



Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

Application No:	DM/23/02935/FPA
Full Application Description:	Conversion and alteration of existing garages to form 4no. bungalows including bin collection hardstanding
Name of Applicant:	Livin Housing Association
Address:	Garage 2 Garage Block Bewick Crescent Newton Aycliffe
Electoral Division:	Great Aycliffe
Case Officer:	Mark Sandford Planning Officer 03000 261156 mark.sandford@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSAL

The Site

1. The application site consists of three garage blocks within an established residential estate centrally located within Newton Aycliffe. The site totals 29 garages and occupies a site area of approximately 942 square metres. One garage in a block is excluded from the proposed site and would remain in situ (privately owned). The site is surrounded by the rear gardens of residential properties, all terraced in nature and the site has a vehicular access to the north-east corner (onto Bewick Crescent) and a pedestrian only access to the south-east corner (onto Emerson Way).
2. The garage blocks were designed to serve the surrounding housing association dwellings and are rectangular in appearance, flat roofed buildings, organised in one straight block of 17 (inclusive of the private garage) to the south of the site, one straight block of 5 and a further dog-leg shaped block of 8, both to the north of the site, facing each other at a distance of 7.7-10 metres across a central hardstanding area that allows access to each unit.
3. The wider estate consists of a mix of private owned and housing association, with fenced rear gardens and a mix of fenced and open plan front gardens. The built

residential environment is high density, but separated by large areas of grassed open space and small areas of tree planting, typical of this kind of New Town development.

The Proposal

4. The application seeks full planning permission to convert all garages (save the privately owned unit) into 4no. residential bungalows and associated parking spaces for older residents on affordable rent basis. The roof would be altered to provide a mono pitched sloped roof finish along the length of the building, raised at one end to allow high level windows to provide additional light into the rooms. The properties would be finished in a mix of render and composite cladding weatherboard providing a contemporary appearance.
5. Each proposed unit would contain two bedrooms, a combined living and cooking area, bathroom and storage, served by fenestration facing across the central hardstanding area that is to provide small garden areas for each unit as well as a shared outdoor space, with bin store, bike store, rotary drier area and two car parking spaces per bungalow (8no.). A visitor parking space would be provided adjacent to the remaining private garage in the southern block.
6. The scheme is intended as an innovative re-use of brownfield sites that are considered underutilised, accrue maintenance costs and can become a blight in the area, attracting in some cases anti-social behaviour. Their redevelopment would provide an opportunity to provide affordable housing in the area.
7. The application is being reported to Planning Committee at the request of Cllr Eddie Adam, due to concerns over access, lack of parking restrictions, lack of EV charging points and internal/external spatial requirements.

PLANNING HISTORY

8. None

PLANNING POLICIES

9. A revised National Planning Policy Framework (NPPF) was published in December 2023. The overriding message continues to be that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three overarching objectives – economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways.
10. *NPPF Part 2 Achieving Sustainable Development* - The purpose of the planning system is to contribute to the achievement of sustainable development and therefore at the heart of the NPPF is a presumption in favour of sustainable development. It defines the role of planning in achieving sustainable development under three overarching objectives - economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The

application of the presumption in favour of sustainable development for plan-making and decision-taking is outlined.

11. *NPPF Part 4 Decision-Making* - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
12. *NPPF Part 5 Delivering a Sufficient Supply of Homes* - To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
13. *NPPF Part 8 Promoting Healthy and Safe Communities* - 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.
14. *NPPF Part 9 Promoting Sustainable Transport* - Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes maximised.
15. *NPPF Part 10 Supporting High Quality Communications* - The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. Local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.
16. *NPPF Part 11 Making Effective Use of Land* - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
17. *NPPF Part 12 Achieving Well-Designed Places* - 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.
18. *NPPF Part 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change* - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse

of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

19. *NPPF Part 15 Conserving and Enhancing the Natural Environment* - Conserving and enhancing the natural environment. The Planning System should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests, recognising the wider benefits of ecosystems, minimising the impacts on biodiversity, preventing both new and existing development from contributing to or being put at unacceptable risk from pollution and land stability and remediating contaminated or other degraded land where appropriate.

<https://www.gov.uk/guidance/national-planning-policy-framework>

National Planning Practice Guidance:

20. The Government has consolidated a number of planning practice guidance notes, circulars and other guidance documents into a single Planning Practice Guidance Suite. This document provides planning guidance on a wide range of matters. Of particular relevance to this application is the practice guidance with regards to; design process and tools; determining a planning application; healthy and safe communities; land affected by contamination; housing and economic development needs assessments; housing and economic land availability assessment; natural environment; noise; planning obligations; use of planning conditions.

<https://www.gov.uk/government/collections/planning-practice-guidance>

Local Plan Policy:

The County Durham Plan (CDP)

21. Policy 01 - Quantity of Development outlines the levels of employment land and housing delivery considered to be required across the plan period.
22. Policy 06 - Development on Unallocated Sites supports development on sites not allocated in the Plan or Neighbourhood Plan, but which are either within the built-up area or outside the built up area but well related to a settlement will be permitted provided it: is compatible with use on adjacent land; does not result in coalescence with neighbouring settlements; does not result in loss of land of recreational, ecological, or heritage value; is appropriate in scale, design etc to character of the settlement; it is not prejudicial to highway safety; provides access to sustainable modes of transport; retains the settlement's valued facilities; considers climate change implications; makes use of previously developed land and reflects priorities for urban regeneration.
23. Policy 15 – Addressing housing need establishes the requirements for developments to provide on-site affordable housing, the circumstances when off-site affordable housing would be acceptable, the tenure mix of affordable housing, the requirements of developments to meet the needs of older people and people with disabilities and the circumstances in which the specialist housing will be supported.

24. Policy 21 - Delivering Sustainable Transport requires all development to deliver sustainable transport by: delivering, accommodating and facilitating investment in sustainable modes of transport; providing appropriate, well designed, permeable and direct routes for all modes of transport; ensuring that any vehicular traffic generated by new development can be safely accommodated; creating new or improvements to existing routes and assessing potential increase in risk resulting from new development in vicinity of level crossings. Development should have regard to the Parking and Accessibility Supplementary Planning Document and Strategic Cycling and Walking Deliver Plan.
25. Policy 27 - Utilities, Telecommunications and Other Broadcast Infrastructure supports such proposals provided that it can be demonstrated that there will be no significant adverse impacts or that the benefits outweigh the negative effects; it is located at an existing site, where it is technically and operationally feasible and does not result in visual clutter. If at a new site then existing sites must be explored and demonstrated as not feasible. Equipment must be sympathetically designed and camouflaged and must not result in visual clutter; and where applicable the proposal must not cause significant or irreparable interference with other electrical equipment, air traffic services or other instrumentation in the national interest.
26. Any residential and commercial development should be served by a high-speed broadband connection, where this is not appropriate, practical or economically viable developers should provide appropriate infrastructure to enable future installation.
27. *Policy 29 (Sustainable Design)* requires all development proposals to achieve well designed buildings and places having regard to SPD advice and sets out 18 elements for development to be considered acceptable, including: making positive contribution to areas character, identity etc.; adaptable buildings; minimising greenhouse gas emissions and use of non-renewable resources; providing high standards of amenity and privacy; contributing to healthy neighbourhoods; and suitable landscape proposals. Provision for all new residential development to comply with Nationally Described Space Standards.
28. Policy 31 - Amenity and Pollution sets out that development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment and that they can be integrated effectively with any existing business and community facilities. Development will not be permitted where inappropriate odours, noise, vibration and other sources of pollution cannot be suitably mitigated against, as well as where light pollution is not suitably minimised. Permission will not be granted for sensitive land uses near to potentially polluting development. Similarly, potentially polluting development will not be permitted near sensitive uses unless the effects can be mitigated.
29. Policy 32 - Despoiled, Degraded, Derelict, Contaminated and Unstable Land requires that where development involves such land, any necessary mitigation measures to make the site safe for local communities and the environment are undertaken prior to the construction or occupation of the proposed development and that all necessary assessments are undertaken by a suitably qualified person.
30. Policy 33 - Renewable and Low Carbon Energy states that renewable and low carbon development energy development in appropriate locations will be supported.

In determining planning applications for such projects significant weight will be given to the achievement of wider social, environmental and economic benefits. Proposals should include details of associated developments including access roads, transmission lines, pylons and other ancillary buildings. Where relevant, planning applications will also need to include a satisfactory scheme to restore the site to a quality of at least its original condition once operations have ceased. Where necessary, this will be secured by bond, legal agreement or condition.

31. Policy 35 - Water Management requires all development proposals to consider the effect of the proposed development on flood risk, both on-site and off-site, commensurate with the scale and impact of the development and taking into account the predicted impacts of climate change for the lifetime of the proposal. All new development must ensure there is no net increase in surface water runoff for the lifetime of the development. Amongst its advice, the policy advocates the use of SuDS and aims to protect the quality of water.
32. Policy 36 - Water Infrastructure advocates a hierarchy of drainage options for the disposal of foul water. Applications involving the use of non-mains methods of drainage will not be permitted in areas where public sewerage exists. New sewage and waste water infrastructure will be approved unless the adverse impacts outweigh the benefits of the infrastructure. Proposals seeking to mitigate flooding in appropriate locations will be permitted. Proposals for additional flood defences will only be permitted where it is demonstrated as being the most sustainable response to the flood threat.
33. *Policy 41 (Biodiversity and Geodiversity)* states that proposal for new development will not be permitted if significant harm to biodiversity or geodiversity resulting from the development cannot be avoided, or appropriately mitigated, or as a last resort, compensated for.
34. Policy 42 - Internationally Designated Sites states that development that has the potential to have an effect on internationally designated sites, either individually or in combination with other plans or projects, will need to be screened in the first instance to determine whether significant effects on the site are likely and, if so, will be subject to an Appropriate Assessment. Development will be refused where it cannot be ascertained, following Appropriate Assessment, that there would be no adverse effects on the integrity of the site, unless the proposal is able to pass the further statutory tests of 'no alternatives' and 'imperative reasons of overriding public interest' as set out in Regulation 64 of the Conservation of Habitats and Species Regulations 2017.
35. Where development proposals would be likely to lead to an increase in recreational pressure upon internationally designated sites, a Habitats Regulations screening assessment and, where necessary, a full Appropriate Assessment will need to be undertaken to demonstrate that a proposal will not adversely affect the integrity of the site. In determining whether a plan or project will have an adverse effect on the integrity of a site, the implementation of identified strategic measures to counteract effects, can be considered. Land identified and/or managed as part of any mitigation or compensation measures should be maintained in perpetuity.
36. *Policy 43 (Protected Species and Nationally and Locally Protected Sites)* development proposals that would adversely impact upon nationally protected sites will only be permitted where the benefits clearly outweigh the impacts whilst

adverse impacts upon locally designated sites will only be permitted where the benefits outweigh the adverse impacts. Appropriate mitigation or, as a last resort, compensation must be provided where adverse impacts are expected. In relation to protected species and their habitats, all development likely to have an adverse impact on the species' abilities to survive and maintain their distribution will not be permitted unless appropriate mitigation is provided or the proposal meets licensing criteria in relation to European protected species.

39. The Council's Residential Amenity Standards Supplementary Planning Document (SPD) provides guidance on the space/amenity standards that would normally be expected where new dwellings are proposed.

<https://www.durham.gov.uk/cdp>

Neighbourhood Plan:

40. The application site is within the area of the Great Aycliffe Neighbourhood Plan (GANP) the relevant policies are:
41. *Policy GANP H1 In-Fill Developments and Small Sites* requires proposals for new development will be granted for suitable in-fill development and small sites of less than 30 houses where the development is proportionate to the scale of the settlement; it is within the built-up areas; should be well contained; should respect the character and form of the settlement and should clearly relate to part of an established settlement.
42. *Policy GANP H3 Parking Standards for New Residential Development* sets out the parking requirements for new residential development in regard to off-road provision.
43. *Policy GANP H5 Provision of In-Curtilage Parking and Storage* states that on properties where no garage provision has been made there must be a parking area, in curtilage and suitable provision for bicycle parking and/or storage will be encouraged.
44. *Policy GANP H6 Securing Energy Efficient Homes* states developments should be designed to achieve the highest possible energy efficiency standards and this must be shown in a Design and Access Statement where this is required.
45. *Policy GANP H9 Provision of Facilities and Services* states where appropriate, proposals for new housing should demonstrate provision of necessary new facilities on-site and/or provision of, or contribution to, necessary off-site facilities as required to make the development acceptable in planning terms. New development must contribute towards sustainable development.
46. *Policy GANP T1 Parking Impacts on Existing Infrastructure* sets out that development which includes reliance on existing streets shall not impact upon the safety of road users or have an adverse impact the character of the area, and that adequate provision be made in site to cater for parking and access, including visitors, deliveries service vehicles etc.

<https://www.great-aycliffe.gov.uk/neighbourhood-plan/>

CONSULTATION AND PUBLICITY RESPONSES

Statutory Consultee Responses:

47. *Great Aycliffe Town Council* - No objections. However, access and egress ease and safety for emergency vehicles, motorists and pedestrians remains a concern due to the narrow access road with limited visibility onto an already congested street. In addition, it was queried whether the bungalows would comply with fire regulations since there is only one entrance door and the rear windows are too small to be used as an emergency exit. There does not appear to be any provision of EV charge points. The Town Council does, however, acknowledge the need for bungalows for the elderly and welcomes this provision.
48. Highway Authority – The poor use of the garage blocks is noted. Parking provision acceptable for proposed dwellings, but an additional space is required for a Visitor bay to comply with new DCC SPD and spacing to be looked into. The site will be accessed by the unadopted narrow road leading to former garage block which would not be used by the refuse vehicles. Whilst a bin store has been shown, the refuse collection will be taken from the adopted highway of Bewick Crescent which would require the bins to be placed at the end of the access. A bin collection point of sufficient size for the number of bins and with a hardened surface will need to be provided at the entrance to the site. Provision for EV charging points should be made.
49. Following submission of an amended Site Layout Plan and other details - The proposed bin collection point (within the site) would be considered unacceptable and will require amendment. The applicant's information with regard to EV charging points is noted and may be acceptable. Following further revision of the Site Layout and Site Location Plans – The new plan shows a bin collection point to be located on Emerson Way which would be acceptable. It is reiterated that the access from Bewick Crescent is unadopted highway and would remain the responsibility of the landowner. On this basis, no objection.

Non-Statutory Responses:

50. *Environmental Health (Contaminated Land)* - Due to the fact that this development constitutes a change of use to a more sensitive receptor, conditions relating to Phase 1-3 risk assessments and a Phase 4 remediation strategy.
51. *Environmental Health (Nuisance Action)* – No objection, however hours of construction should be controlled by condition.
52. *Ecology* – The Nutrient Neutrality (NN) certificate matches the NN calculator stage 4 result and all data appears to be correct. A condition for the submission of the full NN certificate to be submitted prior to commencement is required. The Biodiversity Net Gain (BNG) data concludes a post development gain of 0.0301 habitat units from the four vegetated gardens created. This is sufficient and no further information is required for BNG.
53. *Spatial Policy* – Primarily Policy 6 site with Great Aycliffe Neighbourhood Plan policies also relevant.

54. *Affordable Housing* – The affordable housing scheme is happily supported.

External Consultees

55. Northumbrian Water – No response received

56. Natural England – Please refer to Nutrient Neutrality advice to all LPAs

57. Public Responses – direct letters where sent to all adjoining properties and site notices erected adjacent to the site. No responses were received from members of the public. One response was received from a local ward Member.

58. Cllr Eddie Adam – Expressed concerns regarding the narrow site access for residents, waste collection and deliveries etc, the desire to have parking restrictions applied to the access road, lack of EV charging points and questioned whether the proposed dwellings would meet internal and external space requirements, lack of EV charging points, as well as the proximity of the properties with one another.

Applicants Statement

59. Durham has an increasing ageing population with associated health and social care needs. However, getting older and living with a disability or a mental health condition should not be a barrier to living a full, independent life with a choice of appropriately designed, well located accommodation.

60. The innovative HUSK design converts the existing garages into residential bungalows providing much needed accessible housing on brownfield garage sites that currently do not contribute to the quality of the area and are often under-occupied. The construction method is not only sustainable but can be delivered over a shorter time period than traditional methods.

61. The proposed 4 bungalows will all have 2 bedrooms, and the development has been designed throughout to suit residents that require easily accessible, energy efficient accommodation with features including, high levels of insulation, excellent airtightness, level access wet rooms, wide doorways, Air Source Heat pumps, solar PV panels and EV car charging points.

62. Following advice from consultees, the scheme has been amended to address parking numbers, EV charging points, the bin collection location and access. And there are now no objections from any of the consultees including highways. We have also been working closely with Councillor Eddy Adam and we have included the following to respond to his queries:

- The inclusion of 1 EV charger per property
- We would be happy to place no parking signage on the access road to prevent unlikely event that a car should block the road.
- We have worked closely with Livin and the highways authority to provide the most suitable location for the bin collection. A refuse vehicle would not be accessing the development as bins will be picked up from Emmerson way to the South.

- We have confirmed that the bungalows meet Nationally described space standards for a 2B/3P bungalow and a site visit and discussion with a resident of a similar development has proved that the arrangement is successful.
63. The bungalows fully conform with the Nationally described space standards at 61sqm, and they are compliant with Approved Document M Category 2 for ambulant disabled residents. The ceilings are high, and the interior of the properties are light and airy. Whilst we acknowledge that the overlooking distances fall below the requirements, The intended residents are to be over 55 and it has been proven that the spaces provided in this configuration offer a good balance between having a private garden and being manageable to maintain for an elderly resident, the bungalows are oriented so that living rooms and bedrooms are not directly across from each other, a planted semi permeable privacy fence has also been provided to further increase privacy levels without being oppressive.
64. We have consulted with highways and Livin to develop the most appropriate Refuse collection location and strategy. Should a resident have specific access difficulties preventing them from taking their bins out, Livin would provide an assistance.

PLANNING CONSIDERATION AND ASSESSMENT

65. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that regard is to be given to the development plan and decisions should be made in accordance with the development plan unless material considerations indicate otherwise. In accordance with advice within the National Planning Policy Framework (NPPF), the policies contained therein are material considerations that should be taken into account in decision making. Other material considerations include the Great Aycliffe Neighbourhood Plan and representations received. The main planning issues for determining the acceptability of the proposal relate to; the principle of the development, impact on the character and appearance of the area, residential amenity, highway safety and parking, and ecology issues.

Principle of Development

66. Policy 6 (Development on Unallocated Sites) of the CDP states that the development of sites which are not allocated in the Plan or in a Neighbourhood Plan which are either (i) within the built-up area; or (ii) outside the built-up area (except where a settlement boundary has been defined in a neighbourhood plan) but well related to a settlement, will be permitted provided the proposal accords with all relevant development plan policies and:
- a. *are compatible with, and not prejudicial to, any existing, allocated or permitted use of adjacent land;*
 - b. *do not contribute to coalescence with neighbouring settlements, would not result in ribbon development, or inappropriate backland development;*
 - c. *do not result in the loss of open land that has recreational, ecological or heritage value, or contributes to the character of the locality which cannot be adequately mitigated or compensated for;*

- d. *are appropriate in terms of scale, design, layout, and location to the character, function, form and setting of the settlement;*
 - e. *would not be prejudicial to highway safety or have a severe residual cumulative impact on network capacity;*
 - f. *have good access by sustainable modes of transport to relevant services and facilities and reflects the size of the settlement and the level of service provision within that settlement;*
 - g. *do not result in the loss of a settlement's or neighbourhood's valued facilities or services unless it has been demonstrated that they are no longer viable;*
 - h. *minimise vulnerability and provides resilience to impacts arising from climate change, including but not limited to, flooding;*
 - i. *where relevant, make as much use as possible of previously developed (brownfield) land; and*
 - j. *where appropriate, reflect priorities for urban regeneration.*
67. Policy GANP H1 (In-Fill Developments and Small Sites) requires proposals for new development will be granted for suitable in-fill development and small sites of less than 30 houses where the development is proportionate to the scale of the settlement; it is within the built-up areas; should be well contained; should respect the character and form of the settlement and should clearly relate to part of an established settlement.
68. The site is located within the built-up area of Newton Aycliffe. Policy 6 of the CDP 'Development on Unallocated Sites' is supportive of development proposals providing they satisfy criteria 'a' to 'j' where relevant.
69. Planning Permission is sought for the conversion of three existing garage blocks to create 4no. affordable housing units consisting of two-bedroomed bungalows intended for occupation by residents 55 years old and upwards provided by Livin Housing Association. The outer walls of the garages form the boundary treatments with the majority of the adjoining residential properties and these would be carried through with the development. The existing vehicular access from Bewick Crescent to the north would be utilised as well as a pedestrian only access from Emerson Way to the south.
70. The application site is within a locality regarded as semi-urban with primarily residential properties nearby. The site composes of a larger garage block to the south of the site, two smaller blocks to the northern boundary with a tarmac hardstanding between and is surrounded on all sides by the rear gardens of other residential properties. It is noted that currently only 5 of the 29 garages are rented and it is highly unlikely that they are used for the storage of a vehicle given their dimensions are now incompatible with most modern vehicles. A further garage, in the south-east corner is privately owned, is to be retained and is excluded from the development site on the Site Location Plan. No comments or objections to the proposal have been received from local residents.

71. The erection of four additional dwellings would be compatible with the surrounding area in accordance with criterion a of Policy 6 of the CDP and H1 of the GANP.
72. In terms of criterion b of policy 6, although the site is located within an enclosed area of land to the rear of a number of properties on three sides, the site has its own independent access to the site and would not be considered backland development requiring inappropriate access through residential gardens etc. In other respects the development does not represent ribbon development and there is not considered to be conflict with policy 6b in this regard.
73. The land is of limited visual merit and largely hidden from view in the wider townscape. The proposal seeks to upgrade the buildings and create an improved environment and as such the proposals would not be considered to conflict with policy 6c.
74. Criterion d, e and f are discussed in relevant sections below.
75. Although the provision of garages may be considered to provide a beneficial facility for surrounding properties, it is noted that there is little demand for them in the area. It is further noted that there have been no objections from surrounding residents with regards their loss. As such no conflict arises with part g of the policy 6
76. Policy 6h is discussed below. In terms of criterion i) and j), the proposed would be considered to reflect this element of the policy.

Locational Sustainability and Affordable Housing

77. Paragraph 104c of the NPPF advises that opportunities to promote walking, cycling and public transport use be identified and pursued, in turn, paragraph 105 states 'the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'
78. Criterion f) of Policy 6 requires development to have good access by sustainable modes of transport to relevant services and facilities and reflect the size of the settlement and the level of service provision within that settlement which is in line with the aims of the NPPF.
79. The application site is located within close distance to shops, services and public facilities within Newton Aycliffe with a small parade of shops as well as pubs being within 250m, the larger Aycliffe Shopping Centre being slightly further, and several regular bus routes being within 150-300m of the site.
80. Taking the above into consideration, officers consider that the location of the site is within a sustainable location capable of the development proposed, and therefore accords with Policy 6 f) of the CDP.

81. Objective 5 of the GANP seeks to ensure that future developments meet objectively assessed need, including the needs of residents and of good design, including; a) Providing affordable housing, b) Having sufficient suitable older persons' accommodation provided, c) Supporting the development of more two bedroomed accommodations, d) Avoiding small one bedroomed accommodation. (through the use of a multifunctional room), e) Ensuring adequate parking and storage is provided, f) Ensuring the green and open feel is maintained, all new development should include sufficient green space to retain the garden city framework of the 'Beveridge vision' and g) Ensuring all new developments are built to the highest possible energy efficiency standard, incorporating renewable energy measures, such as solar panels, where appropriate.
82. The current social and economic climate has led to an increase in demand for smaller/affordable and social housing. Although elements of this can be incorporated into larger developments, smaller sites such as this can still supply such demand. At the same time, now poorly utilised former garage block sites such as this are no longer in high demand due to their inappropriate size for modern vehicles and can often become the site of, or target of, anti-social behaviour. The development seeks to address both issues by reusing such a site to address the required housing demand.
83. Policy 15 (Addressing Housing Need) of the CDP seeks to ensure an adequate supply of affordable housing. The policy only applies to development sites of 10 dwellings or more and as such this proposal would not have to comply with this requirement. It is further noted that Policy 15 requires sites of 6 or more properties to provide accommodation which meets the Building Regulations Requirement M4(2) for accessibility and adaptable housing standards.
84. The proposed bungalows are specifically designed for older persons, would be constructed to Part M2 specification for accessibility, be able to achieve an 'A' EPC rating and provide compact, yet manageable garden spaces. The bungalows would be fitted with solar voltaic panels to supply the properties and heating would be via Air Source Heat Pump (ASHP). Whilst it is acknowledged that the spacing around the bungalows does not strictly comply with the requirements of the RAS SPD, in such a development as this, this could in fact be considered a positive. This will be addressed further in the relevant section, however it is considered the proposal entirely reflects to priorities of urban regeneration in criteria j of CDP Policies 6, 15, 29, policy H6 of the GANP and Part 14 of the NPPF.

Impact on character and appearance of the area

85. Paragraph 124 of the NPPF advises that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development, creating better places in which to live and work.
86. Policy 6 d) of the CDP states that development should be appropriate in terms of scale, design, layout and location to the character, function, form and setting of the settlement. Policy 29 relates to sustainable design, and states that all proposals will be required to achieve well designed buildings and places having regard to supplementary planning documents and contribute positively to an area's character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities; and create buildings

and spaces that are adaptable to changing social, technological, economic and environmental conditions and include appropriate and proportionate measures to reduce vulnerability, increase resilience and ensure public safety and security.

87. The area is predominately made up of red/brown brick, terraced, two storey dwellings and single storey bungalows, however there are many exceptions to the material palette within the immediate locale including rendered and clad properties. The application proposes conversion of garages, making use of the existing structures on site. Apart from a relatively minor increase in roof height to create a sloped roof finish, the scale of the buildings would remain the same and would not be perceived as an increased concentration of development in the area. The proposal is for 4no. two-bedroomed bungalows, three set out in a terrace formation to the south of the site and the remainder on the north side of the site. The bungalows are virtually identical to one another in terms of dimensions and appearance, with a mono pitched sloped roof along the length of the building, and finished in a mix of render and composite cladding weatherboard providing a contemporary appearance.
88. Each property would have its own small front garden and a privacy fence with planting would run along the centre of the gardens of the facing bungalows. A communal washing drier area, bike storage and bin storage area would be between the dwellings and the parking area, which would be to the east of the site, and would provide 8no. parking spaces as well as a visitor bay. The development would be an obvious modern addition to the estate, and it is considered that the introduction of this variation in materials palette would provide an element of interest in the area, and highlight the new residential use, as opposed to the previous utilitarian appearance of the garages. The overall development would not be readily visible to public view outside of the site itself.
89. Taking the above into consideration, it is considered that the proposed development would accord with Policies 6 and 29 of the CDP and Parts 12 and 15 of the NPPF.

Impact upon Residential Amenity

90. Paragraph 130 of the NPPF requires that planning decisions create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. Policy 31 (Amenity and Pollution) of the CDP displays broad accord with the aims of paragraph 130 in this regard and sets out that development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment and that they can be integrated effectively with any existing business and community facilities. Development will not be permitted where inappropriate odours, noise, vibration and other sources of pollution cannot be suitably mitigated against, as well as where light pollution is not suitably minimised. Permission will not be granted for sensitive land uses near to potentially polluting development. Similarly, potentially polluting development will not be permitted near sensitive uses unless the effects can be mitigated.
91. The proposals are a conversion of existing garage blocks, and apart from minor remodelling of the roof, (raising one end of each of the structures by 1.5 metres and the other by 0.4m), the impact on nearest residents east of the site would be limited,

as the basic relationship is already established. Any antisocial behaviour due to lack of surveillance would be expected to diminish or eliminated with the conversion to residential and provide some level of improvement of public safety to nearest residents. In this regard the reuse of the buildings for residential purposes would be considered acceptable against policy requirements.

92. The application site is located in a predominantly residential area and is not adjacent to a major road or source of significant noise. Whilst it is noted that there would be some disruption during the construction phase of the development, this would be for a short period of time and conditions would be attached to any approval granted regarding a construction management plan and working hours. The Environmental Health (Nuisance Action) team have offered no objection to the proposal, but given the surroundings, have, naturally requested a condition to be added in relation to controlling construction works/hours. This phase is expected to be fairly short given the level of development and as much of the buildings are constructed off-site.
93. In terms of living conditions for new residents, Cllr Adam raised some concerns in regard to the internal dimensions of the bungalows, as well as their spatial relationship with one another.
94. The site is naturally constrained by its relationship with the surrounding properties and their curtilages and as such is a fixed parameter. The bungalows are designed to specifically cater for a demographic where management of a larger garden and household is not desirable. The Nationally Described Space Standard (NDSS) provides guidance for the internal spatial requirements for new dwellings including overall floor area, storage space and bedroom space. In all aspects the proposed bungalows would meet the requirements of the NDSS.
95. Externally, two of the four proposed dwellings would face each other at close distance. However, they are 'handed' in internal layout/window arrangement rather than mirrored so the living rooms do not face each other and a timber/planted privacy screen is proposed which would prevent any direct overlooking. The direct separation distance would be 7 metres, which is a significant shortfall from the RAS SPD requirements of 18 metres between facing windows in bungalows. The individual circumstances in this case, however, provide an opportunity to make good use of low quality building blocks, by improving the appearance and maximising their use for bungalows, where there is an identified shortage through the county.
96. The likely occupancy of older persons, also usefully takes advantage of what would normally be regarded as a substandard residential relationship and allow passive security at the site to the benefit of future residents. It would be for future occupiers to decide whether the benefits of a close neighbour, mutual support and good passive security outweigh the closeness of a separate dwelling. It is considered that the proposal represents another alternative for personal preference, there being traditional semi-detached bungalows and an apartment block for older residents both close at hand on the estate, with the proposals adding to variety and choice. There would be no privacy/overlooking issues in relation to the existing surrounding properties as all of the fenestration for the bungalows is inward facing to the site, with the exception of 1no. high-level window in the east facing elevation of Plot 4. This would not allow views out due to its height above ground level, and in any case

would face onto the remaining private garage, substantial hedgerow and blank gable wall of no. 36 Emerson Way.

97. It is acknowledged there would be some Policy conflict in terms of separation distances, however overall it is considered the to comply with Policies 6, 29 and 31 of the CDP and Parts 12 and 15 of the NPPF.

Impact upon Highway Safety

98. Policy 21 (Delivering Sustainable Transport) of the CDP requires all development to deliver sustainable transport by: delivering, accommodating and facilitating investment in sustainable modes of transport; providing appropriate, well designed, permeable and direct routes for all modes of transport; ensuring that any vehicular traffic generated by new development can be safely accommodated; creating new or improvements to existing routes and assessing potential increase in risk resulting from new development in vicinity of level crossings. Development should have regard to the Parking and Accessibility Supplementary Planning Document and Strategic Cycling and Walking Deliver Plan.
99. Criteria f) of Policy 6 of the CDP states that development will not be prejudicial to highway safety or have a severe residual cumulative impact on network capacity.
100. Policy GANP H5 Provision of In-Curtilage Parking and Storage states that on properties where no garage provision has been made there must be a parking area, in curtilage and suitable provision for bicycle parking and/or storage will be encouraged.
101. Policy GANP T1 Parking Impacts on Existing Infrastructure sets out that development which includes reliance on existing streets shall not impact upon the safety of road users or have an adverse impact the character of the area, and that adequate provision be made in site to cater for parking and access, including visitors, deliveries service vehicles etc.
102. Concerns have been raised by Cllr Adam regarding narrow access to the site and the implications this could have on the future residents themselves, as well as for waste collection, delivery and service vehicles etc. Cllr Adam also considered it appropriate that the access road have parking restrictions applied to it and questioned the lack of EV charging points.
103. The proposal would utilise the existing vehicular access which connects the site to Bewick Crescent to the north. The road is approx. 3 metres in width and as such cannot accommodate two way traffic. The road is bordered by no.'s 97 and 99 Bewick Crescent and their curtilages and as such there is no opportunity to increase the width of the road.
104. Notwithstanding the Cllrs concerns, it is an indisputable fact that the road has served as an access for several decades for 30 garages, seemingly without significant incident. Approach speeds to the access would be minimal given the 90 degree turn required to access the road, which should provide sufficient time for drivers to react to one another, should a 'head to head' meeting present itself. Further it is considered that while the garages were in peak use, (i.e. when they were still fit for purpose), car journeys into and out of the site would have been greater for the number of garages sited there, than for the four proposed dwellings.

105. The Highways team have offered no objection to the proposal in this regard and consider the access road to be acceptable for its intended usage. Standard delivery vehicles e.g. Amazon vans as well as ambulances etc, should be able to manoeuvre in the proposed car park/hardstanding area, whereas larger delivery vehicles would be expected to make their drop offs on foot. In such a scenario this would offer the choice of access from either Bewick Crescent or Emerson Way.
106. With regard to the suggested parking restrictions, the agent for the application is amenable to such measures and it is suggested that some 'No Parking' signage would be added to the entrance of the site, however as of this time the details have not been supplied, and as such would be conditioned.
107. The garages are currently under used with only 5 of the 29 housing association garages being rented. Given the age of the garages and the size of vehicle they were intended to accommodate, it is highly unlikely that those few which are used are being so for the storage of a motor vehicle, and therefore it is not anticipated that the loss of the garages would have an impact on the nearby road network in terms of displacement of cars.
108. The DCC Parking and Accessibility SPD requires EV charging facilities to be provided with residential developments in order to help futureproof such sites. Initially the scheme was not supported by EV charging points as the site does not easily lend itself to such an arrangement with the parking spaces separated from the dwellings. Following discussions with the Highways team, case officer and Cllr Adam, the proposal has been updated to include 4no. chargers and as such is compliant with the SPD, while recognising this is also a requirement under The Building Regulations.
109. The parking SPD requires developers to provide an adequate amount of safe parking appropriate to the scale and location of the development. Two bedroomed dwellings are expected to provide 2no. off-street parking spaces and 1no. visitor parking space per 4 dwellings. Additionally, provision must be made for cycle/mobility scooter parking. As the proposal includes 8no. parking spaces, 1no. visitor space and an allocated bike storage area, the proposal meets the full requirements of the SPD.
110. In light of the above, it is considered that the development would be in accordance with the aims of Policies 6 and 21 of the CDP and Part 9 of the NPPF.

Ecology/Nutrient Neutrality

111. Policy 41 (Biodiversity and Geodiversity) restricts development that would result in significant harm to biodiversity or geodiversity and cannot be mitigated or compensated. The retention and enhancement of existing biodiversity assets and features is required as are biodiversity net gains. Proposals must protect geological features, have regard to Geodiversity Action Plans and the Durham Geodiversity Audit and where appropriate promote public access, appreciation and interpretation of geodiversity.
112. Development proposals where the primary objective is to conserve or enhance biodiversity or geodiversity will be permitted if they comply with other local plan policy. Development proposals which are likely to result in the loss of deterioration

of irreplaceable habitats will not be permitted unless there are wholly exceptional reasons and a suitable compensation strategy exists.

113. Policy 42 (Internationally Designated Sites) states that development that has the potential to have an effect on internationally designated sites, either individually or in combination with other plans or projects, will need to be screened in the first instance to determine whether significant effects on the site are likely and, if so, will be subject to an Appropriate Assessment.
114. Development will be refused where it cannot be ascertained, following Appropriate Assessment, that there would be no adverse effects on the integrity of the site, unless the proposal is able to pass the further statutory tests of 'no alternatives' and 'imperative reasons of overriding public interest' as set out in Regulation 64 of the Conservation of Habitats and Species Regulations 2017.
115. Where development proposals would be likely to lead to an increase in recreational pressure upon internationally designated sites, a Habitats Regulations screening assessment and, where necessary, a full Appropriate Assessment will need to be undertaken to demonstrate that a proposal will not adversely affect the integrity of the site. In determining whether a plan or project will have an adverse effect on the integrity of a site, the implementation of identified strategic measures to counteract effects, can be considered. Land identified and/or managed as part of any mitigation or compensation measures should be maintained in perpetuity.
116. Regarding Biodiversity Net Gain, a net gain in biodiversity will need to be achieved by the proposal. No tree/shrub/grass removal would be required to facilitate the development and the proposed landscaping arrangement would result in a BNG of 0.0301 habitat units from the four gardens to be created.
117. Under the Conservation of Habitats and Species Regulations 2017 (as amended) (Habitat Regs), the Local Planning Authority must consider the nutrient impacts of any development proposals on habitat sites and whether those impacts may have an adverse effect on the integrity of a habitats site that requires mitigation, including through nutrient neutrality. In this respect Natural England have identified that the designated sites of the Teesmouth & Cleveland Coast Special Protection Area/Ramsar (SPA) is in unfavourable status due to excess Nitrogen levels within the River Tees.
118. In this instance the development proposes the formation of 4no.dwellings, which would ultimately give rise to additional loading of nitrogen into the Tees catchment. Given the advice provided by Natural England, it is likely that in combination with other developments, the scheme would have a significant effect on the designated SPA/RAMSAR sites downstream both alone and in-combination. The Habitat regulations therefore require the Authority to make an 'Appropriate Assessment' of the implications of the development on the designated sites in view of the sites conservation objectives. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest (IROPI) and the necessary compensatory measures can be secured.
119. Nutrient Neutrality advice is provided by Natural England, including the provision of a Neutrality Methodology. This requires a nutrient budget to be calculated for all types of development that would result in a net increase in population served by a

wastewater system including residential development that would give rise to new overnight accommodation. In utilising the nutrient budget calculator produced by Natural England mitigation is identified as being required in order to achieve Nutrient Neutrality as the total annual nitrogen load to mitigate is 5.29kg TN/year. The application has been successful in reserving 5.29 credits from Natural England and has supplied its provisional certificate as part of the planning application. The Nutrient Neutrality Budget Calculator has been reviewed by the Ecology Team who are satisfied that the correct number of credits have been reserved by the development via Natural England in order to mitigate the proposals impact upon the Teesmouth and Cleveland Coast Special Protection Area/Ramsar to an acceptable level.

120. Subject to a condition to secure the submission of the completed Nutrient Neutrality Certificate from Natural England prior to the commencement of the development, the proposal would be in accordance with Policies 41 and 42 of the County Durham Plan and Paragraph 180 of the National Planning Policy Framework. The Authority can also satisfy itself under its obligations under the Conservation of Habitats and Species Regulations 2017 (as amended) and ensure that protected sites would not be adversely affected by the development.

Contaminated Land

121. Paragraph 178 of the NPPF advises that planning decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. Policy 32 (Despoiled, Degraded, Derelict, Contaminated and Unstable Land) of the CDP requires that where development involves such land, any necessary mitigation measures to make the site safe for local communities and the environment are undertaken prior to the construction or occupation of the proposed development and that all necessary assessments are undertaken by a suitably qualified person.
122. The Environmental Health (Contaminated Land) officer confirmed that due to the site changing to a more sensitive use that a Phase 1-3 land contamination scheme is required to be conditioned, as well as Phase 4 remediation strategy. These conditions would be pre-commencement in nature and would require the submission of a Discharge of Condition application(s).
123. It is considered with the inclusion of the appropriate conditions that the proposed development would accord with Policy 32 of the CDP and Part 15 of the NPPF.

Drainage

124. Policy 35 (Water Management) requires all development proposals to consider the effect of the proposed development on flood risk, both on-site and off-site, commensurate with the scale and impact of the development and taking into account the predicted impacts of climate change for the lifetime of the proposal. All new development must ensure there is no net increase in surface water runoff for the lifetime of the development. Amongst its advice, the policy advocates the use of SuDS and aims to protect the quality of water.
125. Policy 36 (Water Infrastructure) advocates a hierarchy of drainage options for the disposal of foul water. Applications involving the use of non-mains methods of drainage will not be permitted in areas where public sewerage exists. New sewage

and waste water infrastructure will be approved unless the adverse impacts outweigh the benefits of the infrastructure. Proposals seeking to mitigate flooding in appropriate locations will be permitted, though flood defence infrastructure will only be permitted where it is demonstrated as being the most sustainable response to the flood threat.

126. The proposed development would be connected to the mains sewer for the disposal of foul sewage and surface water would be connected to a soak away if the ground is suitable, alternatively surface water would also be connected to the main sewer. The car parking area would be laid with tarmac and there are areas of paving proposed around the perimeter of the dwellings. Although briefly mentioned in the Design and Access Statement, details of any permeable paving or attenuation systems are not provided and therefore a condition will be attached to any approval granted requesting specific details of the proposed hardstanding areas. It is therefore considered taking into consideration the proposed condition that the development would accord with Policies 35 and 36 of the CDP.

Broadband

127. Policy 27 requires all new residential and commercial development to be served by a high-speed broadband connection. This would need to be directly accessed from the nearest exchange and threaded through resistant tubing to enable easy access to the cable for future repair, replacement and upgrading. Where it can be demonstrated that this is not appropriate, practical or economically viable, developers would be encouraged to provide appropriate infrastructure to enable future installation.
128. The development would be located in a residential area. Similar requirement in terms of broadband connectivity and broadband connectivity would be delivered in this wider context. Details have been provided regarding the proposed broadband installation for the site which are considered acceptable. As such it is considered there would not be any significant constraints to delivering the connectivity in accordance with the requirements of Policy 27 of the CDP.

Additional matters

Fire safety

129. The proposed properties would be fully compliant with Part B of the Building Regulations in relation to fire safety requirements, with the inclusion of the appropriate smoke alarms, however it is further proposed that they would be fitted with sprinkler system fire suppression equipment (Automist) which would enhance the safety of the future occupiers in the event of a fire.

Public Sector Equality Duty

130. Section 149 of the Equality Act 2010 requires public authorities when exercising their functions to have due regard to the need to i) the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct, ii) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share that characteristic.

131. In this instance, officers have assessed all relevant factors and do not consider that there are any equality impacts identified.

CONCLUSION

132. It is considered that the benefits associated with the creation of four bungalows, where there is an countywide demand for such dwellings, in a highly sustainable location of innovative design, improving the visual amenities of the area are deemed to weigh significantly in favour of the proposal.
133. The adverse impact of the proposal relating to substandard levels of amenity for future residents provide weight against the proposal. The amenity standards however cannot be improved given the site characteristics and nature of the proposals to convert existing builds. Given that the overall aim is to bring existing buildings back into a beneficial use, meeting with national and local planning aspirations for affordable housing in sustainable locations, the adverse impacts identified would not significantly or demonstrably outweigh the benefits.
134. The proposal has not generated public interest with no letters of comment or objection received, save for that by Cllr Adam. The concerns raised have been taken into account and addressed within the report. On balance the concerns raised were not felt to be of sufficient weight to justify refusal of this application in light of the benefits of the scheme and the ability to impose conditions.
135. Overall, it is considered that the proposal is acceptable and complies with Policies 1, 6, 15 21, 27, 29, 31, 32, 35, 36, 41 and 42 of the County Durham Plan, Policies H1, H3, H5, H6 and T1 of the Great Aycliffe Neighbourhood Plan and Parts 2, 4, 5, 8, 9, 10, 11, 12, 14 and 15.

RECOMMENDATION AND CONDITIONS

That the application be **APPROVED** subject to the 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 accordance with the following approved plans.

Location Plan	ST-01-A-0005 P03	22/11/23
Boundary Plan	ST-01-A-0510 P05	06/10/23
Existing and Proposed Elevations	EL-01-A-0300 P05	06/10/23
Proposed Roof Plan	ST-01-A-0600 P01	06/10/23
Compliance Diagram	YY-A-0012 P01	06/10/23
Proposed Site Plan	ST-01-A-0500 P08	30/01/24

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policies 1, 6, 21, 27, 29, 31, 32, 35, 36, 41 and 42 of the County Durham Plan and Parts 2, 4, 5, 8, 9, 10, 11, 12, 14 and 15 of the National Planning Policy Framework.

3. Prior to the commencement of works a full Nutrient Neutrality certificate shall be submitted to the Local Planning Authority.

Reason: In order to ensure proper nutrient control of the site and to comply with the NPPF and Policy 43 of the County Durham Plan.

4. No development shall commence until a land contamination scheme has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be compliant with the YALPAG guidance and include a Phase 2 site investigation, which shall include a sampling and analysis plan. If the Phase 2 identifies any unacceptable risks, a Phase 3 remediation strategy shall be produced and where necessary include gas protection measures and method of verification.

Reason: To ensure that the presence of contamination is identified, risk assessed and proposed remediation works are agreed in order to ensure the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework. Required to be pre-commencement to ensure that the development can be carried out safely.

5. Remediation works shall be carried out in accordance with the approved remediation strategy. The development shall not be brought into use until such time a Phase 4 verification report related to that part of the development has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the remediation works are fully implemented as agreed and the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework.

6. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include as a minimum but not necessarily be restricted to the following:
 - A Dust Action Plan including measures to control the emission of dust and dirt during construction and demolition.
 - Details of methods and means of noise reduction/suppression.
 - Details of measures to prevent mud and other such material migrating onto the highway from all vehicles entering and leaving the site.
 - Designation, layout and design of construction access and egress points.
 - Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure.

- Details of provision for all site operatives for the loading and unloading of plant, machinery and materials.
- Details of provision for all site operatives, including visitors and construction vehicles for parking and turning within the site during the construction period.
- Details of the erection and maintenance of security fencing.
- Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.
- Management measures for the control of pest species as a result of demolition and/or construction works.
- Detail of measures for liaison with the local community and procedures to deal with any complaints received.

The management strategy shall have regard to BS 5228 "Noise and Vibration Control on Construction and Open Sites" during the planning and implementation of site activities and operations.

The approved Construction Management Plan shall also be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Reason: To protect the residential amenity of existing and future residents from the development in accordance with Policies 6, 29 and 31 of the County Durham Plan and Part 15 of the National Planning Policy Framework.

7. Before the dwellings hereby approved are occupied the domestic highway access crossing and parking spaces shall be constructed to highways standards in accordance with the approved plans and details, and thereafter they shall be used and maintained in such a manner as to ensure their availability at all times for the parking of private motor vehicles.

Reason: In the interests of highway safety in accordance with Policies 6 and 21 of the County Durham Plan and Part 9 of the National Planning Policy Framework.

8. Prior to the first occupation of the development hereby approved the bin collection point on Emerson Way as shown on the Proposed Site Layout Plan drg no. ST-01-A-0500 P08 (received 30/01/24) shall be constructed and completed and be made available for use.

Reason: In the interests of visual amenity and highway safety in accordance with Policies 6, 21 and 29 of the County Durham Plan and Parts 9, 12 and 15 of the National Planning Policy Framework.

9. Prior to the first occupation of the development hereby approved the EV charging units shown on the Proposed Site Layout Plan drg no. ST-01-A-0500 P08 (received 30/01/24) shall be installed and be made available for use.

Reason: In the interests of development futureproofing and highway safety in accordance with Policies 6 and 21 of the County Durham Plan and Parts 9 and 15 of the National Planning Policy Framework.

10. Prior to the first occupation the development hereby approved, details of all means of enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The enclosures shall be constructed in accordance with the approved details thereafter.

Reason: In the interests of the visual amenity of the area and to comply with Policy 29 of the County Durham Plan and Parts 12 and 15 of the National Planning Policy Framework.

11. In undertaking the development that is hereby approved:

No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0730 to 1800 on Monday to Friday and 0730 to 1400 on Saturday.

No internal works audible outside the site boundary shall take place on the site other than between the hours of 0730 to 1800 on Monday to Friday and 0800 to 1700 on Saturday.

No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays.

For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason: To protect the residential amenity of existing and future residents from the development in accordance with Policy 31 of the County Durham Plan and Part 15 of the National Planning Policy Framework.

12. 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 Policy 29 of the County Durham Plan and Part 12 of the National Planning Policy Framework.

13. No development shall commence until full drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme will include details of how surface water will be dealt within in site including any attenuation pipe, attenuation crates and porous/permeable paving.

Reason: To protect the residential amenity of existing and future residents from the development in accordance with Policies 35 and 36 of the County Durham Plan and Part 15 of the National Planning Policy Framework.

14. Before the dwellings hereby approved are occupied a means of notification of parking restriction along the access road shall be submitted to, and agreed in writing with the Local Planning Authority.

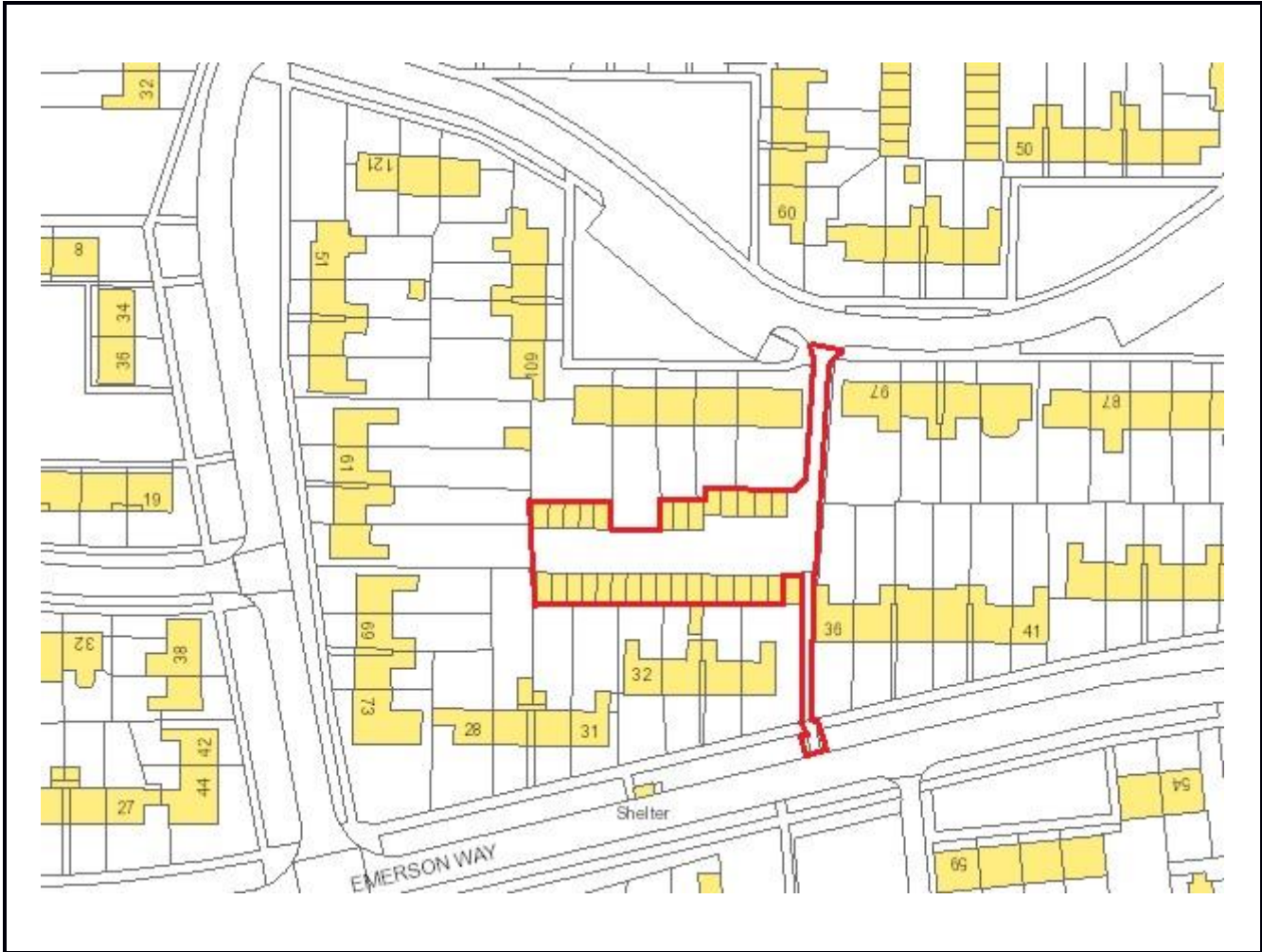
Reason: In the interests of highway safety in accordance with Policies 6 and 21 of the County Durham Plan and Part 9 of the National Planning Policy Framework.

15. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) details of any enlargement, improvement or other alteration to the dwelling(s) hereby approved and any buildings, including sheds, garages and glass houses to be erected within the curtilage of the dwellinghouse(s) shall be submitted to and approved in writing by the Local planning authority.

Reason: In order that the Local planning authority may exercise further control in this locality in the interests of the visual amenity of the area and to comply with Policy 29 of the County Durham Plan.

BACKGROUND PAPERS

- Submitted application form, plans, supporting documents and subsequent information provided by the applicant
- Statutory, internal and public consultation responses
- The National Planning Policy Framework
- National Planning Practice Guidance Notes
- County Durham Plan (2020)
- Residential Amenity Standards SPD (2023)
- Parking and Accessibility SPD (2023)
- Great Aycliffe Neighbourhood Plan



Planning Services

Conversion and alteration of existing garages to form 4no. bungalows including bin collection hardstanding
 Garage Block, Bewick Crescent, Newton Aycliffe
 Ref: DM/23/02935/FPA

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Comments		
Date 22 February 2024	Scale Not to Scale	