

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	DM/16/03893/FPA
FULL APPLICATION DESCRIPTION:	Erection of an Aldi food store with associated vehicular, pedestrian and cycle access; car parking and landscaping.
NAME OF APPLICANT:	Aldi Stores Ltd
ADDRESS:	Former Bus Station And Co-op Buildings Sites Front Street Stanley
ELECTORAL DIVISION:	Tanfield
CASE OFFICER:	Graham Blakey, Senior Planning Officer, 03000 264865 graham.blakey@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

Site

1. The application site measures 0.61ha in area and is split across two sites separated by an adopted highway (Towneley Street). Located within Stanley town centre, the brownfield site comprise the former town bus station (demolished in 2005 and rebuilt on an adjacent site) and the former Co-op buildings site to Front Street (demolished in 2008 following fire damage). These are referred to as "Plot 1" and "Plot 2" respectively. The public highway which runs between the two sites provides for vehicular access to both parcels of land and adjacent businesses, with a wide network of adopted footways surrounding the development site.
2. Commercial properties in the form of shops (including a competitor), takeaways, pubs, taxi offices and the replacement bus station surround the application site to the north, east and west. To the south, the A693 and one of its large roundabout junctions in the town provides wider access to the town centre and forms the boundary of the site. To the east are the terraced properties of Mary Street and Ritson Street located approximately 45-50 metres away at their closest point.
3. Stanley town centre is characterised by a gradual level change from south west to north east. The application site sits at a higher level than the adjacent bus station and terraced properties to the east. The access link road from the A693 to the west sits at a higher level than the existing car parking area within the application site.
4. Located on Front Street within 25 metres of Plot 2 is the Grade II listed 'Imperial Hotel' which is now run as a public house. This building has been recently renovated by the brewery owner. The pedestrianised Front Street has been recently been subject to a Council funded public realm improvement scheme that has taken in the area immediately adjacent to Plot 2.

5. There are no statutory or locally designated landscapes or ecological sites that would be affected by the proposals. No recorded public rights of way are contained within or adjacent to the application site.

Proposal

6. Planning permission is sought for the erection of a retail food store that would provide 1,645sqm of internal floor space. The building would be located within Plot 1, the former bus station site, and would be orientated broadly north to south to the eastern part of the plot with the store frontage facing into the site (west). Car parking is proposed across both Plots with 46 spaces within Plot 1 and 33 within Plot 2 resulting in 79 spaces in total. Pedestrian links would be provided from the store entrance south east across Plot 1 to a traffic island across the A693/Front Street link road and also across the Towneley Street which splits the two application site plots.
7. The main store building would measure a maximum of 65m in length (north to south) by 36m in width (east to west) with a flat roof profile that would have a maximum height of 5.5m to the car park side of the store (west) and 7.5 metres to the rear, bus station elevation (east). The building would be rendered white with occasional grey render vertical pillars to eastern and southern elevations. The main entrance would feature floor to ceiling glazing across the north west corner of the store and a glazed tower to highlight the store entrance along with a projecting canopy feature to the western elevation only.
8. The proposed development would take access from the adopted highway spur (Towneley Street) that feeds on to the 'A693/Front Street cross' link road to the south. Direct vehicular access to each plot would be taken from Towneley Street. A vehicle loading and servicing area would be provided to the south side of the building adjacent to the A693 roundabout. Landscape planting is proposed around the perimeter of Plot 1, inside of the existing boundary wall to the west and south. Planting is focused to the Front Street boundary of Plot 2 with an area in the southern corner and also to the pedestrian footpath link to Front Street.
9. This application is being reported to the North Planning Committee as it is classed as a major development.

PLANNING HISTORY

RELEVANT PLANNING HISTORY

10. In 2003 planning permission was granted for the redevelopment of Stanley bus station including the demolition of the existing and erection of new bus station, demolition of 84-88 Front Street to form entrance feature and retail units (1/2003/1024).
11. In 2005 outline planning permission was granted for the erection of a two storey health centre to the car park area of the former bus station (1/2005/0503). This permission has since lapsed.
12. In 2009 planning permission was granted for erection of 6no. two storey retail units to the former co-operative building site (1/2009/0156). This permission has since lapsed.

PLANNING POLICY

NATIONAL POLICY

13. 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. 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’.
14. In accordance with Paragraph 215 of the National Planning Policy Framework, the weight to be attached to relevant saved local plan policy will depend upon the degree of consistency with the NPPF. The greater the consistency, the greater the weight. The relevance of this issue is discussed, where appropriate, in the assessment section of the report below. The following elements of the NPPF are considered relevant to this proposal;
15. *Part 1 – Building a strong, competitive economy.* 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 a low carbon future.
16. *Part 2 - Ensuring the Vitality of Town Centres.* Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
17. *Part 4 – Promoting sustainable transport.* 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.
18. *Part 7 – Requiring Good Design.* The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.
19. *Part 8 – Promoting Healthy Communities.* 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.
20. *Part 10 – Climate Change.* Meeting the challenge of climate change, flooding and coastal change. 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.

21. *Part 11 – Conserving and enhancing the natural environment.* The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
22. *Part 12 – Conserving and Enhancing the Historic Environment.* Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

LOCAL PLAN POLICY:

Derwentside District Local Plan (1997) (DDLDP)

23. *Policy GDP1 – General Development Principles* – outlines the requirements that new development proposals should meet, requiring high standards of design, protection of landscape and historic features, protection of open land with amenity value, respecting residential privacy and amenity, taking into account ‘designing out crime’ and consideration of drainage.
24. *Policy EN17* – Only allows for alterations and extensions to Listed Buildings or to the erection of a new building adjacent to a Listed Building where the special character of the building is retained and where the design, scale and materials are complementary to the existing building.
25. *Policy TR2 – Development and Highway Safety* – relates to the provision of safe vehicular access/exit, adequate provision for service vehicle manoeuvring, access for emergency vehicles and access to the public transport network.
26. *Policy TR3 – Cycling* – Requires cyclists’ needs to be taken into account when considering proposals for new traffic management, road improvements and new developments. Permission will only be granted if safe and convenient access and cycle parking facilities such as racks or wall bars are provided.

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/article/3266/Whats-in-place-to-support-planning-and-development-decision-making-at-the-moment> (Derwentside District Local Plan)

RELEVANT EMERGING POLICY:

27. Paragraph 216 of the NPPF says that decision-takers may give weight to relevant policies in emerging plans according to: the stage of the emerging plan; the extent to which there are unresolved objections to relevant policies; and, the degree of consistency of the policies in the emerging plan to the policies in the NPPF. The County Durham Plan (CDP) was submitted for Examination in Public and a stage 1 Examination concluded. An Interim Report was issued by an Inspector dated 18 February 2015, however that Report was quashed by the High Court following a successful Judicial Review challenge by the Council. In accordance with the High Court Order, the Council has withdrawn the CDP and a new plan being prepared. In the light of this, policies of the CDP can no longer carry any weight. As the new plan progresses through the stages of preparation it will begin to accrue weight.

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

28. *Highway Authority* – Raise no objection, advising that the submitted Transport Assessment is considered sound. At 79 spaces provided, the number of parking is well below that normally expected for a development of this scale; however the Council's Parking and Accessibility Guidelines state a maximum level of parking of 131 spaces. This under provision and the split nature of the development site would likely lead to increase vehicle movements to and from the development as the car park will likely operate near or at capacity. Modelling of the roads leading up to the development has been amended to better reflect the likely trip generation associated with the new use and indicates that the highway network in the vicinity can accommodate the development. While the level of parking is below that set out in the Council's Parking and Accessibility Guidelines, that level is a maximum and so it would be difficult to substantiate a reason for refusal on those grounds.
29. *Drainage and Coastal Protection* – Raise no objection. It is considered that the proposed development would achieve a greenfield run-off rate for surface water on a brownfield site and would be acceptable subject to the proposed methods of surface water attenuation set out in the submitted Flood Risk Assessment.
30. *Northumbrian Water* – Raise no objection subject to the development being carried out in accordance with the submitted Flood Risk Assessment and a condition restricting flow rates via the proposed sewer connections.

INTERNAL CONSULTEE RESPONSES:

31. *Spatial Policy* – Raise no objections, advising that the site is within Stanley Town Centre, although no town centre boundaries are defined by the DDLP. Paragraph 23 of the NPPF requires the need to define the extent of town centre boundaries in the plan making process. As a result, the retail policies contained within the DDLP can have little regard to the decision making process and is effectively silent. In the absence of any town centre boundary defined within the DDLP, reference should be made to the Council's Retail and Town Centre Study (2013). The study defined town centre boundaries alongside Primary and Secondary frontages and is considered to align with Paragraph 23 of the NPPF and therefore can be used to assess the application and establish whether the site is in centre, edge of centre or out of centre. Using the boundaries defined within the Retail and Town Centre Study, the

application site is within the defined town centre and would partially front the Primary Retail Frontage.

32. The principle of retail within this location is therefore wholly consistent with national policy within the NPPF. The principle of retail development is considered acceptable (locational) and consistent with local and national policy; there are no policies within the NPPF that would restrict development. Given the significant benefits that the proposed development could bring, subject to material planning considerations, the application should be approved in accordance with Paragraph 14 of the NPPF.
33. *Design and Conservation* – Raise no objection. Preference is for the new store to be located to the Front Street gap site as this would have provided an appropriate setting to the grade II listed building, The Imperial Hotel, opposite. However, the proposed development could not be accommodated there. As a car park is proposed to this site, how it integrates with the streetscene is important. The car park would be contained by trees and brick walls and railings, providing a good sense of enclosure. Little detail is provided over these aspects and this could compromise the street scene and the heritage asset. A condition to agree the final design and materials would be appropriate.
34. The main store building occupies a prominent position, with its shed-like appearance is hard to differentiate in close up views. Following a re-design, the main store entrance has been remodelled to include a tower feature which provides visual interest and improved appearance in the street scape. The south part of the building is particularly prominent and forms part of a major gateway in to the town centre. Again, re-design work has taken place to this south east corner and created a feature upon this elevation on what is a landmark part of the building to the A693 roundabout. These changes have improved the appearance of the building in the street scene.
35. *Environment, Health & Consumer Protection (Land Contamination)* – Advise that due to the fact that this development constitutes a change of use to a more sensitive receptor and due to the fact that the land was previously a bus depot, a contaminated land condition should apply. The submitted Phase 1 Assessment is acceptable and recommend a conditional approach to further land contamination investigations.
36. *Environment, Health & Consumer Protection (Noise Action Team)* – Raise no objections advising the submitted noise impact assessment is considered sound. The information submitted demonstrates that the application complies with the thresholds stated within the TANS. This would indicate that the development will not lead to an adverse impact. Officers are satisfied, based on the information submitted with the application, that the development is unlikely to cause a statutory nuisance.
37. *Landscape* – Advise that officers have concerns with regard to the long term futures of trees proposed within Plot 2 adjacent to the Front Street frontage. Officers advise that issues over appropriate root area and protection from vehicles should be addressed. It is recommended that finer details of landscaping be agreed by way of condition.
38. *Ecology* – No ecology issues are raised. It is noted that the habitats on site are relatively low quality and the urban nature of the site (surrounded by development) and the small scale of development means that any enhancements on site would be tokenistic.

39. *Travel Planning* – Relationship with bus station a concern as the station has a south entrance facing the application site and should remain an option. Movement of main entrance to north elevation of the proposed building would bring a line of site to the bus station. Officers advise that the submitted travel plan requires refinement.
40. *Climate Change and Sustainability* – Offer no objection and welcome the inclusion of the sustainability statement which confirms the general approach to the embedded energy requirements of the build. A design stage Part L Assessment would still need to be produced, however officers have no significant concerns.

PUBLIC RESPONSES:

41. The application has been advertised by means of individual notification letters, site notice and press notice. 247 representations have been received of which 244 were letters of full support and are summarised below.

Support

- The regeneration and economic benefits of the development.
 - Benefits of providing competition and range of goods.
 - Location within the town centre and accessibility.
 - Job opportunities in construction and operation phases.
 - Competition for other supermarkets is good.
42. 3 representations offer support in principle but raised queries over other aspects of the proposal. In summary their concerns are:
 - It is considered that parking would be an issue and it is queried if the store could not have been built in the location of the old indoor market.
 - In response to the proposal that cars would enter and exit the site via the A693, it is noted that already there are a large number of vehicles using this route (ASDA, Scott Street Car Park, buses via the Louisa Terrace).
 - Too much competition and associated impacts upon nearby stores.
 - Visual impact of eastern (rear) elevation of the proposed store opposite residential properties.
 43. *Police Architectural Officer* – Outline security measures that would reduce anti-social behaviour (ASB) impacts on the new development, a particular issue in immediate area of the bus station.

APPLICANTS STATEMENT:

44. The proposed store will create up to 30 new jobs for local residents as well as additional employment during the construction phase. The development brings new investment into the area with the redevelopment of a brownfield site which will enhance the overall image of the area.
45. The proposed food store is accessible by a choice of means of transport other than the car being in a town centre location and has good accessibility for pedestrians and cyclists. The Transport Assessment demonstrates the development is acceptable in highways terms and no road safety problems have been identified.
46. The design and layout of the proposed development has been carefully considered to ensure it sits comfortably within the surrounding area and town centre context. There is strong local support for a new Aldi Neighbourhood Foodstore which has

been demonstrated through the public consultation exercise with 99% of respondents either supporting the proposals outright or with some minor comments.

47. In conclusion, the proposed development is a sustainable development, located within the town centre of Stanley, with overwhelming support for the scheme. The construction and operation of the food store will be undertaken in a sustainable manner and deliver jobs and investment in the local community. In line with Aldi's standard store development, the store will create 100% of its heating requirements through reuse of energy otherwise lost from refrigeration. The company also adopts LED lighting throughout the store as standard and provides photovoltaic panels on the roof to minimise electricity requirements.
48. Overall, it has been clearly demonstrated that the proposed new Aldi store is sustainable development and therefore should be granted planning permission, being in accordance with the local policies of the development plan and the NPPF.

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 <https://publicaccess.durham.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OHRWNKGDKCV00>

PLANNING CONSIDERATIONS AND ASSESSMENT

49. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that if regard is to be had to the development plan, decisions should be made in accordance with the development plan unless material considerations indicate otherwise. In accordance with Paragraph 212 of the National Planning Policy Framework (NPPF), the policies contained therein are material considerations that should be taken into account in decision-making. Other material considerations include representations received. In this context, it is considered that the main planning issues in this instance relate to the principle of development, design and impact upon the surrounding area and heritage assets, access and highway safety issues, residential amenity, flooding and drainage and other issues.

Principle of Development

50. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material planning consideration. The Derwentside District Local Plan (DDLp) remains a statutory component of the development plan and the starting point for determining applications as set out at Paragraph 12 of the NPPF. However, the NPPF advises at Paragraph 215 that local planning authorities (LPAs) are only to afford existing Local Plans material weight insofar as they accord with the NPPF.
51. The DDLp does not designate a town centre boundary for Stanley. Town centre boundaries are fundamental in the decision making process for proposals of this type. Notably Paragraph 23 of the NPPF identifies the need to define the extent of town centre boundaries in the Plan making process. Little weight can therefore be afforded to the DDLp as it is effectively silent.
52. In the absence of any town centre boundary defined within the DDLp, reference should be made to the Council's Retail and Town Centre Study (2013). The study defines town centre boundaries alongside Primary and Secondary frontages. The defining of these boundaries aligns with Paragraph 23 of the NPPF and therefore

can be used to assess the application and establish whether the site is in centre, edge of centre or out of centre. Using the boundaries defined within the Retail and Town Centre Study, the application site is within the defined town centre and would partially front the Primary Retail Frontage.

53. Positioned on a split site that was formally occupied by retail premises and the bus station, the surrounding buildings contain a selection of other town centre uses such as other town centre retail, the new bus station for the town and the main residential areas to the south of the A693, all of which have direct and suitable pedestrian links to and from the proposed new store. In terms of location, the proposed food store is accessible and well positioned to take advantage of sustainable modes of transport.
54. The NPPF aims to ensure the vitality of town centres by directing new retail development to town centres as opposed to edge of centre or out of centre locations, and this requirement is met by this application. The DDLP is silent in regard to town centre retail uses, and as such the proposals should be considered with regard to Paragraph 14 of the NPPF. Paragraph 14 directs Local Planning Authorities in these instances to grant permission unless any adverse impacts would significantly and demonstrably outweigh the benefits of the scheme. Being sustainably located, making use of a brownfield site, having strong public transport links and bringing economic development, the proposal is considered environmentally, economically and socially sustainable development. The acceptability of the development therefore largely rests on whether any adverse impacts of approving the development would significantly and demonstrably outweigh the benefits or whether there are any specific policies in the NPPF that indicate development should be restricted.
55. One local resident has queried the positioning of the proposed new retail store and that other sites would not be better suited to the development. The application site is considered to be in a town centre location and as such the NPPF does not require the assessment of alternative sites through sequential testing for retail proposals of this nature.

Design and Impact upon the Surrounding Area

56. Both sites were previously occupied by a range of uses and buildings; however both are now clear of structures with the former bus station hard standing utilised for public car parking. The former Co-op buildings site has remained closed off from public access since its demolition following fire damage in 2008. And so redevelopment of these sites from a visual impact perspective would improve the appearance of the immediate area in a positive manner.
57. Design improvements during the course of consideration of the application moved the design away from a linear, horizontal appearance to the building. Despite an attempt to glaze around the entrance to create something of a feature; it did not produce a strong visual presence for a building that would be located in a prominent position. Following negotiations with the Local Planning Authority, the applicant has introduced a glazed tower over the entrance point which would be visible from all sides, giving a natural focal point for people to recognise as the entrance point to the store. This is a strong design change that is a positive for the proposals. The southern elevation of the building is considered to be equally as visually prominent; however it would be to passing traffic on the A693 roundabout. Here, tree planting would over time break up the appearance of some of this elevation, but the off-set delivery bay adjacent to the bus station entrance would be hard up against the site boundary.

58. Design and Conservation officers have encouraged an improved appearance to this section of elevational wall given its provenance, and through negotiation with the applicant the elevation has been given relief through a small addition of materials to create an arch-type feature that frames the off-set elevation. These combined improvements make a significant contribution to the overall appearance of the store building in such a prominent location, and through negotiation the Local Planning Authority has secured improved design that helps to lift the character appearance of the surrounding area. Consequently, the proposed store building is now considered to be of a suitable design and appearance in such a prominent location and of a suitably high quality in design that it is considered to accord with DDLP Policy GDP1 and Part 7 of the NPPF.
59. Due to their locations, both Plots occupy prominent, visually open sites from several vantage points within the town centre. Key viewing points are from the A693 to the south of the application site and from Front Street to the north. Several other view points of the building are also possible from most boundaries due to the characteristics of the site and the surrounding uses, such as the bus station with its open hardstanding to the north east. The proposals include a landscaping scheme for the perimeter of both sites which includes tree and ground cover planting and boundary treatments.
60. Tree planting is proposed along this boundary also and Landscape officers raised initial concerns over the longevity of the trees given the compactness of the Plot 2 site between the bays and the proposed wall. The applicant has reviewed this aspect and has sought to increase the depth of the physical planting bed in the hardstanding and also proposed metal protection enclosures around each tree. While not producing an ideal planting bed to allow for large mature trees, the amendments need to be balanced against the impacts that a larger use of ground space for bigger planting beds would have upon the number parking spaces.
61. The Highways Authority has stated that the number of parking spaces provided is already below the level set out in the Council's guidance (see 'Access and highway safety issues' section below) and as such the loss of parking bays for further increases to the landscaping proposals have to be balanced in this case. Improvements in regard to tree planting have been forthcoming from the applicant and in the planning balance are considered sufficient to strike a suitable balance between the competing requirements. A condition requiring details of the landscaping scheme and in particular this section would therefore be an appropriate solution in this instance. The proposed wall and planting scheme would be considered to maintain a separation of the parked cars from the pedestrian street scene of Front Street and is welcomed.
62. As part of Plot 2, a pedestrian footpath link is proposed between the store entrance and Front Street via the eastern boundary of the Plot. The scheme proposes metal hoop-topped railings to separate the parked cars from the footpath link and this would provide the necessary segregation together with visual permeability, and is a welcomed inclusion following negotiations with the applicant.
63. Plot 1 has a larger level difference across the site from south west to north east. As a result, the A693/Front Street link road is at a higher level than the proposed car parking inside the site. The existing boundary wall would be retained to the A693 and roundabout elevations and improved. The combination of levels and boundary treatment would result in parked cars within the site being at the lower level having a reduced visual impact when viewed from outside of the application site. The existing area fenced off from public access between the car park and the bus station (the site

of the former bus station building) to the northern part of Plot 1 would be hard landscaped and feature an elevation of glazing to the proposed store overlooking it. This would open up the area to the rear of Front Street, increasing the physical and visual permeability between the rear of the bus station and the route up to the western fringes of the town centre.

64. Overall, the re-development of the site would address a visually key site within the town centre of Stanley. The proposed building would be fit for purpose and the development overall would be a positive addition to the town by regenerating the application site. The proposal would therefore be considered to accord with DDLP Policy GDP1 and Part 7 of the NPPF.

Impact upon Heritage Assets

65. In terms of the heritage context of the application site, no conservation areas cover the town of Stanley; however there are a number of listed buildings in the town centre, one of which is opposite Plot 2 on Front Street less than 30 metres from the site boundary (the Grade II listed 'Imperial Hotel'). Therefore, the proposals have the potential to affect its significance as a designated heritage asset.
66. In assessing the proposed development regard must be had to the statutory duty imposed on the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character and appearance of a conservation area. NPPF Paragraph 134 states that where a development proposal would lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. DDLP Policy EN17 defines appropriate new built development adjacent to listed buildings, whereby design, scale and materials should all be complementary to the existing listed building. DDLP Policy GDP1 sets out that development should meet high quality standards of design and protect the landscape and historic features of the surrounding area. These Policies are considered compliant with the NPPF which also requires that development contributes to and enhances the natural and local environment under Parts 11 and 12, while Part 7 states that good design is a key aspect of sustainable development and is indivisible from good planning. Significant weight can therefore be afforded to these DDLP Policies in this respect.
67. Plot 2 is highly visible from Front Street and the listed building opposite. The boundary of this car parking area to Front Street proposes a brick wall with piers and railings between and would be used to separate the parked cars from the pedestrianised main street. Design and Conservation officers consider that this wall is necessary as it separates the parked cars from the pedestrian street, but also is important that the design is of a sufficiently high quality to occupy a prominent street scene position opposite the grade II listed building. The presence of parked vehicles in this fashion would be considered to contribute harm towards the designate heritage asset, a harm that is considered to be less than substantial in regard to Paragraph 134 of the NPPF. Details of the construction of the wall and railings to Plot 2 can be required and controlled through condition.
68. Consideration has been given to the requirements of Paragraph 134 of the NPPF and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 and the impact of the proposed development on the nearby listed building. The public benefits of sustainable development to two brownfield sites within Stanley town centre that would create around 30 jobs and increased consumer choice are considered to carry significant weight in favour of this application, and with a suitable

mitigating boundary treatment and tree planting scheme proposed, the less than substantial harm to the listed building from Plot 2 is not considered to outweigh the public benefits brought by the scheme. The proposal would therefore be considered to accord with DDLP Policies GDP1 and EN17 and Parts 7, 11 and 12 of the NPPF.

Access and highway safety issues

69. DDLP Policy TR2 requires that development proposals provide clear and defined safe vehicle access (including service vehicles), adequate turning and manoeuvring and satisfactory access to the public transport and adopted highway networks. This Policy is considered compliant with the NPPF which also seeks to promote accessibility by a range of methods while ensuring that a safe and suitable access can be achieved and therefore can be given full weight in considering the application. Paragraph 32 of the NPPF requires applications which proposed significant amounts of traffic movements should be supported by a Transport Assessment and should only be refused where the residential cumulative impacts of development are severe. Concerns over local highway capacity of the road network to accommodate additional flows and the resultant impact on highway safety have been raised by some local residents.
70. The proposed development would result in two vehicular access points on to Towneley Street which runs from the A693/Front Street link road down to the rear of the bus station. The new accesses would be opposite each other at the eastern part of Plot 2 and central north west section of the Plot 1 boundary. The existing access to Plot 1 would be sealed and new landscaping introduced. The access to Plot 1 would also be utilised by delivery vehicles and so features wider junction radii to the west. Parking would be split across the two plots, with a total of 79 spaces provided (46 to Plot 1, 33 to Plot 2) including 5 disabled spaces and 7 parent and child spaces.
71. A Transport Assessment has been submitted that considers the impact of the development on the surrounding road network. The Highways Authority advises that in providing only 79 parking bays, the proposal is below the level expected for a development of this nature (131 spaces). As a result, the number of vehicle movements expected to the proposed development would be relatively high in number. Following further updated information from the applicant, the Highways Authority is satisfied that the trip generation and subsequent modelling reflect closer the likely traffic situation should the development be constructed. As a result, the surrounding highway network is considered to hold enough capacity to cater for the proposed new retail store without causing queuing back on to the A693 roundabout. The Highway Authority outline that the Council's Parking and Accessibility Guidelines state a maximum level for parking which this proposal complies with. Combined with the presence of town centre parking close by, the Highway Authority consider the development could not be refused on the basis of the number of parking spaces provided. The proposals would not conflict with Paragraph 32 of the NPPF.
72. Several historic access points are visible within the adopted public highway to both sites which would become redundant following the construction of this development. It would therefore be considered appropriate to condition their reinstatement as public footway to adoptable standards prior to the development first opening to the public. This would be considered to ensure safe use of the public highway in the vicinity of the application site and so accord with DDLP Policy TR2.
73. Travel Planning officers have reviewed the submitted Framework Travel Plan, which is largely considered to be sound but requires further amendments. It is considered that this matter can be dealt with by condition, along with securing the

implementation of a travel plan coordinator to secure sustainable travel objectives. Sustainable methods of transport to the site are also encouraged within the submission with provision for both cycle parking and electric vehicle charging point proposed, and it is considered appropriate that these aspects be covered by condition to ensure their delivery in accordance with Part 4 of the NPPF and DDLP Policy TR3.

74. Overall, based on the advice of the Highway Authority the proposal would be served by an appropriate means of access and traffic generated can be accommodated on the wider highway network. The internal layout is considered acceptable, while there is sufficient capacity in the immediate highway network to accommodate a higher flow of traffic to and from the site as a result of the lower level of parking provision. . Subject to conditions relating to sealing historic accesses, provision of cycle parking and electric vehicle charging points and an updated travel plan, the proposal is considered acceptable in highways terms and complies with DDLP Policies TR2 and TR3, and Part 4 of the NPPF.

Residential Amenity

75. DDLP Policy GDP1 requires new development to protect the amenities of neighbouring occupiers and land users in the vicinity of the development site. This Policy is considered NPPF compliant with a core planning principle at Paragraph 17 of the NPPF stating that planning should always seek to secure a good standard of amenity for existing and future occupants of land and buildings. Part 8 of the NPPF amongst other guidance advises on the need to create safe and accessible environments where crime and disorder and the fear of such are considered. Part 11 of the NPPF seeks to avoid noise from giving rise to significant new impacts. No objections have been raised by neighbouring properties to the proposed development in regard to the impact upon their amenity.
76. The closest residential properties to the proposed store are those of Mary Street and Ritson Street to the east (rear) of the proposed store building less than 50 metres away at the closest point. As such, a range of impacts from the proposal are possible upon the residential occupiers of these buildings. Primarily, the general impacts associated with the store operation such as vehicle movements of customers, operation of machinery and plant and deliveries. The store proposes opening hours of 8am to 10pm Monday to Saturday, and a 6 hour period between 10am and 6pm on Sundays and Bank Holidays. These times are comparable to similar uses in the vicinity, including a neighbouring supermarket, and other uses such as public houses and other commercial premises, and therefore are deemed appropriate. Noise generated from the movement of cars would be within acceptable levels during the majority of the day, as it would be assimilated into the high overall background noise level of this town centre location. There is potential for some disturbance later at night as a result of the proposed opening times (10pm Monday – Saturday); however this would not be considered to cause a significant adverse effect in accordance with DDLP Policy GDP1.
77. The design of the proposed retail store would see the delivery bay and plant compound along the south and east corner of the building. However, the orientation of the delivery bay results in the opening facing west, away from the terraces of housing and towards less sensitive receptors (a supermarket, building of retail units and the A693 roundabout). The proposed refrigeration plant would sit to the eastern elevation facing the residential properties and is proposed within an acoustic enclosure. The applicant has provided a Noise Impact Assessment in support of the proposals which proposes 24 hour delivery times.

78. The Noise Impact Assessment has been reviewed by the Council's Environmental Health and Consumer Protection officers and, following clarification of the night time survey work, they are satisfied that the proposal would not result in a statutory nuisance. The assessment outlines that both deliveries and refrigeration plant would operate below the background noise levels observed on site. BS 4142 guidelines in regard to night time noise levels state that there should be a +0dBa increase over the observed level in order to protect amenity. As such, when complying with this threshold a development is considered to not have an adverse impact upon the amenity of the adjacent residents in accordance with the Council's Technical Advice Note on Noise. As a result, there would be no need to control the times of access for deliveries to the store in this instance. Impacts from the general operation of the store for long periods (i.e. 8am to 10pm Monday to Saturday) is also considered acceptable, however, Officers are justified in controlling the store opening times to the public to ensure the amenity of the nearby residents is safeguarded.
79. External lighting is proposed to the site, yet no detail has been provided with the application. As the site is in a prominent location, it is considered appropriate to agree details of a proposed lighting scheme by way of condition to ensure that lighting levels and spillage are suitably contained.
80. The construction phase of any new major development can be one which lasts several months or years and can, as a result lead to impacts of their own upon the surrounding area. Primary impacts include noise, dust, vibration and light and can cause significant impacts upon nearby residents if not controlled. The proximity of neighbouring residential properties would make some form of control appropriate to safeguard amenity. A condition requiring a Construction Management Plan detailing measures to minimise the impact of construction activities on the neighbouring properties would therefore be appropriate in order to safeguard amenity during the construction phase of the development.
81. Overall, whilst it is recognised that there would be a minor reduction in the level of amenity experienced by the occupiers of surrounding residential properties due to the proximity of the development, most of the impacts would be assimilated into the general town centre background noise climate in the operational phase. No objections were received from nearby residents or other premises with regard to amenity concerns and no objections are raised by Environment, Health and Consumer Protection officers. The development is therefore considered to comply with DDLP Policy GDP1 and Parts 8 and 11 of the NPPF in this respect.

Flooding and Drainage

82. Part 10 of the NPPF directs Local Planning Authorities to guard against flooding and the damage it causes. Part 11 of the NPPF takes account of the impact of any development upon the natural environment. DDLP GDP1 follows these requirements of the NPPF by ensuring new development does not increase flood risk and is consistent as a result.
83. The application is accompanied by a flood risk assessment (FRA), which highlights that the application site is within flood zone 1 with a low flood risk probability. A mains sewer connection is proposed for both foul and surface water connections as the FRA has identified that the nearest watercourse, the Kyo Burn, is not a viable means of connection due to distance from the site (750m to the north west). In accordance with NPPF requirements, surface water runoff would be restricted to greenfield rates through the use of Sustainable Urban Drainage Systems (SuDS). In

this instance underground storage tanks and permeable paving is proposed in light of the relatively small and compact size of the sites (0.61Ha). The inclusion of the SuDS attenuation tank would cater for a 1 in 100 year flood event without flooding beyond the confines of the site. Foul water discharge would be considered domestic in nature and would be discharged in to the existing network.

84. The Council's Drainage and Coastal Protection officers raise no objection to the proposed method of surface water attenuation set out in the FRA and the greenfield run off rate of 4.1 l/sec. Northumbrian Water also offers no objections subject to the implementation of the proposed drainage scheme and restriction in run-off rate. As such, the proposed drainage scheme is considered to comply with DDLP Policy GDP1 and Parts 10 and 11 of the NPPF in this respect.

Other Issues

85. In relation to land contamination the applicant has submitted a phase 1 desk study report which identifies that there is a low risk of contaminants being present on site, but site investigation work is recommended. After reviewing the submitted report the Council's Environment, Health and Consumer Protection officers (Contaminated Land) advises that the submitted Phase 1 Assessment is acceptable and recommend a conditional approach to further land contamination investigations in line with Part 11 of the NPPF.
86. The application sites offer relatively low quality habitats in ecological terms. The scale and nature of the development and its urban location would be unlikely to bring about any meaningful biodiversity gains and therefore the Ecology Team have on concerns with this development.
87. Planning plays a key role in helping to reduce 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. The development would be expected to achieve a proportion of its energy supply from renewable resources, or through an equivalent level through energy effect measures. The applicant has submitted a sustainability statement setting out how this would be achieved, including reducing energy demand, the recovery of waste heat of chiller units and utilising sustainable building materials. The Council's Sustainability and Climate Change officers have reviewed this statement and offer no objections to the development. A condition to ensure this strategy is implemented is recommended would ensure that the proposal complies with Part 10 of the NPPF.

CONCLUSION

88. Policies within the DDLP are considered out-of-date with regard to retail requirements as no town centre boundaries have been defined. The Council's Retail and Town Centre Study (2013) however assesses the site as being in a town centre location. The NPPF supports retail development in town centres, and as such, the proposed retail development is therefore considered acceptable in principle.
89. The proposed development on both plots would improve the appearance of two vacant town centre sites which would in overall terms enhance the character and appearance of the area. There would, however, be harm to the setting of a nearby

grade II listed building, but to a less than substantial degree of harm. This harm must be weighed against the public benefits of the proposals.

90. The presence of a general town centre noise climate with a high background level and the site in close proximity to a busy main road, would result in limited, if any impact upon the nearest residential properties. Again negligible impacts are likely from allowing unrestricted delivery times to the store; however a broader range of impacts are possible from unrestricted store opening times (such as customer vehicle movements) and so a condition is proposed to maintain control of this aspect.
91. The proposal would be served by an appropriate means of access and would have an appropriate impact on the wider highway network. Parking provision is less than ideal but within the Council's Parking and Accessibility Guidelines stated maximum and close to other town centre parking areas. The scheme would not increase the risk of flooding elsewhere.
92. The proposal has generated some public interest, with the significant majority of responses in support of the development. Concerns were expressed by a small number of residents in regard to some aspects of the development, albeit offering support in principle to the application, and were carefully balanced against the scheme's wider social, economic and environmental benefits.

Planning Balance

93. In summary, as DDLP policies are considered to be absent, or silent, with respect to this proposed development, the acceptability of the application should be considered under the planning balance test contained within Paragraph 14 of the NPPF. In this case, the second limb of Paragraph 14 applies in the first instance, whereby a specific Policy, Paragraph 134, indicates that development should be restricted. However, Paragraph 134 requires the balancing of the harm to the designated heritage asset against the public benefits of the proposed development.
94. The development would bring forward two previously developed sites within the town centre and that would lead to the creation of job opportunities and increased consumer choice. Such public benefits are considered to outweigh the less than substantial harm to the listed building. As such, the presumption in favour of sustainable development is re-engaged and accordingly, the first limb test of Paragraph 14 applies and that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. It is considered that in the absence of any other adverse impacts significantly and demonstrably outweighing the benefits, the proposal is considered to amount to sustainable development, and planning permission should be granted.

RECOMMENDATION

That the application is **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 and documents:

06/12/2016 0186 – AL(0)01– Site Location Plan
24/01/2017 0186 – PL(0)04 Rev A – Proposed Site Plan
06/12/2016 0186 – PL(0)05 – Proposed Floor Plan
06/12/2016 0186 – PL(0)06 – Proposed Roof Plan
13/02/2017 0186 – PL(0)07 Rev B – Proposed Elevations
30/01/2017 14650-3E-00-XX-DR-1000 Rev P1 – Preliminary Drainage Layout

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policies GDP1, EN17, TR2 and TR3 of the Derwentside District Local Plan and Parts 1, 2, 4, 7, 8, 10, 11 and 12 of the NPPF.

3. Prior to the commencement of any part of the development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan shall include as a minimum but not necessarily be restricted to the following:

1. Overall strategy for managing environmental impacts which arise during construction;
2. Measures to control the emission of dust and dirt during construction;
3. Contractors' compounds, materials storage and other storage arrangements, cranes and plant, equipment and related temporary infrastructure;
4. Designation, layout and design of construction access and egress points;
5. Directional signage (on and off site);
6. Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
7. Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;
8. Routing agreement for construction traffic.
9. Storage of plant and materials used in constructing the development;
10. The erection and maintenance of security hoarding/fencing including decorative displays and facilities for public viewing, where appropriate;

The approved Construction Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Reason: In order to protect the amenity of neighbouring residents from commencement of the development in accordance with Policies GDP1 and TR2 of the Derwentside District Local Plan and Parts 4, 8 and 11 of the NPPF.

4. Prior to the commencement of any part of the development hereby permitted a scheme to deal with contamination shall be submitted to and agreed in writing with the Local Planning Authority. The full scheme, both pre-commencement and completion shall include the following, unless the Local Planning Authority confirms in writing that any part of sub-sections (a), (b), (c) or (d) are not required.

Throughout both the pre-commencement and completion phases of the development all documents submitted relating to Phases 2 to 4 as detailed below shall be carried out by competent person(s) and shall be submitted to and agreed in writing with the Local Planning Authority.

Pre-Commencement

- (a) Phase 2 Site Investigation and Risk Assessment is required to fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications. Prior to the Phase 2 a Sampling and Analysis Plan is required.
- (b) If the Phase 2 identifies any unacceptable risks, a Phase 3 Remediation Strategy detailing the proposed remediation and verification works is required. If gas protection measures are required a verification plan is required detailing the gas protection measures to be installed, the inspection regime and where necessary integrity testing programme. The installation of the gas membrane should be carried out by an appropriately qualified workforce and the verification of the installation should be carried out by an appropriately competent, experience and suitably trained person(s) (preferably independent to the installer) to ensure mitigation of the risk to the buildings and the people who occupy them. No alterations to the remediation proposals shall be carried out without the prior written agreement of the Local Planning Authority.

Completion

- (c) During the implementation of the remedial works (if required) and/or development if any contamination is identified that has not been identified pre-commencement, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be carried out in accordance with part b of the condition and where necessary a Phase 3 Remediation Strategy shall be prepared in accordance with part c of the condition. The development shall be completed in accordance with any amended specification of works.
- (d) Upon completion of the remedial works (if required), a Phase 4 Verification Report (Validation Report) confirming the objectives, methods, results and effectiveness of all remediation works detailed in the Phase 3 Remediation Strategy shall be submitted to and agreed in writing with the Local Planning Authority within 2 months of completion of the development. If integrity testing of the membrane(s) was required a verification pro forma should be included.

Reason: The site may be contaminated as a result of past or current uses and/or is within 250m of a site which has been landfilled and for the Local Planning Authority to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems details are required in advance of work commencing on site in accordance with NPPF Part 11.

- 5. Within three months of the commencement of the development a detailed landscaping scheme, including method of protection of roots and protection of trees from vehicle impacts where necessary, has been submitted to and approved in writing by the Local Planning Authority. 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 Policy GDP1 of Derwentside District Local Plan and Parts 7, 8, 11 and 12 of the NPPF.

6. Within one month of the commencement of the development, details of the materials to be used in the construction of the main store building shall be submitted to and agreed in writing by the Local Planning Authority. Once agreed, the works shall be carried out in accordance with the approved plans.

Reason: In the interests of the visual amenity of the area and to comply with Policy GDP1 of Derwentside District Local Plan and Parts 7, 8, 11 and 12 of the NPPF.

7. Within one month of the commencement of the development, details of the construction and materials of the boundary wall along the Front Street boundary of the "Plot 2" car park and the retaining structure to the eastern boundary of the main store building shall be submitted to and agreed in writing by the Local Planning Authority. Once agreed, the works shall be carried out in accordance with the approved plans.

Reason: In the interests of the visual amenity of the area and to comply with Policy GDP1 of Derwentside District Local Plan and Parts 7, 8, 11 and 12 of the NPPF.

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

Reason: In the interests of the appearance of the area and to comply with Policy GDP1 of Derwentside District Local Plan and Parts 7 and 12 of the NPPF.

9. Prior to the retail store hereby approved being brought into use, the existing vehicular accesses to the south west and south east boundaries of "Plot 2", and to the north west boundary of "Plot 1" shall be removed and reinstated as public footway in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. Once agreed, the works shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with Policy TR2 of the Derwentside District Local Plan and Part 4 of the NPPF.

10. Prior to the retail store hereby approved being brought into use, details and positioning of electric vehicle charging point(s) and parking space(s) shall be submitted to and agreed in writing by the Local Planning Authority. The spaces should be created and be fully operational at the time of the store first opening and thereafter shall only be solely for the use for the charging and parking of electric motor vehicles.

Reason: In the interests of promoting sustainable travel in accordance with Policy GDP1 of the Derwentside District Local Plan and Parts 4 and 8 of the NPPF.

11. Prior to the retail store hereby approved being brought into use the on-site cycle parking facilities depicted on the proposed site plan (ref: 0186 – PL(0)04 Rev A) shall be installed and all general car parking spaces shall be made available for use. The cycle parking facilities shall be retained in perpetuity.

Reason: In the interests of highway safety and the promotion of sustainable transport in accordance with Policy TR3 of the Derwentside District Local Plan and Parts 4 and 8 of the NPPF.

12. Within 6 months of occupation of the retail store hereby approved, a final Travel Plan, conforming to The National Specification for Workplace Travel Plans PAS 500:2008, Bronze Level, shall be submitted to and approved in writing by the Local Planning Authority. The plan shall then be implemented and monitored in accordance with Local Authority Guidance.

Reason: In the interests of promoting sustainable travel in accordance with Policy GDP1 of the Derwentside District Local Plan and Parts 4 and 8 of the NPPF.

13. No construction/demolition activities, including the use of plant, equipment and deliveries, shall take place before 0700 hours or after 1900 hours Monday to Friday, or take place before 0800 hours or after 1700 hours on Saturday. No works shall be carried out on a Sunday or Bank Holiday.

Reason: In the interests of residential amenity, in accordance with Policy GDP1 of the Derwentside District Local Plan and Parts 8 and 11 of the NPPF.

14. The retail store hereby approved shall only be open to members of the public between the hours of 08:00 and 22:00 Monday to Saturday and 10:00 and 18.00 Sunday.

Reason: In the interests of residential amenity in accordance with Policy GDP1 of the Derwentside District Local Plan and parts 8 and 11 of the NPPF.

15. No external lighting shall be installed until full and precise details have been submitted to and approved by the Local Planning Authority to include the following:

- A statement setting out why a lighting scheme is required, and the frequency and length of use in terms of hours of illumination during the summer and winter.
- A site survey showing the area to be lit relative to the surrounding area, the existing landscape features together with proposed landscaping features to mitigate the impacts of the proposed lighting.
- Details of the make and catalogue number of any luminaires/floodlights.
- Size, type and number of lamps fitted within any luminaire or floodlight.
- The mounting height of the luminaires/floodlights specified.
- The location and orientation of the luminaires/floodlights.
- A technical report prepared by a qualified Lighting Engineer demonstrating the light spillage (vertical illumination level) at the site boundary and the windows of all nearby dwellings.

The approved scheme shall be constructed and installed in full accordance with the approved details and shall thereafter be maintained in full accordance with the approved details.

Reason: In the interests of residential amenity in accordance with Policy GD1 of the Wear Valley District Local Plan and Parts 8 and 11 of the NPPF.

16. Both foul and surface water drainage shall be carried out in accordance with submitted 'Flood Risk Assessment and Drainage Statement' (ref: 14650-3E-00-XX-RP-C-9000) received 30th January 2017.

Reason: In the interests of flood prevention in accordance with Part 10 of the NPPF.

17. All energy production and consumption reduction measures shall be carried out in accordance with the 'Sustainability Statement' dated June 2015 and received 6th December 2016.

Reason: In the interests of sustainable development in accordance with Part 10 of the NPPF.

STATEMENT OF PROACTIVE ENGAGEMENT

The Local Planning Authority in arriving at its decision to support this application has, without prejudice to a fair and objective assessment of the proposals, issues raised, and representations received, sought to work with the applicant in a positive and proactive manner with the objective of delivering high quality sustainable development to improve the economic, social and environmental conditions of the area in accordance with the NPPF. *(Statement in accordance with Article 35(2) (CC) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.)*

BACKGROUND PAPERS

- Submitted application form, plans supporting documents and subsequent information provided by the applicant.
- The National Planning Policy Framework (2012)
- National Planning Practice Guidance notes.
- Derwentside District Local Plan 1997.
- Statutory, internal and public consultation responses.



Planning Services

Erection of an Aldi food store with associated vehicular, pedestrian and cycle access; car parking and landscaping. Former Bus Station And Co-op Buildings Sites, Front Street, Stanley, DH9 0HU. (DM/16/03893/FPA).

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Comments

Date 23rd February 2017

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