



## Area Planning Committee (Central and East)

**Date** Tuesday 12 November 2013  
**Time** 1.00 pm  
**Venue** Council Chamber, County Hall, Durham

---

### Business

#### Part A

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 8 October 2013 (Pages 1 - 12)
4. Declarations of Interest, if any
5. Applications to be determined by the Area Planning Committee (Central & East Durham)
  - a) 4/13/00573/FPA and CE/13/00936/FPA - The Lodge, Newcastle Road, Crossgate Moor (Pages 13 - 26)  
Installation of plant and associated works and erection of front extension, demolition of temporary structures to rear, elevation amendments and car park layout amendments (resubmission).
6. Such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

**Colette Longbottom**  
Head of Legal and Democratic Services

County Hall  
Durham

4 November 2013

To: **The Members of the Area Planning Committee (Central and East)**

Councillor P Taylor (Chairman)  
Councillor A Laing (Vice-Chairman)

Councillors A Bell, G Bleasdale, J Clark, P Conway, M Davinson,  
K Dearden, D Freeman, S Iveson, C Kay, J Lethbridge, B Moir and  
J Robinson

---

**Contact: Jocasta Lawton**

**Tel: 03000 269707**

---

**DURHAM COUNTY COUNCIL**

**AREA PLANNING COMMITTEE (CENTRAL AND EAST)**

At a Meeting of **Area Planning Committee (Central and East)** held in Council Chamber, County Hall, Durham on **Tuesday 8 October 2013 at 1.00 pm**

**Present:**

**Councillor P Taylor in the Chair**

**Members of the Committee:**

Councillors A Bell, J Clark, P Conway, M Davinson, K Dearden, D Freeman, B Moir, J Robinson, C Kay and J Maitland (substitute for A Laing)

**1 Apologies for Absence**

Apologies for absence were received from Councillors S Iveson, A Laing and J Lethbridge.

**2 Substitute Members**

Councillor J Maitland substituted for Councillor A Laing.

**3 Minutes of the Meeting held on 10 September 2013**

Minutes of the meeting held on 10 September 2013 were confirmed as a correct record and signed by the Chairman.

**4 Declarations of Interest, if any**

There were no declarations of interest.

**5 Applications to be determined by the Area Planning Committee (Central & East Durham)**

**5a 4/13/00079/OUT - Land At Langley Wood House, Sleetburn Lane, Langley Moor, Durham**

The Chairman informed the Committee that the application was within his Electoral Division and would only vote if there was a need for a casting vote.

The Committee considered a report of the Senior Planning Officer regarding an outline application for the erection of 9 executive dwellings on land at Langley Wood House, Sleetburn Lane, Langley Moor (for copy see file of minutes).

The Principal Planning Officer gave a detailed presentation on the application which included photographs of the site. Members had visited the site earlier in the day and were familiar with the location and setting.

Mrs Cowey, objector, addressed the committee. She agreed with the planning officers recommendations to refuse the application as she believed it would destroy an already narrow area of Green Belt. She felt that the applicant had failed to prove any special circumstances and added that the site was identified as unsuitable for housing development in the latest SHLAA report.

Mrs Cowey suggested that the development could not be considered a critical mass as it fell well below 50 plots and she felt that the suggestion that the development would have a prestigious identity was not a reasonable enough argument for approving the application.

The Committee were advised that the development would have an adverse effect on the openness of the greenbelt and could potentially lead to a plethora of similar ribbon developments. Mrs Cowey highlighted that the Planning Authority described the proposals as having only a marginal benefit. She was surprised that the Drainage Officer had no comments to make in respect of the application as she believed that any build would add to the present flooding and standing water issues already experienced in the area.

In relation to the road adjacent to the site, Mrs Cowey advised the development would add to traffic issues in an area where there had been 7 accidents in the last 5 years.

Mrs Cowey concluded by stating that the fundamental aim of greenbelt policy was to prevent urban sprawl and that both national and local policies supported preservation of the greenbelt. She further felt that the applicant had failed to demonstrate special circumstances to justify the development.

Mr S Hesmondhalgh, agent representing the applicants, addressed the Committee. He had become aware of the site 18 months ago and initially found it to be an inappropriate site for development. However having assessed the site further he had found it to be an appropriate infill site and as such, worked closely with the applicants to put forward the best scheme possible. In doing so, he and the applicants closely considered issues of economic benefit, sustainability, drainage and ecology. He now believed that the exceptional economic benefits outweighed any objections, as the project had a value of £10m and £650,000 consumer spend and suggested that the site was of no significant value to the greenbelt.

Councillor M Davinson expressed concerns that while at the site visit he had witnessed motorists exceeding the 30mph speed limit on the road adjacent to the site and on a tight bend. In moving refusal of the application Councillor Davinson stated that he did not believe there to be exceptional circumstances which would

warrant supporting the development and further, did not believe that £650,000 of developers spend would be invested in Langley Moor.

Councillor A Bell acknowledged that though the site was in a reasonably sustainable location, Planning Policy had identified the site as part of the Durham Green Belt. In supporting the motion to refuse the application he suggested that the applicant work with the Planning Policy team to explore whether the site could be removed from the greenbelt.

Councillor D Freeman was not in favour of building on Durham Green Belt and would support officer recommendations.

Upon a vote being taken it was,

**Resolved:** That the application be **REFUSED**.

**5b 4/13/00422/OUT - Land To The North Of Willowtree Avenue, Gilesgate Moor, Durham**

The Committee considered a report of the Planning Officer regarding an outline application for residential development of a maximum of 54 units on land to the North of Willowtree Avenue, Gilesgate Moor with all detailed matters reserved except access (for copy see file of minutes).

Councillor Moir left the Chamber before the presentation by the Officer and did not return until after the determination of the application.

The Principal Planning Officer gave a detailed presentation on the application which included photographs of the site. Members had visited the site earlier in the day and were familiar with the location and setting.

The Committee were advised that the Electoral Division referred to within the report should be Belmont rather than Gilesgate.

The Principal Planning Officer advised of additional conditions to be included to the application as follows:-

- No development works shall be undertaken outside the hours of 7.30am and 6pm Monday to Friday and 8am to 1pm on a Saturday with no works to take place on a Sunday or Bank Holiday.

Reason: In the interests of residential amenity having regards to Policies H13 and Q8 of the City of Durham Local Plan 2004.

- Conditions 11 and 12, as detailed on page 35 of the report should be amended to read as follows:

No development shall commence until:

a) the application site has been subjected to a detailed site investigation report for the investigation and recording of contamination and said report has been submitted to and approved by the Local Planning Authority;

b) should contamination be found, detailed proposals for the removal, containment or otherwise rendering harmless such contamination (the 'contamination proposals') have been submitted to and approved by the Local Planning Authority;

For each part of the development proposal, the "contamination proposals" relevant to that part (or any part that would be affected by the development) shall be carried out either before or during such development and completed prior to the occupation of any dwelling.

If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA; and

After remediation measures are implemented, a final validation statement shall be submitted in accordance with the "contamination proposals" and agreed in writing by the Local Planning Authority prior to the occupation of any dwelling.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised having regards to Policy U11 of the City of Durham Local Plan.

Councillor B Howarth, Chair of the Belmont Parish Council Planning Committee, addressed the meeting. She highlighted that several applications for development on the site had already been refused and nothing had changed to justify approving the current application. The Parish Council had serious concerns over ecological loss, increased traffic and road safety. There was no provision for a play area within the application and Mrs Howarth also expressed concerns as to whether a permanent safety fence would be erected around the electricity pylons which would remain on the site.

The Committee were advised that the area was prone to drainage problems and freezing hazards in winter months. There were also concerns further to the results of an environmental desk top study which had been undertaken by Northumbrian Water, which had assessed old mine workings beneath the site and warned of the potential effects which gases from that area could have on health. In particular, that report had recommended that no food should be consumed on the site, this would need to be considered if any works were to be undertaken.

Mrs Howarth informed the Committee of the outcome of a recent Parish plan survey where the majority of those surveyed said no to further housing, unless there were plans to develop flats or bungalows on the site. She strongly urged refusal of the application but requested that should the application be approved, a strict condition be attached to the permission to ensure the protection of trees.

Mr L Thomson, objector, addressed the Committee. He drew attention to the number of previous applications that had been turned down, some at appeal level. Although applications had been approved on the site, firstly for the grazing of horses and subsequently for the development of stables, Mr Thomson advised that the applicant had never actually used the site in accordance with those approved permissions.

He felt that the scale of the development was too high in density and he referred to the comments of the Design and Conservation Officer who found the proposal to be rather excessive in scale. There was no shortage of housing in the area, a number of houses were up for sale and he objected to the loss of green space. He pointed out that the entry near the junction was very poor and that he himself had been knocked down by a car near Willow Tree Avenue. Any increased traffic would exacerbate the problems in an already extremely high traffic area. He added that in winter residents experience flooding and icy patches.

The Committee were advised that local residents found the style of dwellings proposed were not in keeping with existing properties and there were also concerns that the development would destroy the privacy for those living in the vicinity of the site. He asked that the Committee refuse the application as it would affect residents safety and quality of life.

Ms J Davis, agent for the applicant, addressed the Committee. Members were advised that the layout of the site was only indicative at this stage, purely to allow the Planning Authority to determine whether that scale of development could take place on the site. In referring to paragraph 78 of the report, Ms Davis advised that an ecological phase 1 should have been included and apologised that it hadn't been.

She felt that the application was within development limits of the local plan and had been identified as a suitable infill site in the 2012 SHLAA. The site was further listed as preferred site in the emerging County Durham Plan.

The Principal Planning Officer responded to the points raised as follows:-

- Layout – All matters ie scale of development, were reserved and it was highlighted that the application would be for a maximum of 54 units;
- Flooding – The Drainage Engineer was confident the scheme can be developed;
- Scale of Development – The Principal Planning Officer reiterated that there was no guarantee that apartments would be delivered and the details of the application could change given its speculative nature;
- Rights of Way – Any proposed diversions to public rights of way would be subject to relevant consultation;
- It was reiterated that the application included a contribution towards open space and recreational facilities;
- Although a dense boundary already existed, a landscaping scheme would be introduced in due course;
- Gas monitoring works were picked up in investigations and in conditions
- 20% affordable housing would be delivered;

- Although the application conflicted with the City of Durham Local Plan in part, both the NPPF and the emerging County Durham Plan found the site to be sustainable and thus its proposed allocation as a Housing Site.

Councillor P Conway moved to reject the application after taking into consideration the views of the objectors, agent and planning officers. He found paragraphs 4 and 5 of the officers report to be conflicting in that while the only matter requested for consideration by the Committee was the access to the site, it was also reflected that the application constituted a major development.

He felt that although the NPPF provided guidance to Planning Authorities, it was important for all applications to be judged on a case by case basis.

Councillor Conway referred to paragraph 89 of the report which provided a warning regarding reliance on the County Durham Plan, and reiterated that the document was at consultation stage and would not be adopted until the end of 2014. The City of Durham Local Plan was in place and Councillor Conway felt that it was questionable that all considerations raised within the report were in line with that document. In particular, Councillor Conway felt the application contravened Policy E5a – Open Spaces within settlement boundaries; Policy H2 – New Housing Development within Durham City.

In relation to the access to the development, Councillor Conway found the objections raised to be very succinct. Although all previous development in that area had been sustainable, the development of 54 more dwellings would exacerbate traffic issues. The site visit earlier that day had been held at what would be considered a quiet time in terms of traffic, yet the traffic had still been at such a level that problems were encountered by Members trying to cross the highway. Councillor Conway further commented that the estate would predominantly be a commuter estate and as such would contribute nothing to sustainable transport.

He noted that while there were numerous objectors, including the local Parish Council, there appeared to be no support for the scheme. In its current format Councillor Conway could not support the application as it was contrary to the current Local Plan and would not be on previously developed land and harm the appearance of the area. He suggested that should the applicant bring a future application forward, it should be a full application incorporating full details of the scheme.

The Principal Planning Officer responded to the points raised as follows:-

- Consideration was only to be given to the principal of the development. All matters were currently reserved and would not be subject to consideration until a future application was brought forward.
- NPPF - the document accepted that not all the needs of future development would come forward on previously developed sites and that in some instances green field sites would come forward to meet that need subject to sustainability considerations. The NPPF emphasised the need to focus on sustainable development and the presumption in favour of it. The site met that criteria hence its support in the emerging plan, whereas policy H2 of the



2004 Local Plan was no longer considered fully consistent with the NPPF in that it only permitted development on previously developed land.

In response to a query from Councillor M Davinson, the Highways Officer advised that the adjacent highway was a very busy road with a volume of 13,000 vehicles a day. He expected the proposed development to add 35 peak hour two way trips and 24 departures per hour from the junction. Such an increase would not have any significant material impact on the highway.

Councillor D Freeman seconded the motion to refuse the application and upon a vote being taken it was:-

**Resolved:**

That the application be **REFUSED**.

**5c CE/13/00598 - Land at 20 Faraday Court, Neville's Cross, Durham**

The Committee considered a report of the Planning Officer regarding an application for the erection of a detached dwelling to the east of 20 Faraday Court, Neville's Cross, Durham (for copy see file of minutes).

The Principal Planning Officer gave a detailed presentation on the application which included photographs of the site. Members had visited the site earlier in the day and were familiar with the location and setting.

The Principal Planning Officer informed the Committee that 7 mature trees had been removed from the application site and was investigated at the time of removal. No action could be taken over their removal as they were not subject to any control by way of Tree Preservation Order (TPO). A TPO had been served since on the Sheraton Park estate to protect the remaining mature trees.

The Committee were informed of a further letter of objection to the application which had been received since the report had been published. The concerns contained within that letter accorded very much with objections already raised, relating to impact on privacy from elevated windows, the estate was already developed to maximum capacity; the design was not in keeping with other properties; the development would be too close to the remaining trees.

The Highways Officer clarified that there were no issues from a Highway perspective. 2 parking spaces were standard and would be provided. The issue of the shared driveway was not a consideration as it was not a public highway. The applicant could seek to access the area via the right of way to the rear of the properties, which would require an application for a temporary road closure to the Highways Authority and the landowner.

Mr S Lonsdale, local resident, addressed the Committee. Mr Lonsdale advised that he objected to the application on various grounds as follows:-

- There were already disputes regarding car parking on Faraday Court, which would only be exacerbated further should the application be approved;
- Although it was acknowledged that the scale of development had been amended, Mr Lonsdale found those reductions in size to be insufficient;
- It was highlighted that the Landscape Architect had objected to the original application as she had considered the proposal to be overdevelopment of the site – Mr Lonsdale queried whether that officer had made any comments since the plans had been amended;
- In terms of parking, Mr Lonsdale advised that any vehicles to be parked on the drive of the new dwelling would need to reverse some 100ft, which was felt to be extremely dangerous;
- The Committee were advised that one of the letters supporting the application was from a person who did not actually live on the estate, while another supporter was biased towards the application;
- Although it was acknowledged that there was an existing planted row of young trees to the east of the site, it was felt that contrary to the officers report, the growth of those trees would do little to soften the development;
- Concerns were raised that light pollution from the proposed development would have a detrimental affect on the surrounding conservation area;
- Mr Lonsdale suggested that paragraph 57 of the officers report was incorrect as there would be windows on both elevations of the property;
- It was felt that the application contravened the NPPF which stated that the natural environment was essential to wellbeing. Mr Lonsdale suggested that sustainable development should be about change for the better however the proposed development neither improved or restored the wellbeing of the estate;
- The trees which had previously been removed from the site had been an asset to the estate and the application offered no means of enhancement to the surrounding area;
- Mr Lonsdale suggested that the application contravened Saved Policy E14, Policy Q5 and Policy T1.

The Principal Planning Officer responded to the comments raised as follows:-

- Landscape Architect Comments – The Planning Authority took the view that irrespective of the concerns raised, in planning terms the scheme was acceptable;
- Light Pollution – In terms of light pollution from the development affecting the conservation area, it was reiterated that the Conservation Officer was satisfied with the scheme.

Dr P MacLaurin, applicant, addressed the Committee. He felt that the earlier site visit was not an accurate reflection. He stated that a neighbour had staged obstructions by parking 4 cars in the street and he reminded the committee that Highways Officers had reviewed the application and had no objections. He claimed there had been a campaign against development and he had been intimidated by neighbours since having trees removed from the site. Dr MacLaurin advised that house building was a priority in the area and he had spent a considerable amount

of time with the architect on amending the original design to significantly reduce the footprint to be more in keeping with the street.

In referring to the letters of objection which had been received by the Planning Authority, Dr MacLaurin advised that although 8 letters had been received, they were sent from only 5 sources.

The Committee were advised that the trees had been professionally removed, as had other trees on the estate, though the only concerns raised had been in respect of the trees Dr MacLaurin removed. Furthermore the proposed dwelling was fully clear of any root protection zones and had the approval of the Planning Authority.

Councillor N Martin, local member, addressed the Committee. He clarified that the street referred to in paragraph 57 of the report should be Westhouse Avenue and not Westcott Drive. Councillor Martin drew attention to the 300 houses already approved at Mount Oswald and 250 approved near Merryoaks, and suggested that the applicants argument of much needed housing in the area, was not correct.

Members were advised that the original plans for the estate were designed to create a building line that should not be allowed to be extended. The direction of the footpath adjacent to the site was deliberate in that it provided a building line which should not be broken.

Councillor Martin advised that vehicle manoeuvrability was a major problem on an evening and weekend within Faraday Court. He also expressed concerns on the issue of 'garden grabbing', informing Members that the Government deliberately changed the designation of garden land from brownfield to Greenfield, in a bid to prevent garden grabbing applications.

The Committee were advised that the development was out of character with the surrounding dwellings and was concerned that lanes to the rear of the development would be used for building access, as the area was very well used by pedestrians.

Councillor Martin concluded by commenting that should the application be approved it could potentially exacerbate the disputes between neighbours regarding land ownership, parking and manoeuvrability.

Councillor B Moir was persuaded by the objections which had been raised, particularly in relation to the access issue. He was also concerned about the detrimental impact on the visual amenity on the border of the Conservation line and moved that the application be refused.

The Solicitor advised the committee that ownership of a shared drive was a private law matter between the applicant and their neighbour and could not be put forward as a reasonable reason for refusal.

Councillor C Kay did not believe that the argument of garden grabbing was sufficient grounds for refusing an application, noting that the NPPF encouraged development in sustainable locations. However he agreed that it appeared the

layout of the path was such that the original intention had been for it to act as a building line.

Councillor A Bell felt that the removal of the trees by the applicant had been deliberate and queried whether the site could now be protected. The Principal Planning Officer clarified that protection could only be applied to land within a Conservation area or with a Tree Preservation Order, neither of which applied to this particular site.

The Principal Planning Officer responded to the queries raised as follows:-

- Garden Grabbing – The change of designation of garden land by the Government had particular relevance in the south of the country where there had been a mass of over developed land. In this area, the issue of garden grabbing was less relevant and so an assessment had to be made as to the harm a development would have, and in the case of the current application, no such harm was identified;
- There were no relevant planning grounds to prevent the build and refuse the application.
- Building Lines – Although a building line was perceived to be present on the estate that did not mean that development could not take place beyond that line.
- All key issues such as principle of development, highways issues and residential amenity had been thoroughly addressed within the report.

The Solicitor advised that the NPPF had revoked the document which referred to garden grabbing.

Councillor Freeman believed the site would be over developed and felt that the original development of the site set out a clear line of development. The proposed build would be a barrier between Clay Lane and would damage the character and appearance of the area.

Councillor Conway suggested the parking issue could lead to neighbour disputes and may also prohibit access for emergency vehicles. He added that the applicant statement in paragraph 43 of the report stated the reason for the build was to address changes to domestic circumstances. However the application was not for an extension of the present home but a separate detached building at the end of a terrace. He felt that a terraced dwelling would be more in keeping with the immediate area.

The Principal Planning Officer was unconvinced that the concept of a building alignment applied in this instance. There was no visual obstruction or loss of privacy and the relationship between the proposed development and neighbouring properties was acceptable on planning grounds.

The Applicant pointed out that there was a detached property to the north of the application site which was itself at the end of a terrace. He clarified that the reason for developing a detached property was to allow access on foot to the rear of both properties which could not easily be achieved with a terraced design.

In response to a query from Mr S Lonsdale, objector, the Principal Planning Officer clarified that there was adequate land on which a condition could be imposed on the permission to stipulate the inclusion of landscaping.

Seconded by Councillor Freeman, Councillor Moir moved refusal of the application on the grounds that the application contravened Policy H13 – Residential Areas and Policy Q8 – Layout and Design.

Upon a vote being taken it was,

**Resolved:**

That the application be **REFUSED**.

**5d CE/13/00786/FPA - 47 Beech Close, Brasside, Durham DH1 5YB**

The Committee considered a report of the Planning Officer regarding a single storey rear extension and single storey side extension to 47 Beech Close, Brasside, Durham (for copy see file of minutes).

The Principal Planning Officer gave a detailed presentation on the application which included photographs of the site. Members had visited the site earlier in the day and were familiar with the location and setting.

Dr E Jones addressed the Committee speaking in objection to the application on behalf of a resident who lived adjacent to the applicant. The objector was uncertain as to how the extension would connect to her property but believed that connecting boundary walls would increase the risk of dampness from the flat roof. Issues regarding damp were already being experienced due to poor workmanship on the guttering of the property. Dr Jones referred to the Party Wall Act which gave guidance on the thickness of cement and felting which must be used between properties.

Dr Jones advised that the objector was concerned that the connection would change the status of the property from detached to terraced and according to an estate agent would devalue the property by £10,000. She was also concerned that the applicant may decide to develop a first floor extension in the future.

The applicant had made no provision for bin storage which the objector believed would end up being left on the street. The objector had requested that should the application be approved, a condition be imposed to restrict the hours of building works to 9am - 5pm Monday to Friday. Furthermore it was requested that a further condition be imposed requiring bin storage to be included at the property.

The Principal Planning Officer responded to the points raised as follows:-

- The standard of workmanship on the roof of the property was not a material planning consideration, nor was the potential devaluation of the objectors property;

- The imposition of a condition restricting the hours of works was not usual for applications of this scale, however Members could require such a condition if it was felt necessary;
- Should the applicant wish to extend on the garage in the future, that application would have to be considered on own merits;
- An informative could be applied to the application for the applicant to consider the provision of bin storage, though a condition would not be usual practice.

The Solicitor added that the issues relating to the Party Wall Act were private legal matters and not relevant to the Committee's consideration of the application.

Councillor A Bell acknowledged that private matters are out of the hands of the Committee and indicated that he would approve the application with the addition of conditions limiting the times for building works and addressing the storage for bins.

Councillor M Davinson stated that he observed 2 sets of bins on the street during the earlier site visit. He had since contacted the relevant service to have wardens inspect and ensure the street remained clear.

Councillor K Dearden felt that it would be unfair to prevent the application as a neighbouring property had been granted the same permission previously.

Upon a vote being taken it was,

**Resolved:**

That the application be **APPROVED**, subject to the conditions outlined in the report and an additional condition considered necessary by the Committee relating to working hours, together with an informative relating to bin storage, with responsibility for the wording of the additional condition delegated to the Principal Planning Officer.

## Planning Services

**COMMITTEE REPORT****APPLICATION DETAILS**

<b>APPLICATION NOS:</b>	4/13/00573/FPA & CE/13/00936/FPA
<b>FULL APPLICATION DESCRIPTION</b>	INSTALLATION OF PLANT AND ASSOCIATED WORKS AND ERECTION OF FRONT EXTENSION, DEMOLITION OF TEMPORARY STRUCTURES TO REAR, ELEVATION AMENDMENTS AND CAR PARK LAYOUT AMENDMENTS (RESUBMISSION).
<b>NAME OF APPLICANT</b>	SAINSBURY'S SUPERMARKETS LTD
<b>SITE ADDRESS</b>	THE LODGE, NEWCASTLE ROAD, CROSSGATE MOOR.
<b>ELECTORAL DIVISION</b>	NEVILLES CROSS
<b>CASE OFFICER</b>	Laura Martin 03000261960 dmcentraleast@durham.gov.uk

**DESCRIPTION OF THE SITE AND PROPOSAL****The Site**

1. The site is located to the west of Durham, currently occupied by The Lodge Public House and an associated area of car parking. The public house is a two-storey red brick building, the main section of which is finished in white painted render. The premises have been subject to incremental extensions over the years. The surrounding area is primarily residential in nature.

**The Proposals**

2. Formal planning consent is sought for the installation of plant with associated works and under a separate planning application planning permission is also sought for the erection of a front extension, removal of existing rear extension and decking, amendments to the elevations and revised car parking layout.
3. Under the first application, a single storey extension of 41m<sup>2</sup> is proposed to the front of the building, whilst the existing rear and side extension and adjoining decking area will be removed. The front extension takes it's detailing from the existing building with parapet wall detail and being render in finish. The extension also features an ATM machine. The proposal also involves the formal sub-division and reconfiguration of the car park. The land to the south is not within the planning application site. The new car-parking layout will provide additional spaces, two disabled and 1 motorcycle. Cycle parking will also be provided for in close proximity to the store's entrance. The new southern boundary will be delineated by a timber fence.
4. The second application seeks to install three air conditioning units and a refrigeration condenser. The equipment would be located on the site of one of the existing

extensions which is to be removed and would be screened by timber fencing. Acoustic wall lining is to be installed along the store façade within the plant area to minimise the effects of reflected sound.

5. Both of these applications relate to physical alterations only and not the change of use of the public house to a retail store which is permitted development under provisions contained within the Town and Country Planning (Use Classes) Order 1987 (as amended) and does not therefore require planning permission. Any consideration of the applications therefore must be constrained to the elements that are the subject of the applications, and not to the principle of the use, which is outside of planning control and not therefore material in the consideration of these proposals.
6. The applications are brought before members of the Planning Committee at the request of the local member.

---

## **PLANNING HISTORY**

---

4/13/00572/FPA Front extension, elevation amendments and revised car parking layout – Withdrawn.

---

## **PLANNING POLICY**

---

### **NATIONAL POLICY:**

7. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant.
8. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve ‘core planning principles’
9. The following elements are considered relevant to this proposal:-
10. Part 1 - The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
11. Part 4 - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.



12. Part 7 - The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.
13. Part 8 - The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Developments should be safe and accessible, Local Planning Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.

*The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements>*

#### **LOCAL PLAN POLICY:**

City of Durham Local Plan

14. T1- Traffic generation- general
15. T10- Parking general provision
16. Q1- General principles- Designing for people
17. Q2- Layout and Design of new development
18. Q3- External parking areas
19. Q11- Shopfronts- provision of new

*The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://www.cartoplus.co.uk/durham/text/00cont.htm>*

---

## **CONSULTATION AND PUBLICITY RESPONSES**

---

#### **STATUTORY RESPONSES:**

20. City of Durham Trust- object to the scheme on the grounds that there is no evidence that additional floor space is required, the Traffic Assessment is unconvincing and concerns reference the local school children visiting the site in conflict with traffic at the site and the loss of the integrity of the 1930's structure.

#### **INTERNAL CONSULTEE RESPONSES:**

21. Design and Landscape section- Objects to the front extension stating concerns for the adverse impact the development has upon the front elevation and the wider impact upon the street scene. They state that the design is acceptable however its location on the front of the store coupled with the loss of the bay window is not. If the Authority is minded to approve the scheme conditions relating to materials and landscaping should be attached.
22. Highways Authority- Object to the change of use of the building however understand that the change of use can occur without the need for planning consent and raise no objections to the rest of the scheme. If the Authority is minded to approve the

application a condition is requested relating to the restriction of access to the slip lane adjacent to the property know as Fourstones.

23. Pollution Control- raises no objections but note that there should be general restrictions relating to operational hours and deliveries at the site.

#### **PUBLIC RESPONSES:**

24. The applications were advertised by means of Site notices, and a further 21 letters of notification were sent to neighbouring properties within the area. A total of 10 letters of objection and 11 letters of support have been received in respect of the two above applications.
25. Concerns were expressed in relation to the proposed change of use of the building and the loss of the community facility. Objections were also raised in respect of the increased vehicle movements and associated traffic generation. Concerns are expressed in relation to the deficiency of the Transport Assessment which they considered does not take into account pedestrian movement in association with the adjacent Durham Johnston School.
26. Noise from deliveries visiting the site prior to the store opening in association with vehicle movements, trolleys and air brakes has been raised by residents neighbouring the application site.
27. Concerns are expressed that the slip lane adjacent to the property currently know as Fourstones will become a 'rat run' for customers wishing to exit to Bearpark. In addition a number of parents dropping children off at the local school utilize the existing car park at the premises and carry out a 'park and walk' and concerns that this will no longer be available have been raised. The design of the proposed extension is also questioned as it is considered by a local resident that the predominantly glazed front extension would be out of keeping with the original character and appearance of the building. The proposed fencing to the south of the application site is also considered to be out of keeping with the area and considered to be unsightly.
28. Supporters of the application state that the traffic implications are significantly outweighed by the additional benefits a local store would bring, there is a distinct lack of local stores within the locality, would bring back into use a redundant building, the change of use to Sainsbury's would be preferable to other potential uses and that the proposed design would enhance the run down appearance of the property.

#### **APPLICANTS STATEMENT:**

Sainsbury's welcome the opportunity to introduce a new convenience store, a Sainsbury's Local, to Crossgate Moor, Newcastle Road, Durham, on the site currently occupied by The Lodge pub. This planning application proposes changes to the building, including a single storey extension to the front with shopfront and ATM and removal of the extension to the rear. The application also proposes improvements to the car park and new air conditioning and refrigeration units at the back of the building. No change of use is required as permitted development rights allow the conversion of pubs to shops.

The Lodge pub is not well used and is only open for business on Sundays, the site owner has confirmed that there is a lack of demand for the pub and it is no longer viable. A Sainsbury's convenience store in this location will bring the site back into beneficial, viable

use, creating activity and vibrancy, and at the same time enhancing the amenity of the local area. The proposed store will also contribute to the local economy, creating around 20 new full and part-time jobs.

This application is the result of detailed discussions with Officers; particularly in relation to the design of the scheme. It is considered that the proposed extension now strikes a balance between being both respectful to the existing building's character, while also enhancing the unit as a contemporary convenience store with modern facilities (such as the proposed ATM). The high quality detail of the extension (such as raised pilasters and bullnose edges) reflects the design found elsewhere in the local area.

The Council's highways officer has supported the proposals and considers that the store will not have an adverse impact on traffic in the area. The scheme includes a one way system around the car park and encourages drivers to exit the site and rejoin the A167, rather than using the neighbouring residential roads. Also, deliveries would be made to a dedicated bay at the side of the store, off the main road, and will have no impact on traffic.

The proposals for a new local convenience store on this site have generally been well received. To date more letters in support of the application have been submitted by local residents to the Council than those that object to the application. Sainsbury's is experienced in operating Local stores around the country and are keen to ensure that the proposed development at Crossgate Moor does not disturb or inconvenience our neighbours.

*The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at*  
[http://publicaccess.durhamcity.gov.uk/publicaccess/tdc/DcApplication/application\\_detailview.aspx?caseno=MSNLHNB5B000](http://publicaccess.durhamcity.gov.uk/publicaccess/tdc/DcApplication/application_detailview.aspx?caseno=MSNLHNB5B000) and  
[http://publicaccess.durhamcity.gov.uk/publicaccess/tdc/DcApplication/application\\_detailview.aspx?caseno=MON5KBB5B000](http://publicaccess.durhamcity.gov.uk/publicaccess/tdc/DcApplication/application_detailview.aspx?caseno=MON5KBB5B000)

---

## **PLANNING CONSIDERATION AND ASSESSMENT**

---

29. As identified in Section 38(6) of the Planning and Compulsory Purchase Act 2004 the key consideration in the determination of a planning application is the development plan. Applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
30. The main considerations in regard to this application are the principle of the development, impact upon the highway network and traffic generation, design and impact upon residential and visual amenity.

### **Principle of Development**

31. A large majority of the concerns expressed in relation to the proposed development are in respect of the change of use of the building and the loss of a community facility. As previously noted both of these applications relate to physical alterations only and not the change of the public house to a retail store which is permitted development under provisions contained within the Town and Country Planning (Use Classes) Order 1987 (as amended) and does not therefore require planning permission. Any consideration of the applications therefore must be constrained to the elements that are the subject of the applications, and not to the principle of the use, which is outside of planning control and not therefore material in the consideration of these proposals.

32. Therefore the need to establish the principle for the development is only in respect of physical works, which are proposed.
33. Policy Q11 states that new shopfronts will be permitted provided that they respect the scale, proportion, materials and character of the building and the area in which they are located. It is considered that due to the amended design, which respects the overall proportions and materials utilised in the existing building that the proposed extension would not detract from the existing character of the building. Further details regarding the impact of the design will be discussed later in the report.
34. When considering the proposed physical alterations to the property it is important to consider the current state of the property. Evidence has been provided that the current operations as a Sunday Carvery have not been economically viable and the building is now falling into a state of disrepair. It is considered that taking a pragmatic approach to the development the new retail use at the premises would safe guard the future of the building. The physical alterations as proposed by the two applications would allow the store to operate to the requirements of the proposed operators Sainsbury's whilst allowing the building in the main to be retained on site. The front extension would be prominent in the street scene, but its size is considered necessary by the applicants to produce a viable development. It is considered that this coupled with the employment generation that the scheme brings would ensure that the development was in accordance with the NPPF and in particular Part 1 encouraging job creation and prosperity.
35. It is also considered that due to the location of the site, which is easily accessible by foot and public transport, the development is in a sustainable location in relation to both users and employees of the store. Therefore it is considered that the benefits of the scheme are a material planning consideration.

#### **Impact upon the Highway network and traffic generation.**

36. Whilst it is acknowledged that the Authority's Highway Section have raised an objection to the change of use of the building in relation to the impact upon the highway network, they understand the application can not be refused upon these grounds as previously noted above. Therefore in respect of the physical alterations to the building and the alterations to the car parking no objections are raised.
37. A number of concerns have been expressed by residents relating to the Transport Assessment and some inaccuracies contained within it. The Transport Assessment was only submitted to show that the additional retail space to the frontage of the store would not give rise to adverse conditions upon the highway network, which as acknowledged by the Highway Authority does not due to its size. Therefore these concerns are not considered to be relevant to the determination of the application as they relate to the change of use.
38. In relation to concerns expressed that the slip lane adjacent to the property currently known as 'Fourstones', a scheme has been prepared to ensure that vehicles cannot turn into the development from here with the creation of a one way system. This is under consideration by the Highways Authority at the time of report preparation and members will be updated in this respect. In any event however as this is a public highway and as previously noted the works could have commenced without any planning permission in place this access point could be utilised without any restrictions from the Authority. In addition the kerb line is to built up to the north of the application site, which would mean those wishing to use the access road to cut off

the lights when heading in the direction of Bearpark would have to carry out a very difficult manoeuvre and this should dissuade a large proportion of the patrons of the site.

39. The proposed car-parking layout provides more than adequate parking provision in relation to the Durham County Council Parking Standards, and whilst it is regrettable, it is not the responsibility of Sainsbury's to provide additional parking for parents of the local school. Therefore the loss of the 'park and walk' as noted by a parent at the local school is not considered to be relevant in the determination of the application.
40. It is therefore considered that the proposed new shop front extension and the amended car parking layout is in accordance with Policies T1 and T10 of the City of Durham Local Plan providing adequate parking provision to cope with demand whilst being located to promote sustainable means of transport.

## **Design issues**

41. In respect of the proposed design of the front extension at the site property it is considered that this is the best design solution that can be achieved for the location of the development. As previously noted the application for the front extension is a resubmission of a previously withdrawn scheme due to major design concerns expressed by the Design and Conservation Officer. Prior to the resubmission of the scheme consultations took place with the Design team looking to relocate the entrance to elsewhere on the building. This however was not achievable due to constraints relating to the car parking layout and operational restrictions of the store. Therefore an amended design was resubmitted for the front of the building.
42. Concerns are still expressed by the Design team in relation to the location of the entrance and its impact upon the frontage of the premises, most notably the loss of the feature bay. The Design Team do acknowledge that the design as now proposed is better than previously however their main concern is the location and its impact upon the street scene and the existing building.
43. Policy Q11 states that new shopfronts will be permitted provided that they respect the scale, proportion, materials and character of the building and the area in which they are located. It is considered that the design as amended has taken its cues from the existing building in terms of character and form and would facilitate the future usage of the building. The new design has 5 main glazing panels plus the entrance door which mirrors the symmetry of the existing building. The scheme now also sees a bullnose edge render feature band spanning the width of the glazing reflecting the existing character of the premises.
44. In addition the building is not listed or within a designated Conservation Area and as such it is considered that the loss of the bay and the front extension would not impact upon the wider setting or the street scene to an extent that would justify refusal of planning permission. To further soften the appearance of the development a landscaping scheme is proposed to be conditioned as part as any approval. This would help to screen parts of the development and assist with noise attenuation from the properties to the rear of the application site at Neville Dene and to the north at Fourstones. To the frontage of the property is a bus shelter, which partially obscures views of the development from wider viewpoints.
45. It is considered that the building would fall into a state of disrepair and would become an unsightly feature in this prominent location should the Authority not take a

pragmatic approach to this application and allow the loss of the bay window with the introduction of the front extension. The owner of the premises has written in support of the application stating that a number of ventures have been unsuccessful at the site and currently the operations on site are being closed down. Therefore the new use at the site would be beneficial for its viability, maintenance and long-term future.

46. No details of signage have been provided for the site, however this would be dealt with under the Advertisement Regulations, should Advertisement consent be required, and would be assessed inline with the regulations requirements. The applicant however has been advised that a modest approach with fretwork lettering may be more appropriate in such a location.
47. Currently no external lighting is proposed as part of the application, however a condition relating to its erection would be added to any approval to ensure that there are no issues with light pollution or impact upon residential amenity to neighbouring properties. This would allow the Local Planning authority in consultation with Environmental Health to ensure that lighting levels are acceptable in such a location.

### **Impact upon residential and visual amenity**

48. A number of residents adjoining the site have raised concerns in respect of noise generated by deliveries and associated movements from this. As previously stated the applicant could implement the change of use without any formal planning consent and deliveries and movements of this nature would occur with no controls by the Planning Authority. Should the noise become a statutory nuisance this would be handled via the Authority's Environmental Health Section. As such noise from deliveries and associated movements is not a reason in these circumstances to refuse planning consent. In addition it is considered unreasonable to impose a condition restricting deliveries in association with the two applications proposed as it is not materially related to the developments and the change of use could commence without the need for planning permission in any event.
49. In respect of the noise generated by the erection of the new plant including refrigeration units and air conditioning units, a noise assessment has been submitted in support of the application. The noise level predictions demonstrate that cumulative noise emissions from the proposed external plant will comply with the Authority's emissions criteria at the most affected noise sensitive receptor locations, which are identified as being the bungalows located on Neville Dene, during both daytime and night time periods. This is achievable through the installation of acoustic wall lining which is to be installed in the proximity of the plant.
50. Concerns were also expressed stating that the 'hit and miss' type fencing surrounding the plant was inadequate. This style of fencing has been selected to allow the required ventilation to the plant and therefore cannot be changed in style. This however is not considered to be an issue given the findings above.
51. As previously noted a landscaping scheme would be conditioned. This would mitigate against views into the site from the rear of the property at Neville Dene and would also help in respect of noise reduction. The existing mature planting at the site where possible would be retained and new planting introduced to firm up the boundary treatment. This would also occur on the boundary to the north of the application site.

52. In relation to the fencing of the application site, which would separate the amended car park from the existing large car park, it is considered that due to the set back from the main road and existing boundary treatments that visual amenity would not be an issue. The property known as Langdale has a large mature hedge, which would substantially screen the fencing on approaching the application site from the south. As previously noted the fence would be set back by approximately 8 metres from the public footpath and as such it is not considered that the fencing would adversely impact upon the visual amenity of the area.
53. Through the introduction of the fence this would isolate the area of land to the south, which is currently subject to formal enforcement action relating to car valeting. It is considered that without the access from Newcastle Road these unauthorised operations are likely to cease along with the associated problems that the use brings. This would help to improve the current levels of residential and visual amenities enjoyed at the site.
54. There is support for the application from residents within the Neville's Cross area stating that there is poor access to local services such as this and a store of this nature is required within the area. The introduction of a store in this location would mean that a large proportion of the Neville's Cross residents could access the development on foot. In addition these residents have also advised that they would prefer a company such as Sainsbury's to use the site compared to other users that could be interested in the site.
55. In terms of the wider impact of the development as previously noted the building is starting to be in need of repairs and maintenance and is becoming visually unattractive. The proposed works would bring the building back up to a reasonable standard and would ensure the continued maintenance and upkeep of the building. This would therefore have a positive impact upon the visual amenity of the immediate and wider area.
56. In respect of materials to be used in the construction of the front extension these have been selected in consultation with the Design and Conservation Team to ensure that the extension works are sympathetic to the existing palette of materials used in the original building and to avoid any unnecessary impact upon visual amenity.

---

## **CONCLUSION**

---

57. In conclusion it is therefore considered that the proposed physical changes to the property would, due to the buildings location, design of the extension and landscaping treatments have an acceptable impact upon the highway network, residential and visual amenity and the character and appearance of the building and the area generally. The front extension would be prominent, but would help to facilitate the re-use of the building. On balance, this is considered to outweigh any issues about visual impact. Therefore as a result it is considered that the proposed development would be in accordance with the intentions of the City of Durham Local Plan and in particular policies T1, T10, Q1, Q2, Q3 and Q11 as well as Parts 1, 4 and 7 of the NPPF.

---

## **RECOMMENDATION AND CONDITIONS FOR 4/13/00573/FPA**

---

That the application be **APPROVED** subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans. Plan References; No. Plant noise assessment dated 28 June 2013 by NSL, Transport Statement by Vectos dated June 2013, Drawing No. 300, 301, 302 A, 303 C, 304 B, 305 B, 306 C.  
Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policy Q1 of the City of Durham Local Plan.
3. No development shall commence until a detailed landscaping scheme has been submitted to, and approved in writing by, the Local Planning Authority. No tree shall be felled or hedge removed until the landscape scheme, including any replacement tree and hedge planting, is approved as above. Any submitted scheme must be shown to comply with legislation protecting nesting birds and roosting bats. The landscape scheme shall include accurate plan based details of the following: Trees, hedges and shrubs scheduled for retention. Details of hard and soft landscaping including planting species, sizes, layout, densities, numbers. Details of planting procedures or specification. Finished topsoil levels and depths. Details of temporary topsoil and subsoil storage provision. Seeded or turf areas, habitat creation areas and details etc. Details of land and surface drainage. The establishment maintenance regime, including watering, rabbit protection, tree stakes, guards etc. The local planning authority shall be notified in advance of the start on site date and the completion date of all external works. Trees, hedges and shrubs shall not be removed without agreement within five years.  
Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.
4. All planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development. No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats. Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges. Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species. Replacements will be subject to the same conditions.  
Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.
5. Details of the height, type, position and angle of external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby permitted being brought into use. The lighting shall be erected and maintained in accordance with the approved details.

Reason: In the interests of the amenity of nearby residents and the appearance of the area in accordance with Policy Q1 of the City Of Durham Local Plan.



6. The Development hereby approved shall not be brought into use until the acoustic wall lining has been installed and is operational in accordance with the NSL Plant Noise Assessment dated 28 June 2013.  
Reason: In the interests of residential amenity and to comply with Policy Q1 of the City of Durham Local Plan.

---

## **RECOMMENDATION AND CONDITIONS FOR CE/13/00936/FPA**

---

That the application be **APPROVED** subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans. Plan References; No. Plant noise assessment dated 28 June 2013 by NSL, Transport Statement by Vectos dated June 2013, Drawing No. 300, 301, 302 A, 303 C, 304 B, 305 B, 306 C.  
Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policy Q1 of the City of Durham Local Plan.
3. No development shall commence until a detailed landscaping scheme has been submitted to, and approved in writing by, the Local Planning Authority. No tree shall be felled or hedge removed until the landscape scheme, including any replacement tree and hedge planting, is approved as above. Any submitted scheme must be shown to comply with legislation protecting nesting birds and roosting bats. The landscape scheme shall include accurate plan based details of the following: Trees, hedges and shrubs scheduled for retention. Details of hard and soft landscaping including planting species, sizes, layout, densities, numbers. Details of planting procedures or specification. Finished topsoil levels and depths. Details of temporary topsoil and subsoil storage provision. Seeded or turf areas, habitat creation areas and details etc. Details of land and surface drainage. The establishment maintenance regime, including watering, rabbit protection, tree stakes, guards etc. The local planning authority shall be notified in advance of the start on site date and the completion date of all external works. Trees, hedges and shrubs shall not be removed without agreement within five years.  
Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.
4. All planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development. No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats. Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges. Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species. Replacements will be subject to the same conditions.  
Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.

5. Details of the height, type, position and angle of external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby permitted being brought into use. The lighting shall be erected and maintained in accordance with the approved details.

Reason: In the interests of the amenity of nearby residents and the appearance of the area in accordance with Policy Q1 of the City Of Durham Local Plan.

---

## **STATEMENT OF PROACTIVE ENGAGEMENT**

---

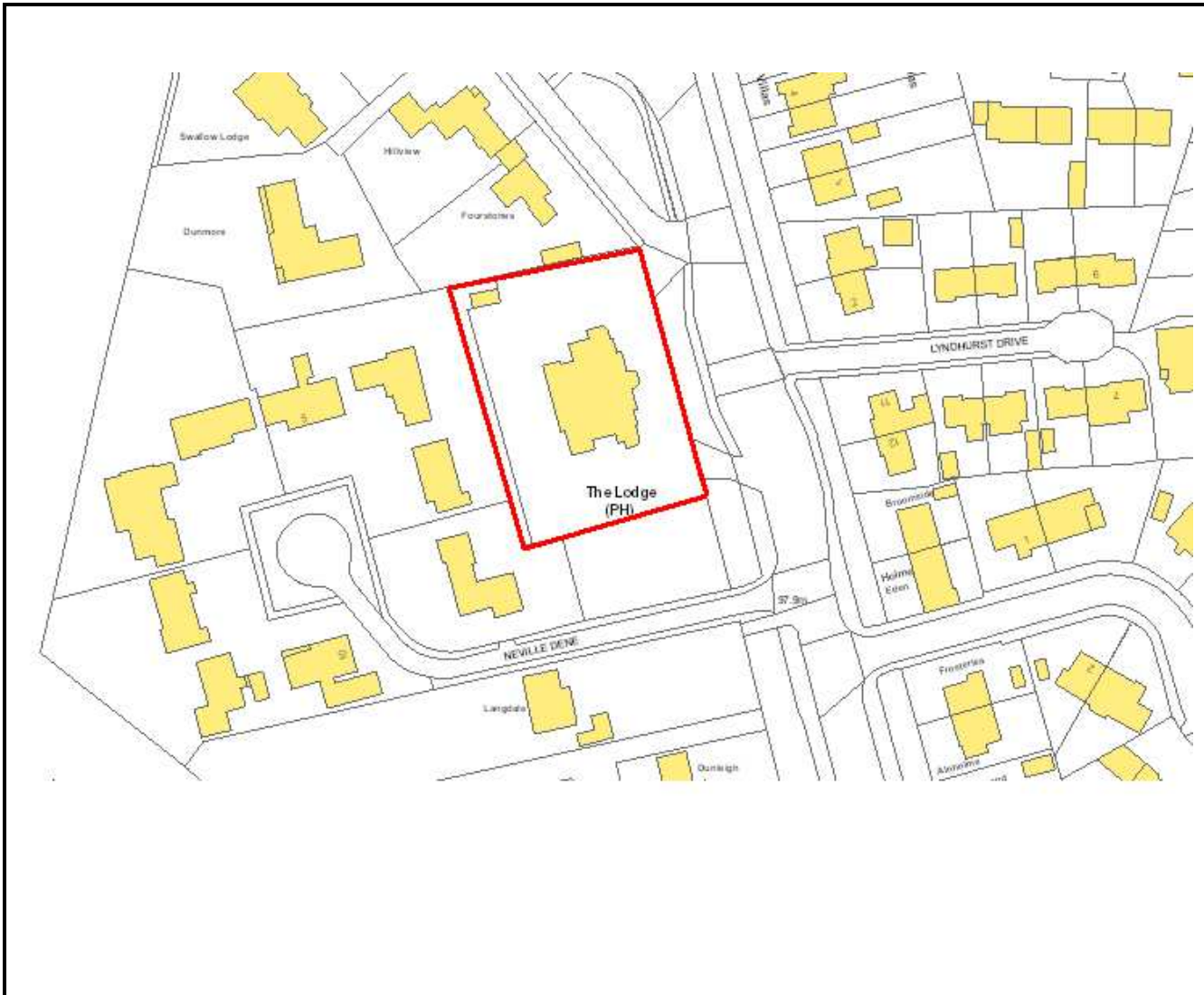
In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising during the application process. The decision has been made in compliance with the requirement in the National Planning Policy Framework to promote the delivery of sustainable development.

---

## **BACKGROUND PAPERS**

---

- Submitted Application Forms and Plans.
- Design and Access Statement
- City of Durham Local Plan 2004
- National Planning Policy Framework
- Consultation Responses



Planning Services

**INSTALLATION OF PLANT AND ASSOCIATED WORKS AND ERECTION OF FRONT EXTENSION, DEMOLITION OF TEMPORARY STRUCTURES TO REAR, ELEVATION AMENDMENTS AND CAR PARK LAYOUT AMENDMENTS (RESUBMISSION) AT THE LODGE, NEWCASTLE ROAD, CROSSGATE MOOR.**

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationary Office © Crown copyright.  
 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceeding.  
 Durham County Council Licence No. 100022202 2005

**Comments**

**Date** 12 November 2013

**Scale** 1:1250

This page is intentionally left blank