

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	4/11/00479/FPA
FULL APPLICATION DESCRIPTION:	Erection of 12 no. dwellinghouses
NAME OF APPLICANT:	Bett Homes
ADDRESS:	Former Omnibus Depot And Welfare Club, Front Street, Quarrington Hill, Durham, DH6 4QF
ELECTORAL DIVISION:	Coxhoe
CASE OFFICER:	Henry Jones Senior Planning Officer 0191 301 8739 henry.jones@durham.gov.uk

1.0 DESCRIPTION OF THE SITE AND PROPOSALS

1.1. CONTEXT

- 1.1.1. The application relates to the site of the former omnibus depot and welfare club which have previously been demolished. The site now comprises some areas of rubble and hardstandings which have been in part reclaimed by the landscape with long grass covering much of the site. A sales and information temporary office building is located within the site adjacent to the Front Street. The site is enclosed by 2metre high fencing on much of the perimeter with lower railings located adjacent to the property Newfield. The site slopes quite steeply to the south-east.
- 1.1.2. The application site lies within the settlement boundary of Quarrington Hill, a village located to the south east of Durham City. The site is located in a prominent location at a crossroads on the Front Street. Land to the north-east of the site is reclaimed countryside. A public house, The Half Moon is located nearby on the opposite side of the Front Street and a bus stop is located immediately adjacent to the south east corner of the site.

1.2. PROPOSAL

- 1.2.1. This application is the latest in a series of applications for residential development at the site the last being in 2010. This scheme proposes the erection of 12 no. dwellinghouses comprising of a mix of two house types "The Lindsey" and "The Wren". The Lindsey is the larger of the two houses being a three bed property, the Wren being a two bed. Both properties are two storey dwellings with maximum heights of 8.4 metres.

- 1.2.2. The properties are arranged in attached rows of up to four properties, none are detached. The proposed dwellings are arranged to face onto the Front Street or Church Street with the exception of two dwellings which face across the site itself.
- 1.2.3. Access is proposed from the south eastern corner of the site off Church Street with properties being served by parking spaces off this internal road which is proposed to be constructed to an adoptable standard. Some properties will have parking spaces formed directly off Front Street itself.
- 1.2.4. The application is being presented to Committee due to being a major residential development.

2.0 PLANNING HISTORY

- 2.1. Planning permission was first granted for the redevelopment of the site in outline in 2001. This permission was renewed in 2004. A further outline permission was granted for 14 no. dwellings in 2006.
- 2.2. In 2008 planning permission in full this time was granted for 14 no. dwellings. Then in 2010 planning permission was granted for 6 no. detached dwellings.

3.0 PLANNING POLICY

3.1. NATIONAL POLICY

- 3.1.1. **Planning Policy Statement 1: Delivering Sustainable Development** sets out the Governments overachieving planning policies on the delivery of sustainable development through the planning System.
- 3.1.2. **Planning Policy Statement 3: Housing** underpins the delivery of the Government's strategic housing policy objectives and our goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live.
- 3.1.3. **Planning Policy Guidance Note 13: Transport** seeks to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

- 3.1.4. To deliver these objectives, the guidance says that local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle, accommodate housing principally within urban areas and recognise that provision for movement by walking, cycling and public transport are important but may be less achievable in some rural areas.
- 3.1.5. **Planning Policy Guidance Note 17: Sport and Recreation** describes the role of the planning system in assessing opportunities and needs for sport and recreation provision and safeguarding open space which has recreational value.

- 3.1.6. The guidance observes that it is part of the function of the planning system to ensure that through the preparation of development plans adequate land and water resources are allocated for organised sport and informal recreation.
- 3.1.7. It says that local planning authorities should take account of the community's need for recreational space, having regard to current levels of provision and deficiencies and resisting pressures for development of open space which conflict with the wider public interest.
- 3.1.8. It discusses the role of all levels of plan, planning agreements, and the use of local authority land and compulsory purchase powers. It discusses provision in urban areas, the urban fringe, the Green Belts, and the countryside and particular sports including football stadia, water sports and golf.
- 3.1.9. **Planning Policy Statement 23: Planning and Pollution Control** sets out the planning approach to pollution control, the location of polluting development and where possible ensure new development is not affected by pollution.

3.2. REGIONAL POLICY

- 3.2.1. **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.
- 3.2.2. In July 2010 the Local Government Secretary signaled his intention to revoke Regional Spatial Strategies with immediate effect, and that this was to be treated as a material consideration in subsequent planning decisions. This was successfully challenged in the High Court in November 2010, thus for the moment reinstating the RSS. However, it remains the Government's intention to abolish Regional Spatial Strategies when the forthcoming Local Government Bill becomes law. Both the RSS and the stated intention to abolish are material planning considerations and it is a matter for each Planning Authority to decide how much weight can be attached to this stated intention, having regard to the evidence base which informs the RSS. Policies of particular relevance to these applications include the following:
- 3.2.3. **Policy 2: Sustainable Development** planning proposals should seek to promote sustainable development through social, economic and environmental objectives.
- 3.2.4. **Policy 4: The Sequential Approach to Development** establishes that priority should be given to previously developed land within sustainable locations.
- 3.2.5. **Policy 7: Connectivity and Accessibility** which requires new development proposals to reduce travel demands, and promote opportunities to use public transport, cycle and walk.
- 3.2.6. **Policy 8: Protecting and Enhancing the Environment** which requires new development to be of high quality and maintain local distinctiveness.
- 3.2.7. **Policy 24: Delivering Sustainable Communities** planning proposals should seek through design to promote social cohesion, reduce inequalities as well as meeting sustainable development objectives.

- 3.2.8. **Policy 35: Flood Risk** promotes a proactive approach to reducing flood risk and advises that risk should be managed with regards to tidal effects, fluvial flooding and flooding from surface water runoff. The requirements of PPS25 with regards to the sequential approach and submission of flood risk assessments.
- 3.2.9. **Policy 38: Sustainable Construction** seeks to promote development which minimises energy consumption and promotes energy efficiency. On major development proposals 10% of their energy supply should come from decentralised and renewable or low-carbon sources.
- 3.3. **LOCAL PLAN POLICY**
- 3.3.1. **Policy H3: New Housing Development within the Villages** allows for windfall development of previously developed sites within the settlement boundaries of a number of specified former coalfield villages across the District, provided that the scheme is appropriate in scale, design location and number of units.
- 3.3.2. **Policy H13: Residential Areas – Impact upon Character and Amenity** states that planning permission will not be granted for new development or changes of use which have a significant adverse effect on the character or appearance of residential areas, or the amenities of residents within them.
- 3.3.3. **Policy T1: Traffic – General** states that the Council will not grant planning permission for development that would generate traffic likely to be detrimental to highway safety and / or have a significant effect on the amenity of occupiers of neighbouring property.
- 3.3.4. **Policy T10: Parking – General Provision** states that vehicle parking should be limited in amount, so as to promote sustainable transport choices and reduce the land-take of development.
- 3.3.5. **Policy R2: Provision of Open Space – New Residential Development** states that in new residential development of 10 or more units, open space will be required to be provided within or adjacent to the development in accordance with the Council's standards. Where there is an identified deficiency and it is considered appropriate, the Council will seek to enter into a planning agreement with developers to facilitate the provision of new or improved equipped play areas and recreational/leisure facilities to serve the development in accordance with Policy Q8.
- 3.3.6. **Policy Q3: External Parking Areas** requires all external parking areas to be adequately landscaped, surfaced, demarcated, lit and signed. Large surface car parks should be subdivided into small units. Large exposed area of surface, street and rooftop parking are not considered appropriate.
- 3.3.7. **Policy Q5: Landscaping General Provision** sets out that any development which has an impact on the visual amenity of an area will be required to incorporate a high standard of landscaping.
- 3.3.8. **Policy Q8: Layout and Design – Residential Development** 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.
- 3.3.9. **Policy Q15: Art in Design** states that the Council will encourage the provision of artistic elements in the design and layout of proposed developments. Due regard will

be made in determining applications to the contribution they make to the appearance of the proposal and the amenities of the area

- 3.3.10. **Policy U8a: Disposal of Foul and Surface Water** requires developments to provide satisfactory arrangements for disposing foul and surface water discharges. Where satisfactory arrangements are not available, then proposals may be approved subject to the submission of a satisfactory scheme and its implementation before the development is brought into use.
- 3.3.11. **Policy U11: Development on Contaminated Land** sets out the criteria against which schemes for the redevelopment of sites which are known or suspected to be contaminated. Before development takes place it is important that the nature and extent of contamination should be fully understood.
- 3.3.12. **Policy U14 Energy Conservation – General** states that the energy efficient materials and construction techniques will be encouraged.

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=494>

4.0 CONSULTATION AND PUBLICITY RESPONSES

4.1. STATUTORY RESPONSES:

- 4.1.1. The Highway Authority have commented on the application and the proposed access is considered suitable for the development. The layout of the access road is suitable for highway adoption. The proposed parking provision is relatively low however, it is considered adequate for the types of dwellings and likely car ownership levels. Provision is made for cycle storage within each plot and no objections to the scheme are raised.

4.2. INTERNAL CONSULTEE RESPONSES:

- 4.2.1. The Senior Low Carbon Officer has been consulted on the application and considers that the application be subject to the standard condition seeking a 10% total energy reduction.
- 4.2.2. Environmental Health have submitted comments with regards to working hours and practices as the development is considered to have the potential to cause noise and dust nuisances and conditions are recommended for attachment to this end.

4.3. PUBLIC RESPONSES:

- 4.3.1. None

4.4. APPLICANTS STATEMENT:

- 4.4.1. The application has been accompanied by a design and access statement which considers that the application site is located within an established residential area with good transport connections and access to amenities. The proposed dwellings are considered to be sympathetic to the buildings in the area and traditional materials will be used in their construction and the layout has sought to take into account the site specifics and topography. In conclusion the applicant considers that the

development of these dwellings in this location accords with the national and local planning policy guidance.

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=LN7063BN5B000

Officer analysis of the issues raised and discussion as to their relevance to the proposal and recommendation made is contained below.

5.0 PLANNING CONSIDERATIONS AND ASSESSMENT

- 5.1. The main planning considerations relating to this application are the principle of development, the impact upon the visual amenity of the area, impact upon the amenity of adjacent and nearby occupiers and highway safety.
- 5.2. Principle of the Development
- 5.3. This application site comprises of the former omnibus depot and welfare club which have previously been demolished. The site has started to be taken over by long grass but the remnants of hard surfaces can still be seen on the land. The site contains means of enclosure both within and on the periphery of the site and a sales and information cabin is located on one part of the site. The site is considered to constitute previously developed land. The application site is also located within the settlement boundary of Quarrington Hill. Quarrington Hill does not contain a local centre but does contain amenities within easy walking distance of the application site including a newsagents, post office, public house and a primary school at neighbouring Cassop is located less than half a mile away.
- 5.4. Policy H3 of the Local Plan accepts the principle of residential development on previously developed land within settlements such as Quarrington Hill. National and regional guidance contained within PPS3 and the RSS also have a preference for the development of previously developed land located within sustainable locations.
- 5.5. The principle of the development is therefore considered to wholly accord with local, regional and national planning policy guidance with the site suitable for residential development. It must also be noted that there is a history of recent approvals for residential developments and this includes an extant permission from last year.
- 5.6. Impact upon Visual Amenity
- 5.7. The application proposes a development of 12 no. dwellings comprising of 2 no. house types. The house types are both relatively modest dwellings of modern design. The dwellings incorporate pitched roofs including to front canopies, utilise heads and sills to windows and have some half dormer detailing. The dwellings are considered to be suitably designed and scaled.
- 5.8. The local area contains a mix of properties and the local area does not have a particularly distinct vernacular. Traditional terraced pebble dashed and rendered properties are located on the opposite side of the Front Street. To the south west lies the large detached property Newfield and adjacent to this a modern bungalow. To the south of the site lies a Local Authority housing estate and also nearby on the opposite site of the road is the partly boarded up Old Chapel last used as a garage.

- 5.9. The existing site has been vacant for a considerable period of time and its present condition and high boundary enclosures is something of an eyesore in the village. The proposed introduction of modern residential properties is considered to benefit this particular part of Quarrington Hill.
- 5.10. The submitted site layout proposes a landscaping scheme with the planting of native species to the periphery of the site to further improve aesthetics and provide some maturity to the site.
- 5.11. Officers raise no objection to the visual impact of the development which would suitably integrate into the existing area in accordance with the most relevant Policies H13, Q3, Q5 and Q8 of the Local Plan.
- 5.12. Impact upon Residential Amenity
- 5.13. The proposed development must ensure that the residential amenity of both existing neighbouring occupiers and the proposed occupants of the new development are adequately preserved in accordance with the most relevant Local Plan Policies H13 and Q8 of the Local Plan.
- 5.14. Land to the north east of the application site is open countryside and to the south east much of the site is flanked by an area of open space containing informal footpaths. Beyond this area of open space are residential properties on Neil Crescent. The nearest element of a dwelling within the proposed development would be the gable end of a Lindsey house type and this would be situated some 17 metres from No. 4 Neil Crescent, such a distance even taking into consideration a change in levels would preserve the amenity of the occupiers of Neil Crescent.
- 5.15. The residential properties to face onto the Front Street are set back from the road in part to cater for the proposed parking spaces directly off the Front Street. This helps to ensure that separation distances to properties on the opposite side of the road are acceptable and largely commensurate with the established building lines in this part of the village.
- 5.16. The large property Newfield is the nearest residential property to the proposed development with its side elevation and rear curtilage flanking proposed dwellings. Within the side elevation of Newfield one window is located at first floor flanking the proposed dwellings, this window is understood to be to a bathroom rather than a main habitable room reducing concerns over amenity. The two semi detached properties located identified as plots 11 and 12 have rear elevations which to a degree face over the rear curtilage of Newfield. However, the area of the curtilage that the properties face is largely taken up by a garage rather than a genuine garden area reducing concern.
- 5.17. Considering the size of site and number of dwellings proposed the development is relatively high density. Adequate space between properties is considered to be maintained and although garden spaces are not large they are considered adequate for the dwellings proposed which are modest. However, it is recommended that permitted development rights are removed for some extensions and alterations to the property so that the Local Authority can retain control over future extensions and ensure that relationships remain acceptable.
- 5.18. It must also be noted that as recently as 2008 planning permission has been granted for a total of 14 no. dwellings on the site, a development which exhibited very similar relationships between properties both within and outside of the site and was considered acceptable against the same Local Plan Policies.

- 5.19. As a result the development is considered to accord with relevant Policies H13 and Q8 of the Local Plan with no harm caused to the amenity of existing or proposed residents.
- 5.20. Highways Issues
- 5.21. The Highway Authority have been consulted on the application and the proposed vehicular access considered acceptable and internal road layout suitable for adoption. The parking provision is considered to be quite low but adequate taking into consideration the types of dwellings and likely levels of car ownership. Officers concur with these views.
- 5.22. Policy T10 of the Local Plan seeks to limit parking provision within new development so as to promote sustainable transport choices and reduce the land take of development. The submitted plans propose cycle storage for each dwelling and in addition the site is located immediately adjacent to a bus stop.
- 5.23. Officers raise no objection on highways grounds in accordance with Policies T1 and T10 of the Local Plan.
- 5.24. Other Issues
- 5.25. This application, together with previous submissions has been accompanied by environmental investigation reports to investigate the potential for land contamination on the site given its former use as an omnibus depot. Environmental Health have been consulted with regards to this, though no comments have been received with regards to land contamination. The submitted reports and previous comments from Environmental Health on earlier applications have considered the site to be of only low risk to human health. It is considered appropriate, however, to attach a condition requiring the submission of remediation measures.
- 5.26. Environmental Health have submitted comments with regards to working hours and practices as the development is considered to have the potential to cause noise and dust nuisances. Conditions are recommended for attachment with regards to working hours to help prevent any nuisance to residents although no conditions are recommended with regards to dust assessments or waste disposal. Given the scale of the development, lack of demolition required and history of approvals without said conditions it is not considered necessary on this occasion.
- 5.27. Policy R2 of the Local Plan seeks to ensure that new or contributions to improve existing amenity space and playspace are made where residential developments of 10 or more dwellings are proposed. In this instance given the size of the site it would be impractical to provide any such space on site. Discussions have therefore been held with the applicant and a financial contribution is to be provided via a section 106 agreement. This is consistent with the approach taken on the 2008 approval for 14 no. dwellings.
- 5.28. In addition Policy Q15 of the Local Plan seeks the provision of artistic elements in design and public art features. The Council supports the principle of “percent for art” encouraging developers to allow a pre-agreed proportion of the capital cost of development to commission art works. The applicants have also confirmed that within a section 106 agreement a contribution would be made for public art.
- 5.29. The Councils senior low carbon officer has requested that a condition is attached to any permission requiring a 10% total energy reduction. Such a condition is

recommended for attachment. A similar condition has been attached to the previous approval for 14 no. dwellings in 2008.

- 5.30. With the scheme proposing 12 no. dwellings only, the proposal is below the recommended national and local threshold for providing affordable homes.

6.0 CONCLUSION

- 6.1. This proposal is the latest in a number of recent planning applications for residential development on the site and the site has long been identified as being suitable for residential development given its sustainable location and effective reuse of previously developed land.
- 6.2. The local area has a mix of buildings and properties and has no distinct architectural character as such. The proposed modern dwellings are considered to integrate into the local area and the proposal would result, once again in a planning permission seeking to make use of vacant and somewhat unsightly parcel of land.
- 6.3. Impacts upon local residents are not considered to be harmful and no letters of objection have been received as a result of the public consultation exercise.
- 6.4. No harm to highway safety is considered to occur. Financial contributions towards public art and amenity space are proposed through a section 106 agreement.
- 6.5. Overall the proposal is considered to accord with the Development Plan and no objections are raised with regards to other material planning considerations.

7.0 RECOMMENDATION

That the application be APPROVED subject to the following conditions and subject to the entering into of a Section 106 agreement to secure:

- the payment of a commuted sum for the provision or improvement of amenity space/play space equipment and a
- commuted sum towards public art works.

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:

QH/SL/01, LIN_PL_1, LIN_OPP_PL_1, WRE_PL_1 and WRE_OPP_PL_1 all received 18th August 2011

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policies H3, H13, T1, T10, R2, Q3, Q5, Q8, Q15, U8A, U11 and U14 of the City of Durham Local Plan 2004.

3. 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 visual amenity of the area and to comply with Policy Q8 of the City of Durham Local Plan 2004.

4. Details of any fences, walls or other means of enclosure to be erected on any of the site boundaries or within the site shall be submitted to and approved by the Local Planning Authority in writing before development commences. Development shall thereafter be completed in accordance with the approved details.

Reason: In the interests of the visual amenity of the area and to comply with Policy Q8 of the City of Durham Local Plan 2004.

5. Notwithstanding the information shown on the submitted plans details of the surface treatment of all vehicle hardstanding areas shall be submitted to and approved in writing by the Local Planning Authority before work commences, and thereafter implemented in accordance with the approved scheme.

Reason: In the interests of the visual amenity of the area and to comply with Policy Q8 of the City of Durham Local Plan 2004.

6. No development shall commence until a scheme for catering for foul and surface water discharge has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure that adequate arrangements for the disposal of foul and surface water discharges are made in accordance with Policy U8A of the City of Durham Local Plan 2004.

7. Prior to the commencement of development a scheme to minimise energy consumption shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall consist of energy from renewable or low carbon sources provided on-site, to a minimum level of at least 10% of the total energy demand from the development, or an equivalent scheme that minimises carbon emissions to an equal level through energy efficient measures. Thereafter the development shall be carried out in complete accordance with the approved scheme prior to the first occupation and retained so in perpetuity.

Reason: In the interests of sustainable construction and energy generation in accordance with the aims of Policy U14 of the City of Durham Local Plan and Policy 38 of the Regional Spatial Strategy for the North East.

8. a) Prior to the commencement of development a detailed remediation scheme to bring the site to a condition suitable for the intended use through the removal, containment or otherwise rendering harmless any contamination must be prepared and approved in writing by the Local Planning Authority.

b) For each part of the development, contamination proposals relevant to that part (or any part that would be affected by the development) shall be carried out either before or during such development;

c) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA; and

d) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

Reason: To ensure that risks from land contamination are minimised in accordance with Policy U11 of the City of Durham Local Plan 2004 and Planning Policy Statement 23.

9. All planting, seeding or turfing proposed within the submitted landscaping plan as indicated on plan QH/SL/01 shall be carried out in the first available planting season following the practical completion of the development.

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 Policies Q5 and Q8 of the City of Durham Local Plan 2004.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) the glass to be used in the window to bathroom in house type "The Wren" shall be obscure to level 3 or higher of the Pilkington scale of privacy or equivalent and shall be non-opening unless those parts of the window that can open are more than 1.7m above finished floor level and shall remain so.

Reason: In the interests of residential amenity having regards to Policy Q8 of the City of Durham Local Plan 2004.

11. 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 Classes A, B or E of Part 1 of Schedule 2 of the said Order shall be carried out.

Reason: In the interests of residential amenity having regards to Policy Q8 of the City of Durham Local Plan 2004.

12. No development works shall be undertaken outside the hours of 8am and 6pm Monday to Friday and 8am to 12 noon on a Saturday with no works to take place on a Sunday or Bank Holiday.

Reason: In the interests of residential amenity having regards to Policy H13 of the City of Durham Local Plan 2004.

8.0 REASON FOR THE DECISION

- 8.1. The development is considered to represent the efficient use of a previously developed plot of land within a settlement boundary with no detrimental impact upon

the character or appearance of the area, the amenities of residents or highway safety in accordance with the aims of Policies 2, 4, 7, 8, 24 and 38 of the RSS and Policies H3, H13, T1, T10, R2, Q3, Q5, Q8, Q15, U8A, U11 and U14 of the City of Durham Local Plan 2004.

- 8.2. In particular the principle of the development at the site and impact of the development upon visual amenity was considered acceptable.

9.0 BACKGROUND PAPERS

Submitted Application Forms and Plans

Submitted Design and Access Statement

City of Durham Local Plan 2004

Regional Spatial Strategy

Planning Policy Statements 1, 3 and 23 and Planning Policy Guidance Notes 13 and 17

Response from County Highway Authority

Internal consultee response

Planning Circulars 11/95 and 05/05