

Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	PL/5/2011/0221
FULL APPLICATION DESCRIPTION	CHANGE OF USE OF LAND TO A PRIVATE GYPSY AND TRAVELLER CARAVAN SITE (RESUBMISSION)
NAME OF APPLICANT	MR S LEE
SITE ADDRESS	LAND ON WEST SIDE SALTERS LANE SHOTTON
ELECTORAL DIVISION	
CASE OFFICER	Barry Gavillet 03000261958 dmcentraleast@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSAL

Site:

1. This application site lies in the countryside around 150 metres from the edge of the settlement of Shotton Colliery which lies to the south. There are residential properties approximately 150 metres away to the south in Shotton Colliery. Further along Salters Lane to the north there are numerous other buildings including mobile homes, agricultural buildings along with caravans and buildings associated with a caravan storage business. In addition, planning permission has recently been granted for eight new dwellings around 130 metres away across Salters Lane to the east although this has not yet been implemented.
2. The application site itself has an existing access from Salters Lane with wooden fencing either side and runs approximately 95 metres to the west before meeting the area where the mobile home and caravan would be sited. This area is currently enclosed by hedgerows and small conifers.

Proposal:

3. Planning permission is sought for the change of use of land to form a private gypsy and traveller caravan site. The proposal seeks permission to house a single traveller family on the site which would involve the siting of a mobile home and a caravan. Parking provision would be made on site for two vehicles with access being taken from Salters Lane from the east. The applicants have confirmed that foul drainage would be connected to the mains sewer.

4. The application is being reported to committee at the request of local members.

PLANNING HISTORY

5. 04/26 – Stable block. Refused 2004

PLANNING POLICY

NATIONAL POLICY:

6. 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.
7. 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’

The following elements are considered relevant to this proposal:

8. *NPPF Part 4* - states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. It is recognised that different policies and measures will be required in different communities and opportunities to maximize sustainable transport solutions which will vary from urban to rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
9. *NPPF Part 6* - states that housing applications should be considered in the context of a presumption in favour of sustainable development. Local Planning Authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create inclusive and mixed communities. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities, for example where development may support services and facilities in a nearby village.
10. *NPPF Part 7 – Requiring Good Design*. 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.
11. *NPPF Part 11* - states that the planning system should contribute to, and enhance the natural environment by; protecting and enhancing valued landscapes, recognizing the benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, preventing new and existing development being put at risk from unacceptable levels of soil, air, water or noise pollution or land instability, and remediating contaminated and unstable land.

12. *NPPF Part 12 – Conserving and Enhancing the Historic Environment.* Working from Local Plans that set out a positive strategy for the conservation and enjoyment of the historic environment, LPA's should require applicants to describe the significance of the heritage asset affected to allow an understanding of the impact of a proposal on its significance

Planning Policy for Traveller Sites

13. The Government's planning policy for traveller sites was also published in March 2012 along, and to be read in conjunction with, NPPF. This policy replaces ODPM Circular 04/2006: Planning for Gypsy and Traveller caravan sites.
14. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.
15. To help achieve the Government's aims in respect of traveller sites the following points are listed;
 - That LPAs should make their own assessment of need, for the purposes of planning and plan for sites over a reasonable timescale
 - To ensure that LPAs working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
 - That decision making should protect green belt from inappropriate development
 - To promote more private traveller sites
 - That decision taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
 - To increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
 - To enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
 - For local planning authorities to have due regard to the protection of local amenity and local environment
16. Local planning authorities should consider the following issues amongst other relevant matters when considering applications for travellers sites:
 - a) the existing level of local provision and need for sites
 - b) the availability (or lack) of alternative accommodation for the applicant
 - c) other personal circumstances of the applicant
 - d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites
 - e) that that they should determine applications for sites from any travellers and not just those with local connections
17. Local planning authorities should strictly limit new traveller site development in the open countryside that is away from existing settlements or outside areas allocated in the development plan. It should be ensured that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing undue pressure on local infrastructure.

18. When considering applications local planning authorities should attach weight to the following matters:
- a) effective use of previously developed (brownfield), untidy or derelict land
 - b) sites being well planned or soft landscaped in a way as to positively enhance the environment and increase its openness
 - c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas
 - d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community
19. Local planning authorities should consider how they could overcome planning objections to particular proposals using planning conditions or obligations.

Design of sites for Gypsies and Travellers (CLG guidance 2008)

20. Requires that the following criteria are met in respect of sites for gypsies and travellers:
- Access from properly surfaced roads
 - Hard standings for caravans and 6m separation distance between occupied caravans
 - Parking space for cars
 - Electricity and drinking water supplies
 - Washing facilities
 - Sewerage disposal
 - Refuse collections
 - Fire extinguishers
 - Boundary treatment

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>

REGIONAL PLAN POLICY:

21. The North East of England Plan - Regional Spatial Strategy to 2021 (RSS) July 2008, sets out the broad spatial development strategy for the North East region for the period of 2004 to 2021. The RSS sets out the region's housing provision and the priorities in economic development, retail growth, transport investment, the environment, minerals and waste treatment and disposal. Some policies have an end date of 2021 but the overall vision, strategy, and general policies will guide development over a longer timescale.
22. In July 2010 the Local Government Secretary signalled his intention to revoke Regional Spatial Strategies with immediate effect, and that this was to be treated as a material consideration in subsequent planning decisions. This was successfully challenged in the High Court in November 2010, thus for the moment reinstating the RSS. However, it remains the Government's intention to abolish Regional Spatial Strategies when the Orders have been made under section 109 of the Localism Act 2011, and weight can now be attached to this intention.

23. Policy 1 - Strategies, plans and programmes should support a renaissance throughout the North East
24. Policy 3 -The RSS recognises that climate change is the single most significant issue that affects global society in the 21st century. Policy 3 will seek to ensure that the location of development, encouraging sustainable forms of transport, encouraging and supporting use of renewable energy sources, and waste management all aids in the reduction of climate change.
25. Policy 4 - National advice and the first RSS for the North East advocated a sequential approach to the identification of sites for development, recognising the need to make the best use of land and optimize the development of previously developed land and buildings in sustainable locations.
26. Policy 7 - Seeks to promote the need to reduce the impact of travel demand particularly by promoting public transport, travel plans, cycling and walking, as well as the need to reduce long distance travel, particularly by private car, by focusing development in urban areas with good access to public transport.
27. Policy 8 - Seeks to promote measures such as high quality design in all development and redevelopment and promoting development that is sympathetic to its surroundings.
28. Policy 11 - States that proposals should support development of a vibrant rural economy whilst protecting the Region's environmental assets from inappropriate development.
29. Policy 24 - Refers to the need to concentrate the majority of the Region's new development within the defined urban areas, and the need to utilise previously developed land wherever possible.
30. Policy 30 - Advises that local authorities should carry out an assessment of the housing needs of gypsies, travelers and show people. Local development Frameworks should then provide the criteria following the plan, monitor and manage and adopt sequential approaches for the provision and release of pitched for the gypsy and travelling communities and, where appropriate, identify locations for these pitches.
31. Policy 31 - States that planning proposals should, sustain nationally, regionally and locally valued landscape

LOCAL PLAN POLICY:

District of Easington Local Plan

32. Policy 1- Due regard will be had to the development plan when determining planning applications. Account will be taken as to whether the proposed development accords with sustainable development principles while benefiting the community and local economy. The location, design and layout will also need to accord with saved policies 3, 7, 14-18, 22 and 35-38.

33. Policy 3 - Development limits are defined on the proposal and the inset maps. Development outside 'settlement limits' will be regarded as development within the countryside. Such development will therefore not be approved unless allowed by other policies.
34. Policy 35 - The design and layout of development should consider energy conservation and efficient use of energy, reflect the scale and character of adjacent buildings, provide adequate open space and have no serious adverse effect on the amenity of neighbouring residents or occupiers.
35. Policy 36 - The design and layout of development should ensure good access and encourage alternative means of travel to the private car.
36. Policy 37 - The design and layout of development should seek to minimise the level of parking provision (other than for cyclists and disabled people).
37. Policy 38 - The design and layout of development should have due regard to personal safety and security of property, particularly in hours of darkness.
38. Policy 72 - The development of permanent, temporary or transit accommodation for travellers will not be allowed in the Green Belt, the coastal zone or on visually intrusive sites in the countryside. Consideration will be given to distance to local services, access arrangements and amenity of people living and working in the vicinity.

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.durham.gov.uk/Pages/Service.aspx?ServiceId=7534>

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

39. Northumbrian Water – no objections
40. Environment Agency – no objections subject to the foul drainage being connected to the mains sewer.
41. Durham Constabulary – no objections, similar sites in other areas have proved to be successful.

INTERNAL CONSULTEE RESPONSES:

42. Planning Policy – no objections. The proposal is in general compliance with the general principles of development as set out in policy 1, 35 and 72.
43. Environmental Health – no objections.
44. Ecology Officer – no objections.
45. Tree Officer – no objections. Landscaping scheme should be imposed.
46. Highways Officer – no objections subject to conditions requiring a suitable visibility splay being provided at the access to Salters Lane.

PUBLIC RESPONSES:

47. The application has been advertised in the local press and through the erection of site notices on and around the site. Neighbour consultation letters have also been sent to adjacent properties.
48. No responses have been received from surrounding residents.
49. A local County Councillor has raised concerns regarding the proliferation of this type of development along Salters Lane and the impact that the proposals would have on the recently approved Persimmon Homes development of 175 houses.

APPLICANTS STATEMENT:

50. A request has been made for an applicants statement however no response has been received to date.

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://planning.easington.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=114133>

PLANNING CONSIDERATION AND ASSESSMENT

51. Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004 the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, the main planning considerations are; the principle of the development, impact on visual amenity and the character and appearance of the area, impact on residential amenity, highway safety, proximity of local services and transport links, provision and layout of services and any other matters.

Principle of the Development

52. The Government's Planning Policy for Traveller sites was published in March 2012 along with, and to be read in conjunction with the NPPF. This policy replaced the ODPM Circular 04/2006: Planning for Gypsy and Traveller caravan sites.
53. The Government is seeking to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life, whilst respecting the interests of the settled community. The Government requires that LPAs should make their own assessment of need for the purposes of planning, and plan for sites over a reasonable timescale to meet need through the identification of land for sites in order to address under provision and maintain an appropriate level of supply. The government is promoting more private traveller sites, and wishes to increase the number of traveller sites in appropriate locations, in which travellers can access services and infrastructure.
54. In July 2007 the 'Gypsy and Travellers Needs Assessment', identified a County Durham wide requirement for 61 additional pitches to offset current shortfall and for a further 37 pitches to accommodate household formation up until 2015. These cannot be provided on existing gypsy sites given the need to upgrade these sites, concluding that between 3-5 small permanent sites (with up to 12 pitched each) should be identified through the Local Plan.

However an update to this work is currently ongoing and this would not be finalised in the near future to enable it to influence current planning decisions. The current situation at the public sites in the County is that there is no spare capacity and the rate of turnover is generally low. It has been recognised at appeal that there is a demonstrable unmet need in the county.

55. The County Durham Plan Preferred Options suggests that work on a Gypsy and Traveller Development Plan Document will commence in 2012, although no adoption date is set. It is understood that this document is likely to deal with sites which can accommodate in excess of 15 pitches.
56. The site is not located in the green belt, although is located within the open countryside of which new traveller sites, away from settlements should be strictly limited. In this respect though, the government highlights its primary concern as the importance of ensuring that the scale of such sites does not dominate the nearest settlement. Policy 3 of the Local Plan seeks to prevent development in the countryside, other than that allowed through other policies. Policy 72 seeks to restrict sites in the countryside that are visually intrusive and policy 1 requires development to be located within the settlement boundaries.
57. It is noted that the Government's Traveller Policy does not prevent the provision of sites in the open countryside, per se, nor does the Local Plan policy prevent sites that are *not* visually intrusive. Nevertheless, clearly there is a strong presumption in favour of the continued protection of the open countryside.
58. A key consideration in the determination of this application is weighting the protection given to safeguarding the intrinsic qualities of the countryside whilst also promoting social inclusion and recognising the needs of all groups of society. In this respect Paragraphs 50 and 51 of the NPPF require that everyone should have the opportunity to live in a community where they want to live, a wide choice of high quality homes that people want and need should be delivered and the creation of sustainable, inclusive and mixed communities is encouraged
59. Firstly it must be recognised that the Local Plan fails to identify suitable locations for Gypsy-Traveller sites, in line with the requirements of National Planning Guidance. The unmet need for sites and unmet provision across the County along with no solid plan direction, coupled with the Governments requirements for the provision of more private sites is a substantial material consideration in assessing this proposal.
60. Having identified the need requirement for a site and the importance attached to providing these to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure, any site to come forward must be appropriate in terms of its compatibility with other planning issues. In particular due regard must be given to the protection of local amenity, the local environment and landscape, highway safety and in respect of the location of the site in terms of its proximity of local services and transport links.
61. Although the proposal would be in conflict with policy 3 of the Easington Local Plan the principle of development is broadly supported by the recent and more up to date policy 50 of the NPPF and Policy H of the CLG document- Planning Policy for Traveller Sites. It is therefore considered that only limited weight can be afforded to policy 3 of the Easington Local Plan. In the circumstances, it is considered that the principle of the development is acceptable.

Impact upon Visual Amenity and the Character and Appearance of the Area

62. Policy 35 requires that development should reflect the scale and character of adjacent buildings and the area generally, provide adequate open space, appropriate landscape features and screening, and not be visually intrusive. Policy 1 reflects this in that development should be of a high standard of design and landscaping which relates well to the natural and built features of the site, the surrounding area and adjacent land uses. National guidance expects due regard to be had to the protection of the local environment.
63. Concern raised by local councillors regarding the cumulative impact that the addition of this site will have in combination with the proliferation of sporadic cumulative development that has already taken place along this strip of road is noted. However, there are multiple existing structures along a large length of Salters Lane including mobile homes, a caravan storage business, and agricultural buildings which all detract from the openness of the countryside. This particular application is only around 150 metres away from the built up area of Shotton and would be seen in the context of many existing buildings and would therefore have very little additional impact.
64. The presence of hedging and existing and proposed tree planting, together with the variety of different buildings in the immediate locality, to which the development would be seen in the context of, would assist in reducing any negative visual impact. The inclusion of screen planting and a maintenance regime would assist over time, to reduce the slight negative impact on the surrounding area. If planning permission were granted conditions could ensure appropriate species and location of planting to maximise this benefit (as encouraged by paragraph 25 of the national traveller policy). This judgement is also made in the context of paragraph 109 of the NPPF which seeks the protection of valued landscapes, which is interpreted as, those areas designated nationally and locally for their landscape value, as opposed to general countryside such as the application site. The NPPF thus appears to set a higher bar in terms of general protection.
65. Given the location of the proposal and its surroundings, and the additional landscaping that can be required though a planning condition, it is not considered that the proposed development would result in a harmful impact to the locality in landscape and visual terms, thus not having a degree of prominence that would appear incongruous in its setting and therefore would not conflict with policies 1, 35 and 72 of the Local Plan.

Impact on Residential Amenity

66. Policies 1, 35 and 72 of the Easington Local Plan aim to safeguard the general amenity of people living and working within the vicinity of the site and the existing use of adjacent land or buildings in terms of privacy, visual intrusion, noise or other pollutants.
67. The closest residential properties to the site are approximately 150 metres away to the south east, in addition to this planning permission has been granted for 8 dwellings across Salters Lane to the east approximately 130 metres away. These properties would have a minimal view of the site due to it being set back approximately 95 metres from the main road and being surrounded by hawthorn and blackthorn hedge which would ensure that the amenities of these properties are not substantially affected. In addition to the existing hedge, a landscaping condition should be imposed which ensures further screening

68. Given the above considerations and subject to mitigating conditions it is considered that the proposal would not significantly adversely affect the amenities of these properties over and above that which would be expected in a rural fringe location, having consideration for the types of uses that would be found in such a location.
69. In respect of amenity, the application is considered to comply with the requirements of policies 1, 35 and 72 of the Easington Local Plan as well as paragraph 123 of the NPPF. This policy seeks to mitigate and reduce to a minimum, adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions. It also seeks to protect areas of tranquillity which have remained undisturbed by noise. Given the existing properties, buildings and uses located within the immediate vicinity of the site it is not considered the site would fall into this description.

Highway Safety

70. The Highways Officer requires that further junction visibility splays be constructed and the existing vehicular access within the public highway upgraded at the entrance before the use commences. The former will be dealt with by planning condition, and the latter by an informative. Subject to the undertaking of this additional work at the entrance point the Highways Officer considers that the access for the level of vehicular use anticipated at the site is acceptable.
71. The undertaking of this additional work would ensure that a satisfactory access capable of serving the amount and nature of traffic to be generated will be created as required by policies 1, 35 and 36 of the Local Plan and in line with paragraph 35 of the NPPF. It is intended that a safe and secure layout which minimises conflict between traffic, cyclists and pedestrians would be secured. It is considered that there is satisfactory space within the development for the parking of vehicles as required by policy 37 of the Local Plan.

Proximity of Local services and Transport Links.

72. A well established key objective of planning policy carried through into the NPPF is to achieve a sustainable form and pattern of development which prioritises directing new development to existing main settlements to ensure access to and support for services and to reduce the need to travel by linking development to key facilities and services. Paragraph 55 requires that new homes in rural locations should be located close to facilities as far as possible.
73. The application site is located on the edge of Shotton which provides an adequate range of community services and facilities including shops, schools, transport links and health services. It is therefore considered the proposal accords with the requirements of policy 72 of the Local Plan and paragraph 55 of the NPPF, in this respect.

Provision and Layout of Services.

74. Neither Northumbrian Water or the Environment Agency have raised objections to the proposals on the basis that the foul drainage connects to the mains sewer. The applicants have confirmed that this would be the case and a suitably worded condition should be imposed to ensure that this takes place.

Human Rights

75. Human Rights legislation provides for the 'right to respect for private and family life' (Article 8 of the Human Rights Convention). That right is not absolute, however, but qualified and the Local Planning Authority is consequently legitimately able to take into account other factors in determining whether to grant or refuse planning permission. Any decision however must be 'necessary and proportionate'. Generally this means the Local Planning Authority must balance the public interest against the applicant's personal circumstances.
76. Consequently it is concluded that the applicants' personal circumstances have been considered and weighed against the public interest. Planning policy generally aims to protect the interests of the public and therefore as the proposals have been assessed and justified against relevant local and national planning policies, a properly balanced opinion has been made.

CONCLUSION

77. The consideration of this proposal is a matter of balance between the aims of the development plan weighed against the Governments Planning Policy for Travellers. Whilst proposals should be determined in accordance with the Development Plan, the NPPF and the Governments Planning Policy for Traveller Sites sets out more up to date guidance which takes precedence in this instance.
78. The application is for one pitch involving a mobile home and single caravan for use by travellers, a group protected by the Race Relations Act, and afforded rights relating to provision of accommodation sites under the Governments Planning Policy for Traveller Sites.
79. There is a need for approximately 60 sites for Gypsies and Travellers within Durham County. There is no capacity at other sites within the County. There are no current plans for new Council sites and a development plan document regarding site allocation is not expected until mid 2014 at the very earliest. This need carries significant weight in line with the Governments Planning Policy for Travellers. The policy encourages the provision of private sites in appropriate locations.
80. The personal needs of the applicant attract significant weight. Access to healthcare and education is easier from a settled location. There are no allocated Traveller sites available in County Durham and no prospect of sites being allocated in the near future
81. The site is not so remote that it should weigh significantly against the proposal. It is close enough to benefit from the services and facilities within Shotton. The site can be served by adequate provision of essential services.
82. There would be no undue harm to highway safety as a result of the development. Junction visibility can be satisfactorily dealt with by a suitably worded condition, ensuring compliance with the relevant policy to the satisfaction of Highway Officers.
83. It is considered that, subject to mitigating conditions the proposed development would not significantly adversely affect the amenity and living conditions of adjacent residential occupiers.

84. The proposed development would not impact on wildlife or protected species.
85. It is not considered that the proposed development would result in a harmful impact to the locality in landscape and visual terms, therefore not having a degree of prominence that would appear unduly incongruous in its setting such as to conflict with policies 1, 35 and 72 of the Local Plan.
86. Subject to the suggested conditions it is considered that the proposals are acceptable.

RECOMMENDATION

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; Location Plan received 7.12.2011, Site Layout Plan received 28.10.2011
Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policies 1 & 35 of the District of Easington Local Plan.
3. This permission does not authorise the use of the land as a caravan site by any persons other than gypsies and travellers, as defined in 'Annex 1: Glossary of the Planning Policy for Traveller Sites (CLG 2012)'
Reason: In order to control the use of the site in accordance with Annex 1: Glossary of the Planning Policy for Traveller Sites (CLG 2012)
4. No more than one caravan, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, and one mobile home shall be stationed on the site at any one time.
Reason: In the interests of the amenity of the area in accordance with policies 1, 35 and 72 of the Easington Local Plan.
5. The mobile home or caravan hereby approved shall not be occupied until such time as 2.4 x 120 metres junction sight visibility splays have been constructed in both directions at the vehicular access onto the B1280 Salters Lane, the sight lines shall be maintained in perpetuity thereafter with no obstructions to the visibility at any height greater than 600mm
Reason: In the interests of highway safety having regard to policy 36 of the Easington Local Plan.
6. Before the first occupation of the site details of the arrangements for refuse storage shall be submitted to and approved in writing by the Local planning authority. The bin stores shall be constructed and available for use within three months of the occupation of the site.

Reason: In the interests of the appearance of the area and to comply with Policies 1, 35 and 72 of the Easington Local Plan

7. The development hereby approved shall be carried out in accordance with the e-mail dated 1st March 2012 submitted by Dr. Angus Murdoch which states that all foul drainage will be directed to the mains sewer network.

Reason: To prevent pollution of the water environment in accordance with the National Planning Policy Framework part 11.

8. 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 policies 1 and 35 of the District of Easington Local Plan.

9. 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 first occupation 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 policies 1 and 35 of the District of Easington Local Plan.

REASONS FOR THE RECOMMENDATION

1. The development was considered acceptable having regard to the following development plan policies:

DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN
DISTRICT OF EASINGTON LOCAL PLAN

ENV03 - Protection of the Countryside
ENV35 - Environmental Design: Impact of Development
ENV36 - Design for Access and the Means of Travel
ENV37 - Design for Parking
ENV38 - Designing Out Crime
GEN01 - General Principles of Development
HOU72 - Control of sites for travellers

NATIONAL PLANNING POLICY FRAMEWORK

NPPF Part 11 - Conserving and Enhancing the Natural Environment.

NATIONAL PLANNING POLICY FRAMEWORK

NPPF Part 4 - Promoting Sustainable Transport

NATIONAL PLANNING POLICY FRAMEWORK

NPPF Part 6 - Delivering a Wide Choice of High Quality Homes.

NATIONAL PLANNING POLICY FRAMEWORK

NPPF Part 7 - Requiring Good Design.

REGIONAL SPATIAL STRATEGY

Policy 1 - (North East Renaissance)

REGIONAL SPATIAL STRATEGY

Policy 11 - Rural Areas

REGIONAL SPATIAL STRATEGY

Policy 24 - (Delivering Sustainable Communities)

REGIONAL SPATIAL STRATEGY

Policy 3 - (Climate Change)

REGIONAL SPATIAL STRATEGY

Policy 30 - Improving Inclusivity and Affordability

REGIONAL SPATIAL STRATEGY

Policy 31 - Landscape Character

REGIONAL SPATIAL STRATEGY

Policy 4 - (Sequential Approach)

REGIONAL SPATIAL STRATEGY

Policy 7 - (Connectivity and Accessibility)

REGIONAL SPATIAL STRATEGY

Policy 8 - (Protecting and Enhancing the Environment)

In particular the proposed development was considered acceptable having regard to guidance contained within the National Planning Policy Framework, Planning Policy for Gypsy Sites, relevant RSS policies, and Policies of the Easington Local Plan.

The development was also considered acceptable having regard to consideration of the main issues of the principle and location of the development, its visual and landscape impact, impact on highway safety, impact on ecology and the amenity of adjacent occupants and uses.

In respect of the concerns raised regarding harm caused to the locality in landscape and visual terms, it is not considered that the proposals would have a degree of prominence that would appear unduly incongruous in its immediate setting and therefore would not conflict with policies 1, 35 and 72 of the Easington Local Plan

BACKGROUND PAPERS

Submitted Application Forms, Plans and supporting Design and Access Statement

National Planning Policy Framework

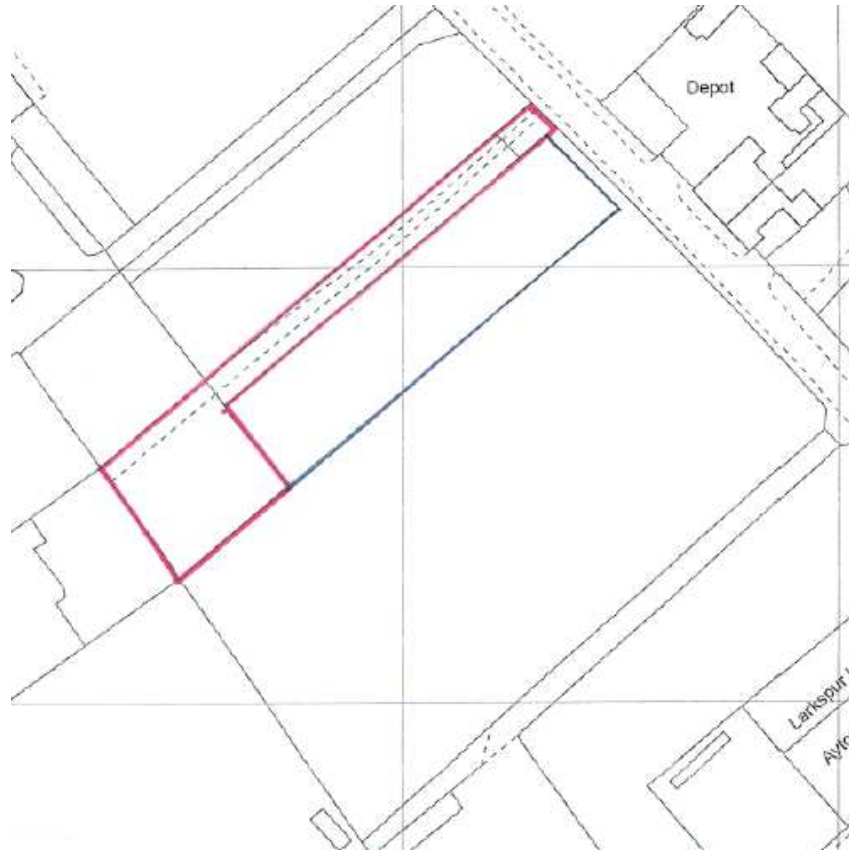
Government Planning Policy for Traveller Sites

Design of sites for Gypsies and Travellers (CLG guidance 2008)

North East of England Plan Regional Spatial Strategy to 2021 (RSS) July 2008

District of Easington Local Plan

Consultation Responses



Planning Services

Proposed CHANGE OF USE OF LAND TO A PRIVATE GYPSY AND TRAVELLER CARAVAN SITE (RESUBMISSION) at LAND ON WEST SIDE SALTERS LANE, SHOTTON PL/5/2011/0221

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 July 2012	Scale