5, D16 - D17 provide advice on maintaining landscaping features and biodiversity.

7.30 There are existing trees and hedgerow to the north, north east and southern boundaries of the site. None of are protected by Conservation Area Status or a Tree Preservation Order. There are 23no. trees on the site with 18no. trees to be removed to facilitate the development. 5no. trees will be retained to the north east boundaries but this is considered reasonable given the constraints of the site. A hard landscape plan is submitted with the application although no details of any proposed planting, as per the recommendations included in the Preliminary Ecological Assessment Report, are included. As a result a detailed plan of proposed landscape planting should be submitted for the site to consist of a mix including locally native hedging, trees and shrubs in accordance with the ecological report. This can be secured via a condition which would also include the retention of the existing boundary hedging on the perimeter of the site.

7.31 The applicant has submitted a Preliminary Ecological Assessment Report and Bat and Bird Risk Assessment. The site has been surveyed as being of low ecological value with the key ecological issue relating to bats and birds commuting and foraging within the site. The County Ecologist does not object to the application in terms of the extent of tree removal or habitat loss. Overall, it is recommended however, to impose conditions relating to implementation of bat and bird mitigation measures, including timing of works, methodology for demolition, tree protection of retained trees, new native planting and new roost provision within the development.

7.32 As this is a proposed residential development within 10km of the coast (approx. 6.2km), consideration will need to be given to the impact of increased recreational disturbance to bird species that are interest features of the coastal SSSIs and European sites, and increased recreational pressure on dune grasslands which are similarly protected.

7.33 When developers apply for planning permission for new residential development within the coastal zone of influence, the LPA has to fulfil its obligations under the Wildlife and Countryside Act (for SSSIs) and the Conservation of Habitats and Species Regulations (for SPAs, SACs and Ramsar Sites), by ensuring that the development will not have adverse impacts on designated sites. Until now, we have required the developer to devise suitable mitigation, supported by survey work that they have commissioned. However, due to growing concerns about the effectiveness of mitigation that does not include direct management of the protected areas themselves, the Council has introduced a scheme whereby developers can pay a contribution into a strategic mitigation service which will be used to fund coastal wardens who will provide the necessary mitigation.

7.34 Contribution to the Coastal Mitigation Service enables a conclusion of no adverse effect on site integrity to be reached when a planning application is subject to appropriate assessment, without the developer having to commission any survey or mitigation work. Similarly it enables a conclusion of no adverse effect on the interest features of coastal SSSIs. The contribution for major developments (10 or more units) is set at £600 per unit within 7km of the coast and £300 per unit for those between 7-10km of the coast. Minor developments of 9 units or less contribute £600 per unit within 7km of the coast but are exempt beyond that. This is secured by a S.106 agreement payable on first occupation, or by unilateral undertaking payable prior to commencement for schemes that do not otherwise have S.106 agreements.

7.35 The applicant has agreed to a S.106 contribution of £11,400 (£600 x 19) to the Coastal Mitigation Service which is acceptable mitigation to protect the coastline.

7.36 Subject to conditions and a S.106 contribution, the development is considered acceptable in landscaping and ecological terms. The development complies with Local Planning Policies, Emerging Policy and the NPPF which seeks to conserve and enhance biodiversity.

Impact on heritage assets (archaeology)

7.37 With regards to archaeological impact, Part 16 of the NPPF seeks to ensure the protection and conservation of heritage assets and the historic environment.

7.38 The County Archaeologist has been consulted and having regard to the location, nature, importance and density of archaeological remains in the surrounding area, in conjunction with the nature, extent and location of the groundworks required for the proposed development, he considers the development is unlikely to adversely affect significant archaeological remains.

7.39 On this basis he has no objection to the application and advises that no further archaeological work is required. The development complies with the NPPF and Local Planning policy in terms of impact on archaeological heritage assets.

Flood Risk and Drainage

7.40 NPPF Part 14, states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. Local Policy DC19 advises that the Council will apply the sequential approach in relation to flood risk when considering planning applications. Developments should make the most efficient use of water and enhance the sustainable use of the water environment. Development that incorporates sustainable drainage systems will be encouraged.

7.41 The application site is located within Flood Zone 1 and a Flood Risk Assessment and Drainage Strategy have been submitted. The Council as Local Lead Flood Authority (LLFA) has been consulted and they are now satisfied that the proposed surface water runoff calculations are accurate and surface water can be attenuated on site, subject to a detailed Suds scheme to be agreed via a planning condition and porous paving to be used for driveways.

7.42 The development will connect the existing school field drain that runs through the application site and divert to the Northumbrian Water network. This is to ensure that the development would not interfere with the field drain and exacerbate flooding on or beyond the site. Northumbrian Water and the LLFA has been consulted and do not object to this aspect of the development subject to conditions controlling foul and surface water management. The diversion of the field drain will also be secured via a grampian condition.

7.43 Having regard for the above it is considered that the proposals would accord with the NPPF and Policy DC19 because adequate site drainage could be achieved that would not increase flooding elsewhere.

Ground Conditions

7.44 The NPPF Part 15, advises that planning decisions should ensure that the site is suitable for its new use. Account must be taken of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation if necessary.

7.45 The site is located in a High Risk Coal Working Referral Area. The applicant has submitted a Coal Mining Risk Assessment. The Coal Authority has been consulted and they raise no objections to the application subject to deeper intrusive site investigations being carried out to verify the exact depth of the mine workings, the extent of competent rock cover above the workings and to understand if any remediation is required to stabilise and make the land safe. This can be controlled by condition.

7.46 In respect of contamination issues, the applicant has produced a Ground Investigation Report. Sources of capped contamination are suspected below the main yard area. Given the sensitive end use of the site, remediation is required as part of the development. The Council's Public Protection Team does not object to the application subject to a remediation strategy and validation report being submitted and agreed. Furthermore, given the location of the site within a Coal Working Referral Area, the Public Protection Team requires further monitoring and assessment of gas. These issues can be controlled by planning conditions.

7.47 Based on the advice from The Coal Authority and the Public Protection Team it is considered there would be no conflict with Part 11 of the NPPF with regard to land stability and land contamination.

Highway issues

7.48 Paragraph 109 of the NPPF states that development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.49 Access to the development is via the existing highway from Doddington Drive and the key issue for local residents is the impact of the development on highway safety. There have been objections raised regarding the proposed point of access through an existing housing estate, the width of Doddington Drive, increased traffic and congestion during construction and completion of the development. Residents would prefer to see a new access from Dudley Lane.

7.50 Both the Highway Authority and the Council's Public Right of Way Officer have assessed the proposals and advise no objections to the development. With regards to highway safety issues, the proposals are deemed acceptable in accordance with the NPPF. It is considered that the use of the existing surrounding network would not result in a significant impact than what was generated by the previous school use. The Highways Authority consider that the existing highway network in Doddington Drive can accommodate the anticipated trip generation for 19no. new dwellings.

When taking into consideration the former use and number of dwellings proposed, the impact on highway safety would be acceptable and the residual cumulative impacts on the road network would not be severe.

7.51 The temporary one way construction traffic is to access the site via the roundabout leading from Dudley Lane and a separate exit onto the same highway to avoid heavy vehicles congesting Doddington Drive. Construction traffic will exit the large gates and will egress off the old road onto Dudley Lane utilising a left turn only arrangement. This haul road is considered to be the most practical solution and would not cause unacceptable highway safety concerns leading from and onto Dudley Lane. There would be relevant signage placed at the access onto Doddington Drive and off the access from Dudley Lane heading onto Doddington Drive.

7.52 Construction traffic will leave the roundabout and will head down the old road which will be segregated so that conflicts between pedestrians/cyclists and construction vehicles are minimised. Currently, segregation is not in place whilst the site is being cleared and this has been brought to the attention of the Area highways office to progress with the Head of Construction of Ascent Homes for the safety of pedestrians/cyclists.

7.53 There are minor issues on site currently with regards to the layout of the haul road not matching the approved drawing from the previous demolition application however work is progressing to resolve this.

7.54 With regards to the internal aspects of the development such as the parking provision, manoeuvrability, cycle storage and refuse servicing strategy these are deemed acceptable subject to standard highway conditions. The plans have also included an extended access into the adjacent field to ensure this area is not stagnated.

7.55 The development is considered acceptable in highway terms. The development complies with the NPPF and local planning policy in this regard.

8. Conclusion

8.1 Cramlington is recognised as a main town in existing and emerging Local Development Plans where new residential development is supported. The proposals are considered a positive form of sustainable development sited on previously developed land within an established residential area. The development is suitably located to access sustainable transport modes, services and facilities.

8.2 There are no objections to the development in terms of highways, ecology, flood risk, drainage, archaeological impact and ground conditions. Furthermore the development is acceptable in terms of its design, height and layout and relationship with neighbouring land and properties.

8.3 The development complies with national and local planning policies and in particular the NPPF, Blyth Valley Core Strategy, Blyth Valley Borough Local Plan and Development Control Policies Development Plan Document and the emerging Local Plan.

8.4 Approval of this application is recommended subject to a S106 legal agreement to secure a financial contribution towards affordable housing provision off site (£72,675) Coastal Mitigation Scheme (£11,400) and the planning conditions set out below.

9. Recommendation

That Members be minded to APPROVE this application subject to the S106 Legal Agreement and the conditions set out below:

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. Except where modified by the conditions attached to this planning permission, the development shall be carried out in accordance with the details shown on:
Plans

1. 100 01 REV3 - Site location plan
2. 100 02 REV4 - Existing Site Plan
3. 200 01 REV20 - Proposed Site Plan
4. 210:01 Rev 3HT 4 3B6P House Floor Plans

5. 210:02 Rev 2 HT7 3B5P House Floor Plans
6. 210:03 Rev 4 HT8 4B6P House Floor Plans
7. 210 04 Rev 3 HT 8 4B6P House Elevations
8. 210 05 Rev 2 HT 4A 3B6P House Floor Plans
9. 200:03 REV 5 - Proposed site plan trees to be removed
10. 200:02 Rev 6 - Proposed Landscape Strategy
11. Drawing number CCE-1834 11 Rev P3 Proposed Surface Finishes and Kerb Layout Dated 04/03/2019 produced by Coast Consulting Ltd.
12. Micro drainage calculations St Paul's 12-12-18..MDX uploaded onto the planning webpage 14/02/2019 produced by Coast Consulting Ltd
13. Drawing number CCE-1834 01 Rev P6 Proposed Engineering Layout Dated 07/03/19 produced by Coast Consulting Ltd
14. Drawing Surface Water Highway Storage Model uploaded onto the planning webpage 26/02/2019 produced by Coast Consulting Ltd
15. Temporary Haul Road 1834 SK01 P7
16. Highway Construction Details Sheet 1 of 2 1834 41 P1
17. Highway Construction Details Sheet 2 of 2 1834 42 P1
18. Proposed Engineering Layout CCE 1834 01 P6
19. Proposed Surface Finishes and Kerb Layout CCE 1834 11 P3
20. Road and Drainage Sections CCE 1834 61 P1
21. Section 38 CCE 1834 21 P2
22. St Pauls Proposed Construction Method Statement and Site Setup Plan

Documents

1. Preliminary Ecological Assessment
2. Bat and Bird Survey - received 8th October 2019
3. Flood Risk and Drainage Strategy
4. Design and Access Statement Rev 7
5. Noise Impact Assessment
6. Preliminary Risk Assessment and Site Investigation
7. Ground Investigation Report
8. Tree Constraints Report - received 1st February 2019

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

03. Notwithstanding any description of the materials in the application, no development shall be commenced until precise details, to include samples of the materials to be used in the construction of the development including external walls and roof(s) of the building(s) and ground surface materials, have been submitted to and approved in writing by, the Local Planning Authority. All materials used in the construction of the development shall conform to the materials thereby approved.

Reason: To retain control over the external appearance of the development in the interests of amenity and in accordance with the provisions of Part 7 of the NPPF.

04. The development shall not be occupied until details of the external lighting of the building(s) and external area(s) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is occupied and retained as such thereafter.

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

05. The development shall not be occupied until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is occupied.

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

06. Development shall not commence until details of the existing and proposed site levels have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is brought into use.

Reason: In the interests of visual amenity of the area, having regard to the National Planning Policy Framework.

07. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment & Drainage Strategy" Issue 2 dated "November 2016". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 6402 and ensure that the surface water flows discharges to the surface water sewer at manhole 6401. The surface water discharge rate shall not exceed the available capacity of 20 l/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.

08. 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. This shall include:

- A maintenance schedule and log, which includes details for all SuDS features Including details of permeable paving for all individual driveways
- Details of who will be responsible for maintaining and maintenance regimes for the rediverted field drain shown on drawing CCE-1834 01 Rev P6 Proposed Engineering Layout Dated 07/03/19 produced by Coast Consulting Ltd
- Details of maintenance regimes for the lifetime of development shall be comprised within and be implemented forthwith in perpetuity.

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

09. 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.

10. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer 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;
- Details of ownership organisation/adoption details.

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

11. No development shall take place unless in accordance with the avoidance, mitigation and enhancement measures detailed within the ecological report ('St. Paul's School, Cramlington, Proposed Development Preliminary Ecological Assessment Report', and 'St. Paul's RC School, Cramlington, Proposed Development Bat and Bird Risk Assessment, Ruth Hadden, August 2016) including, but no restricted to, timing of works; adherence to precautionary working methods and Method Statement; adherence to external lighting recommendations in accordance with 'Bats & Lighting in the UK' Bat Conservation Trust/Institution of Lighting Engineers, 2009; use of 'bat friendly' timber treatments (as specified); any water tanks in roof spaces to be covered; any deep (in excess of 300mm) excavations left open overnight to be either securely covered or provided with an earth or timber ramp not less than 300mm wide and no steeper than 45 degrees to provide an escape route for ground animals that might otherwise become entrapped; an updating active season bat and bird nesting survey to be carried out in the event that demolition works do not commence before the end of August 2018 with the results of that survey together with any necessary modifications to avoidance, mitigation or enhancement measures to be forwarded to and agreed in writing with the Local Planning Authority before demolition works commence.

Reason: To maintain the favourable conservation status of protected species.

12. No demolition, removal of hedges or felling of trees 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.

13. All garden boundary fences or walls in the new development will include a gap at the base measuring a minimum 13cm x 13cm to allow continued access through the site for hedgehog.'

Reason: To maintain the population of a priority species.

14. A detailed landscape planting plan, including the planting of locally native trees and shrubs of local provenance and the retention of the existing hedges on the north, east and south boundaries, shall be submitted to and agreed in writing with the Local Planning Authority with the planting to be fully implemented during the first full

planting season (November - March inclusive) following the commencement of development.

Reason: To maintain and protect the landscape value of the area and to enhance the biodiversity value of the site.

15. No development shall be carried out other than in accordance with the guidance set out in 'BS5837:2012 Trees in Relation to Design, Demolition and Development: Recommendations', British Standards Institution, 2012 and in accordance with a tree and hedge protection plan to be submitted to and agreed in writing with the Local Planning Authority before development commences.

Reason: To maintain and protect the existing landscape and biodiversity value of the site.

16. No deliveries or collections to or from the site shall take place outside the hours of 08:00 - 18:00 Monday to Saturday.

Reason: To protect the amenity of local residents.

17. During the construction period, there shall be no noisy activity audible at the site boundary on Sundays or Bank Holidays, or between the hours of 08:00 - 18:00 Monday to Friday and 08:00 - 13:00 on Saturday.

Reason: To protect the amenity of local residents.

18. The development shall not be occupied until the car parking area indicated on the approved plans, including any disabled car parking spaces contained therein, has been hard surfaced, sealed and marked out in parking bays. 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.

19. The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans and the redundant areas of highway including roads, kerbs and footway have been reinstated.

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

20. 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.

Reasons: 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.

21. 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.

22. Prior to the occupation of the 15th dwelling a proposed scheme for the reinstatement of the temporary construction access/egress works to Dudley Lane and haul road, together with associated repair/resurfacing works, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the occupation of the final dwelling, the reinstated highway works shall be completed in accordance with the approved scheme.

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

23. The development shall not 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

24. Prior to occupation, details of surface water drainage to manage run-off from private land to highway/adoptable estate road areas, 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 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.

25. Prior to development commencing, a scheme to address the contamination of land and controlled waters shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the scheme shall be implemented in accordance with the measures agreed. The scheme shall include the following measures:

- A remediation strategy detailing the remediation requirements for the land or controlled waters.

- Two copies of a verification closure report to verify that the remediation requirements have been carried out in accordance with the remediation strategy.

Post remediation sampling and monitoring results shall be included within the closure report to demonstrate the remediation requirements have been met.

Reason: To ensure that risks from land contamination to future users have been minimised, having regards to the provisions of the NPPF which requires for land to be made safe for development.

26. 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 health & amenity of the occupants of the respective properties

27. No building shall not be brought into use or occupied until the applicant has submitted a validation and verification report to the approved methodology in Condition 26, which has been approved in writing with the LPA.

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

28. Prior to the commencement of development a scheme for further intrusive site investigations should be submitted to and approved in writing by the Local Planning Authority. Thereafter the site investigation should be carried out in accordance with the scheme agreed and report submitted to the Local Planning Authority detailing the findings of the site investigation including the results of the completed gas monitoring and scheme for any remedial works. The remedial works shall be implemented in accordance with the scheme agreed.

Reason: To ensure the safety and stability of the proposed development, having regards to the provisions of the NPPF.

29. No development shall commence until the land drain on drawing number Rev CCE-1834/01/P6 has been connected into the main sewerage system in accordance with details which have been submitted and approved by the Local PLanning Authority in writing. Thereafter this connection shall be maintained at all times.

Reason: To prevent the increased risk of flooding to and beyond the site in accordance with the NPPF.

30. Notwithstanding the details contained with the application the driveways to plots 2,3,4,5,6,7,12,13,14,15,16 shall be constructed using permeable materials and maintained as such in perpetuity. No new non permeable driveways shall be installed on these plots unless otherwise agreed with the Local Planning Authority.

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

Informatives

01. Any areas of hardstanding areas (patio, 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

In addition the development should explore disconnecting any gutter down pipes into rain water harvesting units and water butts, with overflow into rainwater garden/pond thus providing a resource as well as amenity value and improving water quality.

02. The risk of encountering bats, nesting birds or other protected species in connection with the execution of this planning consent is low providing the conditions are strictly adhered to, but there remains a small risk that individual animals may be encountered during works. All species of bat and their roosts (whether occupied or not) are strictly protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. Similarly, all wild birds and their nests are protected whilst in use and it is an offence to recklessly or intentionally destroy nests or dependent young when on or near the nest, or to kill or take them. Applicants and contractors should note that the protected species legislation operates independently of the planning system, planning consent does not override the legislation relating to protected species and that they should be aware that there is a small chance of encountering protected species during works.

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

Further information about protected species and the law can be found on the Natural England website at www.naturalengland.org.uk

03. You are 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.

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. The applicant is advised that to discharge condition (Management and Maintenance of Estate Streets) 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 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes. You can contact Highway Development Management at highwaysplanning@northumberland.gov.uk.

06. 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 [Submission of details of adoptable streets] of this permission. You can contact the Highway Development Management at highwaysplanning@northumberland.gov.uk.

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

08. The culverting, diversion or alteration of any watercourse or any existing culverted watercourse will require the prior written consent of Northumberland County Council, under the Land Drainage Act (1991). Please contact the FCERM team (fcerm@northumberland.gov.uk) for further information.

Date of Report: 14.02.2019

Background Papers: Planning application file(s) 16/03567/FUL