

Planning Services

COMMITTEE REPORT

APPLICATION DETAILS

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

DESCRIPTION OF THE SITE AND PROPOSAL

The Site

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

The Proposals

2. Formal planning consent is sought for the installation of plant with associated works and under a separate planning application planning permission is also sought for the erection of a front extension, removal of existing rear extension and decking, amendments to the elevations and revised car parking layout.
3. Under the first application, a single storey extension of 41m² is proposed to the front of the building, whilst the existing rear and side extension and adjoining decking area will be removed. The front extension takes it's detailing from the existing building with parapet wall detail and being render in finish. The extension also features an ATM machine. The proposal also involves the formal sub-division and reconfiguration of the car park. The land to the south is not within the planning application site. The new car-parking layout will provide additional spaces, two disabled and 1 motorcycle. Cycle parking will also be provided for in close proximity to the store's entrance. The new southern boundary will be delineated by a timber fence.
4. The second application seeks to install three air conditioning units and a refrigeration condenser. The equipment would be located on the site of one of the existing

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

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

PLANNING HISTORY

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

PLANNING POLICY

NATIONAL POLICY:

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

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

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

LOCAL PLAN POLICY:

City of Durham Local Plan

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

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

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

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

INTERNAL CONSULTEE RESPONSES:

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

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

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

PUBLIC RESPONSES:

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

APPLICANTS STATEMENT:

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

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

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

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

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

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

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

PLANNING CONSIDERATION AND ASSESSMENT

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

Principle of Development

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

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

Impact upon the Highway network and traffic generation.

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

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

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

Design issues

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

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

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

Impact upon residential and visual amenity

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

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

CONCLUSION

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

RECOMMENDATION AND CONDITIONS FOR 4/13/00573/FPA

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

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

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

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

RECOMMENDATION AND CONDITIONS FOR CE/13/00936/FPA

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans. Plan References; No. Plant noise assessment dated 28 June 2013 by NSL, Transport Statement by Vectos dated June 2013, Drawing No. 300, 301, 302 A, 303 C, 304 B, 305 B, 306 C.
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Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.
4. All planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development. No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats. Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges. Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species. Replacements will be subject to the same conditions.
Reason: In the interests of the visual amenity of the area and to comply with saved policy Q1 of the City of Durham Local Plan.

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

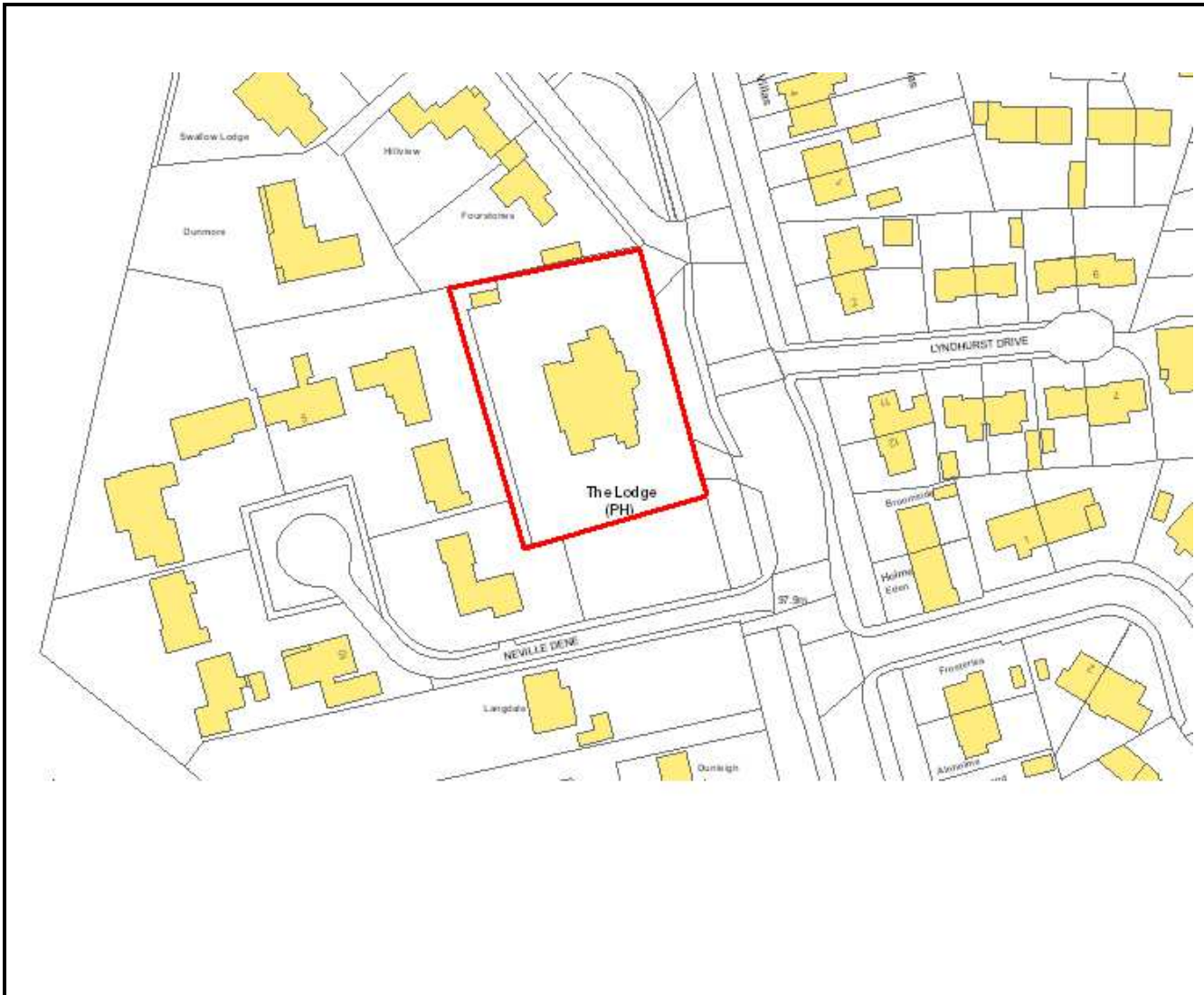
Reason: In the interests of the amenity of nearby residents and the appearance of the area in accordance with Policy Q1 of the City Of Durham Local Plan.

STATEMENT OF PROACTIVE ENGAGEMENT

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

BACKGROUND PAPERS

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



Planning Services

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

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Comments

Date 12 November 2013

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