
APPLICATION DETAILS

APPLICATION No:	3/2013/0019
FULL APPLICATION DESCRIPTION:	Outline application for the erection of two dwellings
NAME OF APPLICANT:	Dunelm Homes Ltd
ADDRESS:	Land at Barrington Street, Toronto, Bishop Auckland
ELECTORAL DIVISION:	Bishop Auckland
CASE OFFICER:	Paul Hopper, Planning Officer 03000 263946, paul.hopper@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

The Site

1. The application site is a predominantly rectangular parcel of land covering an area of 0.2 hectares situated immediately to the east of Barrington Street, Toronto. The site is currently open land which is primarily used as grazing for agricultural purposes. The site is flanked to the west by a row of terraced properties at Barrington Street which face towards the application site. The existing Crook to Bishop Auckland bypass (A689) is located to the north of the site, along with an existing bungalow to the south and agricultural fields to the east.
2. Barrington Street falls away from south to the north and has a change in level of around 6 metres throughout the length of the street. While this fall is generally mirrored by the application site, land does fall away more steeply immediately to the north of the Park View to the south of the site and from east to west into what was presumably the former clay pit. As such at this point the site lies approximately 5 metres below the level of the adjacent road.
3. The application site is situated within the settlement limits of Toronto as defined in the Wear Valley District Local Plan and is not allocated for any other purpose.

The Proposal

4. Outline planning permission is sought for the erection of two dwellings on the site with all matters reserved. While indicative layout and elevation plan details have been provided showing a bungalow and a two storey, split level property (which would be built into the existing level change), all matters are reserved including access, appearance, landscaping, layout and scale.

5. The application is reported to the South West Area Planning Committee at the request of Councillor Zair, and in order that the committee can assess the potential impact of the proposal upon ecology, access and highway safety and flooding.

PLANNING HISTORY

6. An application (3/2006/0304) for the erection of ten terraced and two detached dwellings, was submitted in 2006 but was subsequently withdrawn.

PLANNING POLICY

NATIONAL POLICY

7. In March 2012 the Government published the National Planning Policy Framework (NPPF). The framework is based on the policy of sustainable development and establishes a presumption in favour of sustainable development. Three main dimensions to sustainable development are described; economic, social and environmental factors. The presumption is detailed as being a golden thread running through both the plan-making and decision-taking process.
8. However, the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. Planning Policy Statements and Planning Policy Guidance Notes are cancelled as a result of the NPPF coming into force.
9. The NPPF outlines in paragraph 19 that significant weight should be placed on the need to support economic growth through the planning system. Paragraph 6 of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 goes on to set out the three dimensions to sustainable development: economic, social and environmental. The economic role is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
10. Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development. Paragraph 17 contains the 12 core land-use principles that planning should underpin decision-taking. These include:
 - be genuinely plan-led, empowering local people to shape their surroundings;
 - proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs;
 - always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
 - encouraging the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value;
 - promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform

many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);

- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and,
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The above represents a summary of the NPPF considered most relevant the full text may be accessed at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

REGIONAL PLANNING POLICY

11. 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.
12. 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 Orders have been made under section 109 of the Localism Act 2011, and weight can be attached to this intention. The following policies are considered relevant:
13. *Policy 2 (Sustainable Development)* seeks to embed sustainable criteria through out the development process and influence the way in which people take about where to live and work; how to travel; how to dispose of waste; and how to use energy and other natural resources efficiently.
14. *Policy 3 (Climate Change)* 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.
15. *Policy 4 (Sequential Approach to Development)* seeks to adopt a sequential approach to the identification of land for development to give priority to previously developed land and buildings in the most sustainable locations.
16. *Policy 7 (Connectivity and Accessibility)* 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.

17. *Policy 8 (Protecting and Enhancing the Environment)* seeks to promote measures such as high quality design in all development and redevelopment and promoting development that is sympathetic to its surroundings.
18. *Policy 24 (Delivering Sustainable Communities)* 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.
19. *Policy 38 (Sustainable Construction)* sets out that in advance of locally set targets, major developments should secure at least 10% of their energy supply from decentralised or low-carbon sources.
20. *Policy 54 (Parking and Travel Plans)* seeks to support the delivery of improved public transport throughout the Region, the promotion of travel plans and the provision and pricing of parking will be essential. Key elements include the marketing of public transport, cycling, walking and car sharing in trying to influence travel behaviour.

The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.gos.gov.uk/nestore/docs/planning/rss/rss.pdf>

LOCAL PLAN POLICY:

21. *Policy GD1 (General Development Criteria):* All new development and redevelopment within the District should be designed and built to a high standard and should contribute to the quality and built environment of the surrounding area.
22. *Policy H3 (Distribution of Development):* New development will be directed to those towns and villages best able to support it. Within the limits to development of towns and villages, as shown on the Proposals Map, development will be allowed provided it meets the criteria set down in Policy GD1 and conforms to the other policies of this plan.
23. *Policy H24 (Residential Design Criteria):* New residential developments and/or redevelopments will be approved provided they accord with the design criteria set out in the local plan.
24. *Policy T1 (General Policy – Highways):* All developments which generate additional traffic will be required to fulfil Policy GD1 and, provide adequate access to the developments; not exceed the capacity of the local road network; and, be capable of access by public transport networks.

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

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

25. *The Highway Authority* originally raised concerns regarding the lack of any adoptable turning area beyond the junction of Barrington Street and Church Street. The applicant has revised the scheme to demonstrate that the required turning head could be accommodated within the site and as such the Highway Authority offers no objections to the application, subject to the inclusion of an appropriate condition requiring the provision of such a turning head.

26. *Northumbrian Water Limited* notes that the increase in surface water generated by the development which will enter the public sewer system will be minimal and that the sewer will be able to accommodate these further flows.
27. *Bishop Auckland Town Council* object on the grounds that the proposed access would be difficult and could adversely affect other residents, that the development would result in the unacceptable loss of wildlife habitat and would displace existing standing water which would spill onto the nearby highway.

INTERNAL CONSULTEE RESPONSES:

28. *Ecology Section* originally advised that a Phase 1 Habitat Assessment should be undertaken to assess the existing ecological value of the site. The applicant has since undertaken the required survey and subsequently no objection is offered to the proposals subject to the inclusion of a condition requiring checks for breeding birds if vegetation is to be removed during the bird breeding season.
29. *Tree Officer* notes that the site appears to be largely scrub and rough pasture with no mature trees and as such offers no objections to the proposal.
30. *Public Rights of Way Officer* notes the location of Public Right of Way No 86 to the north of the site but advises that this should not be affected by the proposed development and as such, no objection is offered to the application.
31. *Flooding and Coastal Protection Section* has provided advice in relation to a sequential approach to surface water disposal, and has recommended the imposition of a planning condition to control such matters.

PUBLIC RESPONSES:

32. The application has been advertised on site and neighbour notification letters sent to surrounding properties. In response, ten letters and a 21 signature petition from some 11 households (most of whom have written in separately) have been received raising objection to the application. The reasons for objection are summarised below:
33. Residential Amenity: The vegetation which would be removed as part of the proposal provides a natural screen to attenuate the noise from the A689 to the north, if this is removed noise nuisance would increase. The increased noise from construction traffic would have an adverse impact upon residential amenity. The proximity of the proposed houses to those existing along Barrington Street would have an adverse impact upon existing privacy levels.
34. Design and Visual Impact: Views of the site are extensive from the surrounding area and the appearance of the split level arrangement creates an overly dominant addition to this side of Barrington Street. In addition the proposed materials do not appear in accordance with the general character of the area and serve to create an incongruous and discordant addition to the streetscene. The existing dry stone wall is in poor condition and as such would be likely lost as part of the proposals.
35. Highways and Access: On street parking is limited along Barrington Street and the proposed development would exacerbate this existing problem. The street is very narrow and as such any further development would have an adverse impact upon access and highway safety, particularly during the construction phase. During winter months exiting the street is only possible if residents clear the street themselves.

36. Ecology: No Phase 1 Habitat Survey has been undertaken and as such it is impossible to assess the impact upon the existing ecological value of the site. The development would have an adverse impact on, and ultimately result in the loss of, existing wildlife habitat, particularly in relation to breeding birds.
37. Flooding and Drainage: The site is prone to standing water within the southern part into which most of the surface water run-off from the surrounding area drains. Any development would displace this water into the surrounding area and residential properties.
38. Need and Sustainability: There is no need for additional housing within Toronto which has no services or amenities. The proposed design does not show any element of affordable housing and as such it is unlikely that there will be any market for the houses once built. One resident has noted guidance contained within the National Planning Policy Framework and considers the proposal to be in conflict with the contents of this Framework.
39. Other Issues: The proposal would result in a loss of view from properties at Barrington Street and as a result would have an adverse impact upon property values. In addition one resident has raised specific issue with other development undertaken by the applicant in the Toronto area which was subject to amendment after planning permission was initially granted. Further issue has been raised in relation to the need to relocate existing utility supply and the impact that this would have upon existing properties.

APPLICANTS STATEMENT:

40. As agent for the applicant Dunelm Homes, we have approached the site with a view to firstly securing approval via an outline application for the principle of development on the site for two dwellings.
41. The site falls within the settlement boundary of Toronto as detailed in the former Wear Valley Local Plan and we understand that this remains the prevailing development control document for planning purposes at this time. We are aware that previous proposals on the site in 2006 by Dunelm Homes for 12 houses were withdrawn but this was at a time where the over riding national planning policy guidance was based upon a sequential approach to land delivery enshrined in PPS3 and this has now been superseded by the new NPPF document that has a direction of travel that advocates a principle approach in favour of development. The application submitted seeks to minimise the volume of development considerably to two units, and thus the impact on traffic generation, massing and infrastructure that development of the site will have.
42. With regard to ecological concerns, we have undertaken a phase one ecology survey that has been submitted to the Councils ecology officer, and no objection has been raised by them given the findings of this study. Issues in respect of drainage and flooding have also been raised however the site is not within a designated Environment Agency flood zone and Northumbrian Water have raised no objections, we are confident that following a full engineering assessment all surface water and foul sewerage from the site can be discharged without issue.
43. The submitted plans are purely indicative and will be subject to the results of a site survey that will establish the exact finished floor levels and ridge heights, but by using the levels of the site, the proposal will be to construct two bungalows in massing terms.

44. Access arrangements have been discussed with the highways officer in detail, and we have agreed to construct a turning head to adoptable standards within the site boundary that will connect to the already adopted highway, and we understand that this addresses previous concerns raised by the highways officers in relation to the historic application for 12 units that was withdrawn. It is the intention to ensure, as highlighted by the indicative proposals, that all parking required by the newly constructed dwellings will be accommodated within the curtilage of the site and no over spill will occur onto Barrington Street.

The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file.

PLANNING CONSIDERATIONS AND ASSESSMENT

45. Having regard to the requirements of section 38(6) of the Planning and Compulsory Purchase Act 2004 development plan policies and relevant guidance, and all other material planning considerations, including representations received, it is considered that the main planning issues in this instance relate to the principle of development, impact on residential amenity, visual impact, highway issues, ecology and drainage.

Principle of development

46. This application proposes residential development on land to the east of Barrington Street, Toronto which is within the settlement limits for Toronto as defined by the Wear Valley District Local Plan.

47. The National Planning Policy Framework (NPPF) sets out the Governments overarching objectives for the planning system, promoting sustainable development as a key objective. Paragraph 49 of the NPPF explains how housing applications should be considered in the context of the presumption in favour of sustainable development, and Paragraph 111 of the NPPF explains how planning policies and decisions should encourage the effective use of land through the re-use of land that has been previously developed, providing it is not of high environmental value.

48. In planning policy terms the application site lies within the settlement limits of Toronto and its development for housing would therefore accord with Local Plan Policy H3 which seeks to direct new development to those towns and villages best able to support it and would be broadly consistent with the aims of the NPPF. Objectors consider that Toronto is not able to support additional housing, highlighting the lack of facilities available within the village. Whilst it is acknowledged that Toronto has little in the way of local services there is a direct and regular bus service to nearby Bishop Auckland which is located 0.6 miles to the south east, which offers a range of shops and services. Therefore, while this is not a location where a large scale new residential development could be supported, it is considered that the two dwellings would not put any unacceptable pressure on existing local services or lead to unsustainable travel patterns, and as such, could be appropriately accommodated.

49. Objectors have also highlighted that there are other sequentially preferable sites elsewhere where new development could be accommodated. While previous national planning guidance contained a requirement to adopt a sequential approach to considering new housing sites and that greenfield sites would only be acceptable where brownfield sites are unlikely to be developed in the short term, this requirement is not reflected in the NPPF, and cannot now be used to justify refusal of the scheme.

50. For the above reasons, it is considered that the development is acceptable in principle, in accordance with the aims of the NPPF and the requirements of Local Plan Policy H3.

Residential amenity

51. Concerns have been raised by local residents in relation to the impact of the proposal on residential amenity, particularly loss of privacy, an increase in noise both post development and during the construction phase. While it is noted that site layout and appearance are not matters to be determined at this stage, it is considered that the proposal in its outline form demonstrates that adequate separation distances could be achieved between the two proposed dwellings and the nearest residential properties along Barrington Street and Park View. In this regard the proposal would accord with the 21 metre separation distance between windows to habitable rooms advised as a guide in Local Plan Policy H24. However, such separation distances can be controlled at the reserved matters application stage. It is therefore considered that in terms of amenity space the applicant has demonstrated that sufficient provision could be achieved to the front and rear of the properties, in accordance with other relevant guidance contained in this policy.

52. Residents have raised concerns regarding an increase in potential noise nuisance resulting from the proposed loss of existing vegetation which they consider currently attenuates noise generated by the A689 to the north. In this regard it is noted that an area of mature planting currently exists immediately to the south of the A689 and that this would remain post development. This area of planting offers existing noise attenuation in relation to the A689.

53. Notwithstanding this, the semi mature nature of the vegetation currently within the site, and its position adjacent to the southern boundary, is such that it holds little noise attenuation value and its loss would not result in any adverse impact upon the amenity of adjacent occupiers in this regard. In addition the mass of the proposed dwellings would serve to attenuate noise from the A689 to the extent that it is considered that there would not be any net increase to noise audible from those properties at Barrington Street post development. In terms of potential noise nuisance during the construction phase, the hours of construction can be adequately restricted through the inclusion of appropriate planning condition and as such it is considered that the development would not have an adverse impact on the amenity of nearby residents in accordance with the requirements of Local Plan Policy GD1.

Visual Impact

54. Concerns have been raised by local residents who consider the indicative designs to be an incongruous and discordant addition in the street and unsympathetic to the surrounding area. While details of appearance is not a matter for consideration as part of this application, it is noted that the proposed layout would take a form that would continue the existing building line established by the property to the south at Park View, and would reflect some of the vernacular architecture displayed locally. Although the final design, appearance and scale of the properties is reserved for future consideration, the illustrative plans show one single storey and one split level property of modern design that would relate satisfactorily to neighbouring properties and would not appear out of keeping within the surrounding street scene.

55. The proposed development is therefore considered to be acceptable in terms of its visual impact, such that a scheme can be achieved which would be in keeping with the surrounding area and therefore in accordance with Local Plan Policy GD1.

Highway Issues

56. Objections have been received in relation to parking provision, access and impact of upon highway safety, both post development and during construction.
57. Submitted plans show two indicative access points directly from Barrington Street to the west and include private driveways with enough space to accommodate at least two vehicles per dwelling, thus making it unlikely that the dwellings would create additional demand for on-street parking. It is noted that the existing utility pole situated to the western boundary of the site would need to be relocated in order to accommodate the proposal. Several residents have raised concerns regarding the need to relocate/reposition this utility equipment and the potential disruption to existing supply. In this regard the applicant has confirmed that the required works would be subject to agreement by the relevant utility provider, although it is noted that at this stage formal agreement is not yet in place.
58. The application has been amended to provide a layout which incorporates an appropriate turning head within the northwest corner of the site and from which access to the northernmost dwelling would be gained. Access to the southernmost dwelling would remain as originally proposed, directly from Barrington Street.
59. The Highway Authority has raised no objection to the proposal based on the above amendments to include a turning head and has confirmed that the proposal would therefore be acceptable in highways terms. In relation to the impact of the development upon existing parking provision they note that the relatively large plots proposed would be capable of accommodating the parking demand created by each of the two dwellings. While it is acknowledged that the width of Barrington Street is narrowed by on street parking, it is considered that it remains capable of serving the two proposed dwellings and includes sufficient space for vehicles to enter and leave each dwelling while a vehicle is parked on-street at Barrington Street.
60. Pedestrian access to Barrington Street would remain unchanged and be gained by the existing footpath provision along its western side.
61. While details of layout and access are reserved for future consideration, it is considered that suitable access, layout and parking provision could be provided, and as such, the proposals satisfy the requirements of Local Plan Policies GD1 and T1.

Ecology

62. The application site is currently occupied by a number of shrubs and hedges although none of the vegetation within the site is currently subject to any formal legislative protection. Notwithstanding the above, and on the advice of the Ecology Section, a Phase 1 Habitat Survey has been undertaken across the site which found that none of the habitats present are UK or Durham Biodiversity Plan (BAP) priority habitats or that there was any evidence of protected species using the site. However, the survey does note that the habitats present are potentially suitable for a small number of foraging bats and breeding birds. The results of the survey have been provided to the Ecology Section, who subsequently offered no objections to the proposals subject to a condition requiring pre-clearance checks for breeding birds by an appropriately qualified individual prior to the clearance of vegetation, if undertaken during the bird breeding season. Subject to the appropriate condition, the proposed development is considered to be acceptable in terms of ecological impact, and as such accords with the NPPF and the requirements of Local Plan Policy GD1.

Drainage

63. Objectors have noted that standing water collects at the site and appears to be a result of its previous use as a clay pit, and that the development would displace this water to the surrounding area. Northumbrian Water offers no objection, being satisfied that additional surface water generated by two dwellings would be limited and could be accommodated by the existing drainage network, in the event that a soakaway or infiltration system, for example, as highlighted by the Flooding and Coastal Protection Section, cannot be used. A condition to control the means of surface water disposal is therefore proposed, alongside a condition to control the details of hardstanding areas to ensure they are permeable so as not to lead to surface water run-off. Notwithstanding the above, it is noted that the topography of the site is such that any surplus surface water would follow the natural topography which falls away from surrounding properties to the north east.

Other Matters

64. In addition to objections referred to above, residents have raised concerns regarding previous developments undertaken by the applicant particularly that they will seek to increase the total number of houses if outline planning permission is granted. While not a material planning consideration it is noted that the application relates to two detached properties only, and as such the application should be considered on this basis. Any increase would be subject to planning permission and would be publicised as such with opportunity provided for interested parties to comment.

65. Objections were also raised to the loss of existing views enjoyed by those properties along Barrington Street and that this would have an adverse impact upon the property prices of surrounding dwellings. While it is understandable for residents to have such concerns, these matters are not material planning considerations to which any weight can be attached in determination of this planning application.

CONCLUSION

66. The site is located within the settlement limits of Toronto and would therefore accord with the requirements of Local Plan Policy H3, and would accord with the aims of the NPPF which includes a presumption in favour of sustainable development.

67. The layout, while indicative and not subject to detailed consideration at this stage, demonstrates that adequate separation distances can be achieved between properties to safeguard residential amenity. The appearance of the development would be considered at a later stage, however, it is considered that a form of development can be achieved that would be in keeping with the character of the area. Access could be provided onto Barrington Street to the west with no adverse impact to highway safety as a result.

RECOMMENDATION

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

1. Application for approval of reserved matters shall be made to the Local planning authority before the expiration of three years beginning with the date of this permission and the development must be begun not later than the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the date of approval of the last of the reserved matters to be approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. Approval of the details of access, appearance, layout, landscaping and scale (hereinafter called "the reserved matters") shall be obtained in writing from the Local planning authority before any development is commenced.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

3. The development hereby approved shall be carried out in strict accordance with the following approved plans: Site Location Plan received 24 January 2013.

Reason: To define the consent and ensure that a satisfactory form of development is obtained.

4. Notwithstanding any details of materials submitted with the application no development shall commence until details of the make, colour and texture of all walling and roofing materials have been submitted to and approved in writing by the Local planning authority. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the appearance of the area and to comply with policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007.

5. Prior to the commencement of the development details of the surface treatment and construction of all hardsurfaced areas shall be submitted to and approved in writing by the Local planning authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of the appearance of the area and to comply with policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007.

6. Any on site vegetation clearance should avoid the bird breeding season (March to end of August), unless the project ecologist undertakes a checking survey immediately prior to clearance and confirms that no breeding birds are present. The survey shall be submitted to and approved in writing by the Local Planning Authority prior to the removal of vegetation during the bird breeding season.

Reason: In order to ensure ecological interests are safeguarded in accordance with policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007.

7. Prior to the commencement of development details of means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The enclosures shall be constructed in accordance with the approved details.

Reason: In the interests of the visual amenity of the area and to comply with policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007.

8. No development shall commence until details of a scheme for surface water drainage have been submitted to and approved in writing by the Local planning authority. The development thereafter shall be carried out in accordance with the approved details.

Reason: To ensure proper drainage of the site in accordance with Paragraph 103 of the National Planning Policy Framework.

9. Construction works; including excavations, deliveries, ground works; on the site shall be restricted to the hours of 08:00 hrs to 18:00 hrs Monday to Fridays and 08:00 hrs to 13:00 hrs Saturdays. Construction works; including excavations, deliveries, ground works; shall not be undertaken on Sundays and Bank Holidays.

Reason: In the interests of the amenity of nearby residents in accordance with policy GD1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007.

REASONS FOR THE RECOMMENDATION

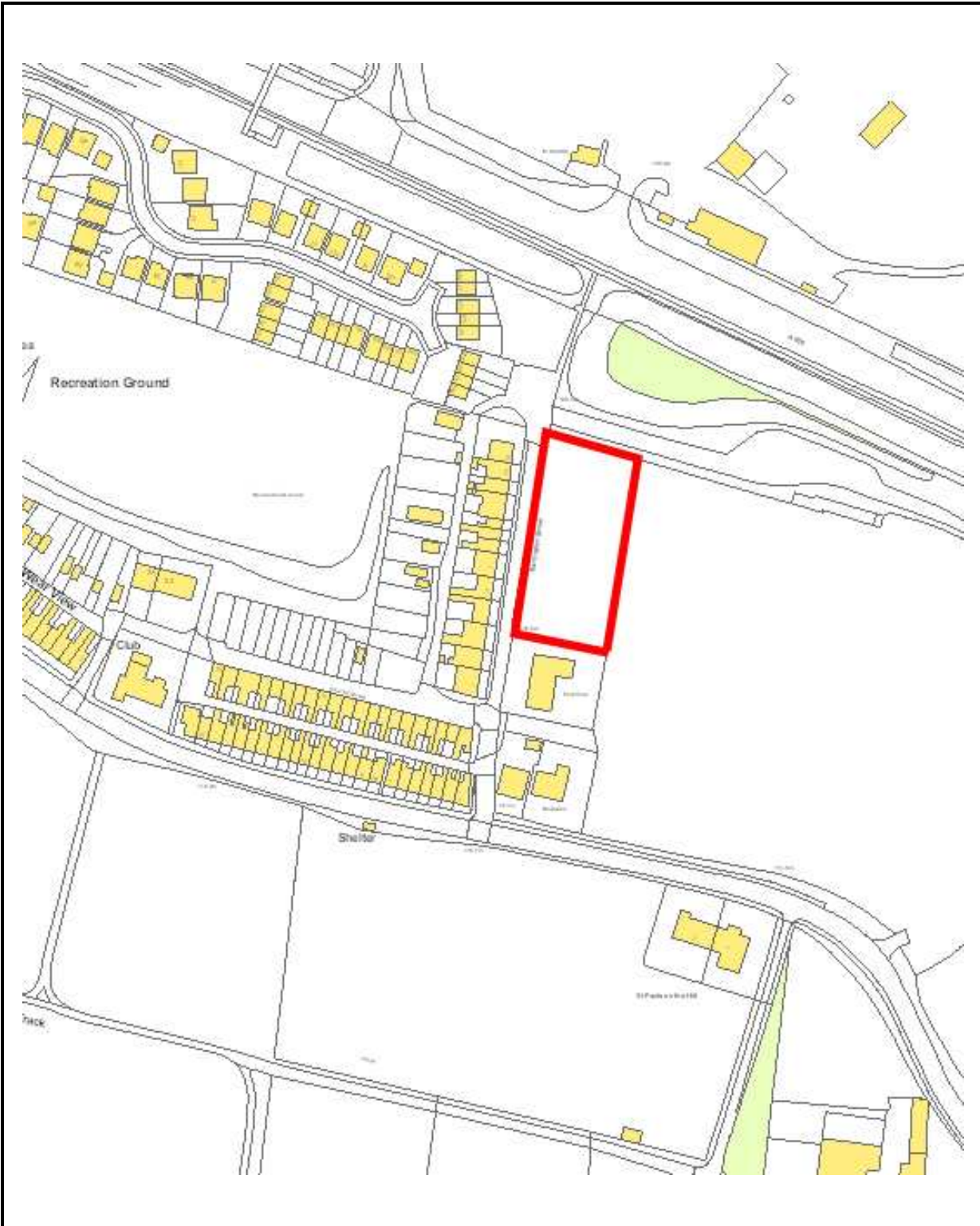
1. The proposal is acceptable in relation to policies GD1, H22, H24 and T1 of the Wear Valley District Local Plan as amended by Saved and Expired Policies September 2007 and guidance contained within the National Planning Policy Framework.
2. In particular, the development is considered acceptable in principle, while the amenity of residents would not be adversely affected and there would be no detriment to highway safety.
3. In arriving at this recommendation, the public consultation responses received have been considered, however, on balance, the issues raised are not considered sufficient to warrant refusal, and matters can be considered further through the submission of reserved matters and through the imposition of planning conditions.


STATEMENT OF POSITIVE AND PROACTIVE WORKING

The local planning authority has acted in a positive and proactive manner in raising issues of access, highway safety and ecology at an early stage in the application process, thus allowing the applicant to revise the scheme and ensuring expedient determination.

BACKGROUND PAPERS

- Submitted Application Forms and Plans, Design and Access Statement and Ecology Habitat and Protected Species Risk Assessment
- National Planning Policy Framework
- North East of England Plan Regional Spatial Strategy to 2021 (RSS) July 2008
- Wear Valley District Local Plan
- Responses from Highway Authority, Northumbrian Water and Bishop Auckland Town Council
- Internal responses from Public Rights of Way, Tree Officer, Flooding and Coastal Protection and Ecology Section
- Public Consultation Responses



 <p>Durham County Council</p> <p>Planning Services</p>	<p>Outline application for the erection of two dwellings with all matters reserved</p>	
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