

Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO	PL/5/2012/0284
FULL APPLICATION DESCRIPTION	DEMOLITION OF FORMER CO-OP BUILDING & ERECTION OF 9 NO. RESIDENTIAL UNITS
NAME OF APPLICANT SITE ADDRESS	SENECA INVESTMENT & DEVELOPMENT EX CO-OP BUILDING, STATION LANE, WINGATE, TS28 5DG
ELECTORAL DIVISION CASE OFFICER	BLACKHALLS Allan Fenwick 03000 261 957 dmcentraleast@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSAL

Site:

1. The application site relates to the former Cooperative building situated within the settlement boundary of Station Town and is located approximately one mile to the south of Wingate. The site accessed from an unclassified highway (Station Lane) which overlooks the classified B1280 highway (Station Road) from a screened elevated position and is divided into two equal areas by a rear access road leading to adjacent residential properties fronting onto Station Lane and its car park.
2. The site is bounded to the northwest by terraced properties on Station Lane and to the northeast by detached properties within Rodridge Park. There are a number of community facilities and services nearby including shops, schools, healthcare facilities and transport links.
3. Whilst it is acknowledged the building is not a high quality example of art-deco style architecture, the vacant premises has historic interest as an older building with some external and internal features. Therefore, the building has been identified as a non-designated heritage asset. It is understood the art deco style building is a reworking of an earlier building of a similar footprint which previously occupied the site and was built sometime during the 1920's and 1930's. It is further understood the building was disposed of by the Cooperative Society in the 1980's and although partially used for storage and office use since, has been vacant and redundant for a number of years.

Proposal:

4. Full planning permission is sought for the demolition of the existing building and the erection of nine, two-storey, three bedroomed dwellings. The development will comprise of three different house types, each with their own private gardens to the

front and rear complemented with parking provision in the form of twelve off-street parking and private garaging spaces.

5. A terrace of six properties will be built upon the footprint of the demolished building and an additional three detached properties will be erected on the former car park area. The dwellings will be two-storey, faced in facing brickwork and constructed with tiled pitched roofs complemented with PVC windows and composite doors.
6. This application is presented to Committee in response to a request from County Councillor Rob Crute with regard to non-specific highway concerns

PLANNING HISTORY

97/174: Change of Use from Undertakers to Factory: Approved 16/05/1997

PLANNING POLICY

NATIONAL POLICY

7. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant
8. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve ‘core planning principles’
9. The following elements are considered relevant to this proposal:
 10. Part 1 - The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future
 11. Part 4 - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas
 12. Part 6 - To boost significantly the supply of housing, applications should be considered in the context of the presumption in favour of sustainable development
 13. Part 7 - The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning

14. Part 10 - Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development
15. 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

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

16. *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*
17. 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
18. Policy 2 - 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
19. 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
20. 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
21. 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

22. Policy 30 - Improving Inclusivity and Affordability sets out that developments should provide a range of housing types and sizes responding to the needs of all members of the community as well as addressing affordability issues

LOCAL PLAN POLICY

District of Easington Local Plan

23. 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
24. 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
25. Policy 36 - The design and layout of development should ensure good access and encourage alternative means of travel to the private car
26. Policy 37 - The design and layout of development should seek to minimise the level of parking provision (other than for cyclists and disabled people)
27. Policy 67 - Housing development will be approved on previously developed land within settlement boundaries of established towns or villages provided the proposal is of appropriate scale and character and does not conflict with other policies in the plan

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:

28. Northumbrian Water: No comment
29. Parish Council: No objection to proposal subject to the retention of bollards

INTERNAL CONSULTEE RESPONSES:

30. Archaeology: No objection subject to condition
31. Design and Conservation: No objection subject to condition
32. Ecology: No objection subject to informative
33. Environmental Health: Not yet received (consulted 26/10/2012)
34. Highways: No objection subject to informative

PUBLIC RESPONSES:

35. Thirty four neighbour notification letters were sent to residential properties adjacent to the application site and a site notice was posted adjacent to the application site
36. Three letters of objection have been received from local residents. The issues raised are concerned with rights of way and demolition of building

APPLICANTS STATEMENT:

37. During the consideration period for this application a number of issues have been raised by consultees which this statement will hopefully attempt to address:

- 1) The occupier of No 20 Roderidge Park states that they have rights of way into the side boundary of their house at two points from the current car park area
The applicants solicitors have checked all the title plans and deeds for the land in question. These contain no references to any rights of way or access from the car park to No 20 Roderidge Park

- 2) The occupant of No 1 Station Lane which directly abuts the gable end of the current Co-Op building at its northern end have requested information regarding the risk management of the demolition of the building and its effect on their property

Mr O Donnell from Seneca Homes has already visited Mr and Mrs Wardle to assure them that they will be fully consulted before and during the proposed works and that their property will be left structurally sound and weather tight at all times

- 3) The Parish Council raised the issue regarding the vehicular access to the site

This will remain unaltered. The bollards currently closing Station Lane to the South of the site will remain in place allowing vehicle access from the North only

- 4) A local Councillor has expressed non-specific highway issues relating to the development

The Applicants response is that during the design process they have liaised closely with Philip Thompson of Durham County Highways and have agreed a number of measures to improve the highway safety relating to the site, namely:

- a) The current narrow restriction to the rear lane has been removed and the highway width has increased from its current 4.2metres to 5.7metres, for the full length of the site

- b) A full 1.8metre footpath with improved 6metre turning radius at its junction with Roderidge Park has also been added to the right hand side of the Lane, for the full length of the site

- c) Improved turning radii and a full sized parking lay-by have also been added to the South of the site

- d) In addition as already mentioned current access from Station Lane will remain unchanged with access from the North only, due to the retention of the bollards closing off the southern access

PLANNING CONSIDERATION AND ASSESSMENT

DETAILED PLANNING CONSIDERATION:

38. 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, it is considered that the main planning issues in this instance relate to the principle of development with regard to planning policies, the scale, layout and design of the development, the demolition of the former Cooperative building, highways issues and the objections received.

Planning Policy

39. Saved Policy 67 of the District of Easington Local Plan allows for windfall development on previously developed sites within the settlement boundaries, provided that the scheme is appropriate in scale and character and does not conflict with other policies in the plan. This proposal seeks to redevelop a brownfield parcel of land within the settlement boundary of Station Town. The proposal is considered to constitute an efficient use of land with good access to services and public transport in accordance with the principles of the National Planning Policy Framework (NPPF) which establishes a presumption in favour of sustainable development. The proposal is re-using land within a sustainable location and as a result the development is considered to accord with this overarching aim of the National Planning Policy Framework.
40. The RSS sets out the broad development strategy to 2021 and beyond. It identifies broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles.
41. The locational strategy for the North East region, enshrined in Policy 6 of RSS, aims to support the development and redevelopment of the two city regions (Tyne & Wear and Tees Valley). This will be achieved by concentrating the majority of new development and house building in the conurbations, main settlements and regeneration towns, whilst allowing development appropriate in scale within secondary settlements. The locational strategy acknowledges the need to ensure the success of the region's housing market restructuring initiatives, the reuse of previously developed land and a reduction in the need to travel to access work, services, and facilities.
42. The RSS recognises that in County Durham, the towns in the regeneration areas continue to be the main focus for development and recognises the importance of ensuring that the function and vitality of these places is protected and enhanced.
43. In identifying land for development, Local Planning Authorities should adopt a sequential approach to the identification of land for development. This approach is enshrined in Policy 4 of the RSS. Together with policies 6 and 10 the focus should be on increasing housing development within urban areas and the priority should be suitable previously-developed sites and buildings in urban areas ahead of greenfield sites. Whilst this policy is primarily aimed at plan-making, it is considered that the principles can equally be applied to planning proposals such as this one.

44. As part of the on-going production of the 'The County Durham Plan', a 'Settlement Study' has been carried out. This study looks at the amenities within the settlements across County Durham, including public transport, public and private services, and access to jobs. The findings indicate that Station Town is a secondary settlement. The conclusion which can be drawn from this is that the village is generally well served by services and facilities, greatly contributing to its sustainability.
45. Overall, in terms of the proposals accordance with planning policy, it is considered that due to the site being located on previously developed land within a settlement boundary close to community facilities, shops, schools and public transport links, it is considered to be in a highly sustainable location for residential development. In terms of the NPPF, this advises that there should be a presumption in favour of sustainable development such as the one proposed. Officers therefore consider the principle of bringing this site forward for residential development is acceptable.

Scale, Layout and Design of the Development

46. Saved policy 35 of the District of Easington Local Plan states that the design and layout of development should 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. In addition to this, guidance in the Local Plan sets out the Council's standards for the layout of new residential development. Amongst other things, new dwellings must be appropriate in scale, form, density and materials to the character of their surroundings. The impact on the occupants of existing nearby properties should be minimised. These policies and guidelines are reflected in part 7 of the NPPF which also requires good design and the protection of residential amenity.
47. Generally, the proposals have been well designed to create a well connected, accessible development which reflects the scale and character of the existing dwellings that surround the site. The proposed layout has been well thought out. The terrace of six properties has been adjusted to respect the building line of the adjacent terrace and the house types have been amended to form a more attractive and consistently detailed elevation. The three detached properties will complement the size and scale of the existing detached properties in the adjacent cul-de-sac; two residential units will respect the staggered building line and the remaining residential unit will front onto the back lane. It is considered that the development of traditional three bedroomed homes would complement its surroundings.
48. In terms of amenity and the privacy of existing and future residents, guidance in the District of Easington Local Plan requires main elevations which face each other to have a separation distance of 21 metres whilst the distance between main elevations and gables should be at least 13.5 metres. In all instances the distancing standards to existing residents which surround the application site are acceptable. Within the site, there are minor instances where these standards are not met. For example, the distance between the rear elevations of the terraced properties (Plots 1 and 2) and the front elevation of the detached property (Plot 9) is approximately 19m. In turn, the distance between the rear elevations the detached properties (Plots 7 and 8) and the gable elevation of the detached property (Plot 9) is approximately 11.6m. In both instances, the separation distances are 2m less than the minimum distancing standards which, on balance are considered relatively small shortfalls. However, given the site constraints, and that no existing residents would be affected, the proposals are considered to be in accordance with saved District of Easington Local Plan policy 35 and NPPF part 7.

Demolition of Former Cooperative Building

49. Paragraph 135 of the NPPF advises that the impact of development on a non-designated heritage asset should be taken into account, based on a balanced judgement of the significance of the asset and scale of harm or loss proposed.
50. It is acknowledged the former Cooperative building does have some historic interest but is not of sufficient quality to be considered eligible for national listing and its significance derives from elements of the external architecture such as stone detailing and surviving interior features such as the historic door furniture and a decorative tiled butchers area to the rear.
51. On balance, the significance of the building is not considered to be of such high quality that demolition should be opposed. However, salvage and resale of the surviving historic door furniture and a photographic recording of the interior of the building should be required prior to demolition.
52. When assessing the proposal to demolish Cooperative building, it must be accepted a number of factors are against its retention; as a large structure designed to house a small 'department' store, it is perhaps not suitable for residential conversion. There are also structural issues associated with damp. Water ingress throughout has caused damage to the fabric of the building that needs immediate attention. The features that make this building historically interesting are not necessarily part of the building fabric or architectural style.
53. In summary, it is not the structure which is particularly remarkable, rather its movable fixtures and fittings. It is also clear attempts have been made to find alternative uses (offices and storage facilities for example) and that these have failed to secure an economically viable future for the building. In light of this, demolition of the building should not be challenged. The most interesting room seems to be the tiled butcher shop area, with its animal wall paintings but these have been badly affected by new light fittings truncating the painted tiles. Further historically interesting features throughout the building have suffered damage associated with water ingress/damp and functional re-design and re-fit spanning a long period.
54. Any building proposed for demolition needs to be assessed for its potential to include protected species such as bats and birds. The Applicant will also need to apply to Natural England for a Licence as legislated under Regulation 41 of The Conservation of Habitats and Species Regulations 2010 and Section 9 of the Wildlife and Countryside Act 1981. With this in mind, it is considered fair and reasonable that an 'informative' will be attached to any decision issued by the Local Planning Authority. The informative will inform the Applicant of their duty to apply for a Licence prior to the demolition of the former Cooperative building.

Highways Issues

55. The overall car parking provision for the nine proposed dwellings would be twelve car parking spaces. This would include two integral side garages and would result in an acceptable level of car parking provision. Highways officers have confirmed that the proposed layout is a practical design and the proposals would be deemed to be acceptable from a highways point of view. The bollards currently closing Station Lane to the southeast of the site will remain in place and will allow access to and

from the site to the northwest only. As such, the proposals are considered to accord with saved policies 35 and 36 of the District of Easington Local Plan.

Objections Received

56. Three letters of objection have been received from nearby residents. The main issues raised relate to the demolition and loss of the building and rights of way over the application site.
57. The occupier of 20, Rodridge Park suggests they have rights of way into the side boundary of their house at two points from the existing rear car park. However, the Applicant has confirmed that their solicitor has checked all Title Plans and Deeds and can find no reference to any rights of way or access.
58. The occupants of 1, Station Lane which directly abuts the gable end of the former Cooperative building have requested information regarding the risk management of the demolition of the building and its potential effect upon their property. It is understood representatives from the Applicant have visited the property and have assured the residents that they will be consulted prior to the commencement of any works and during the construction period to ensure their property will remain structurally sound and weather tight at all times.
59. Whilst the Local Planning Authority is sympathetic to the concerns of both residents, ultimately these are 'civil issues' to which the Local Planning Authority has no jurisdiction and is a matter for the Applicant and residents to pursue and resolve amicably between themselves.
60. The resident of 12b, Station Lane believes the former Cooperative building is a historic building and its loss should be recorded by means of visual recording. As discussed earlier in the report, both archaeology and conservation officers have suggested a photographic recording of the building should be made and would be subject to condition of any approval.

CONCLUSION

61. Overall it is considered that the proposals are in accordance with the relevant planning policies. The proposed residential development is in a highly sustainable location on a brownfield site, with good access to public transport, local shops and other community facilities.

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 documents. Application Form, Design and Access Statement, Location Plan, Drawing Number SJR12:15/02 and Drawing Number SJR12:15/04 received 19/07/2012. Bat Survey Report, Desk Top Study Report received

26/10/2012. Heritage Statement received January 2013. Drawing Number SJR12:15/01A received 10/02/2013. Drawing Number SJR12:15/03/A received 11/03/2013.

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. No development shall commence until a photographic record of the exterior and interior of the building has been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the character of the Listed Building in accordance with Part 12 of the National Planning Policy Framework

4. No development shall take place until the Applicant, or their Agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a mitigation strategy document prepared by Durham County Council Archaeology Section (DCCAS). The strategy shall include details of the following:

(i) Measures to ensure the identification and preservation by record of features, fixtures and fittings of identified importance

(ii) Methodologies for a programme of building recording, to be compliant with English Heritage standards and guidance and to be carried out prior to any demolition or conversion works, or any stripping out fixtures and fittings

(iv) Report content and arrangements for dissemination and public proposals

(v) Archive preparation and deposition with recognised repositories

(vi) A timetable of works in relation to the proposed development including sufficient notification and allowance of time to ensure that the site work is undertaken and completed in accordance with the strategy

(vii) Monitoring arrangements, including the notification in writing to the Durham County Council, Principal Archaeologist of the commencement of archaeological works and the opportunity to monitor such works

(viii) A list of all staff involved in the implementation of the strategy including sub-contractors and specialists, their responsibilities and qualifications

The development shall then be carried out in full accordance with the approved details

Reason: The site is within an area of high archaeological potential in accordance with Part 12 of the National Planning Policy Framework

5. Prior to any of the dwellings being occupied, a copy of any analysis, reporting, publication or archiving required as part of the Mitigation Strategy required by Condition 4 shall be deposited at the County Durham Historic Environment Record

Reason: To comply with Paragraph 141 of the National Planning Policy Framework to ensure any information gathered becomes publicly accessible

6. In relation to the development hereby permitted, no machinery shall be operated, no development shall be carried out and no construction traffic shall enter or leave the site outside the hours of 0800 hours to 1800 hours Mondays to Fridays (excluding bank holidays) and 0800 hours to 1300 hours on Saturdays

Reason: In the interests of residential amenity and to comply with saved policies 1 and 35 of the District of Easington Local Plan

7. 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 saved policies 1 and 35 of the District of Easington Local Plan

8. Prior to the commencement of the 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 prior to the occupation of the dwelling to which they relate

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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or in any Statutory Instrument revoking or re-enacting that Order with or without modification) no development falling within Class(es) A, B, C, D, E, F, G, H of Part 1, Class A of Part 2 and Class A and B of Part 40 of Schedule 2 of the said Order shall be carried out

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 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:

NATIONAL PLANNING POLICY FRAMEWORK	Part 1 - Building a strong, competitive economy
NATIONAL PLANNING POLICY FRAMEWORK	Part 4 - Promoting sustainable transport
NATIONAL PLANNING POLICY FRAMEWORK	Part 6 - Delivering a wide choice of high quality homes
NATIONAL PLANNING POLICY FRAMEWORK	Part 7 - Requiring Good Design
NATIONAL PLANNING POLICY FRAMEWORK	Part 10 - Meeting the challenge of climate change, flooding and coastal change
NATIONAL PLANNING POLICY FRAMEWORK	Part 11 - Conserving and enhancing the natural environment.
REGIONAL SPATIAL STRATEGY	Policy 2 - (Sustainable Development)
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)
REGIONAL SPATIAL STRATEGY	Policy 30 - Improving Inclusivity and Affordability
DISTRICT OF EASINGTON LOCAL PLAN	GEN01 - General Principles of Development
DISTRICT OF EASINGTON LOCAL PLAN	ENV35 - Environmental Design: Impact of Development
DISTRICT OF EASINGTON LOCAL PLAN	ENV36 - Design for Access and the Means of Travel
DISTRICT OF EASINGTON LOCAL PLAN	ENV37 - Design for Parking
DISTRICT OF EASINGTON LOCAL PLAN	HOU67 - Windfall housing sites

2. In particular the development was considered acceptable having regard to consideration of issues of planning policy, scale, design and layout of the development, demolition and highways issues

3. The stated grounds of objection concerning right of way was not considered to be a material planning consideration and therefore not considered sufficient to lead to reasons to refuse the application

STATEMENT OF PROACTIVE ENGAGEMENT

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

BACKGROUND PAPERS

- Submitted Application Forms and Plans
- Bat Survey
- Design and Access Statement
- Desk Top Study
- Heritage Statement
- National Planning Policy Framework
- North East of England Plan Regional Spatial Strategy to 2021 (RSS) July 2008
- District of Easington Local Plan 2001
- Consultation Responses



Planning Services

Proposed PL/5/2012/0284 DEMOLITION OF FORMER CO-OP BUILDING & ERECTION OF 9 NO. RESIDENTIAL UNITS at EX CO-OP BUILDING, STATION LANE, WINGATE TS28 5DG

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Comments

Date March 2013

Scale NTS