

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	DM/16/03715/FPA
FULL APPLICATION DESCRIPTION:	Demolition of existing buildings and erection of a Lidl store (Use Class A1) with associated car park and landscaping.
NAME OF APPLICANT:	Lidl UK GmbH
ADDRESS:	Land to the South of 1 Boyd St, Delves Lane, Consett
ELECTORAL DIVISION:	Delves Lane
CASE OFFICER:	Colin Harding, Senior Planning Officer, 03000 263945 colin.harding@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

Background

1. **Members will recall that at the last meeting of the North Area Planning Committee on 28 September 2017 it was resolved to defer this item to enable the issue of the retention of the entrance archway into the former Victory Pit to be considered further. At the time of the last Committee it was not proposed that the archway would be retained; however, following subsequent discussions between Lidl, Elected Divisional Members and Officers, it has now been agreed that the front façade of the archway would be retained but located in a new position on site. This report has been updated in relevant highlighted sections to account for this change in the scheme.**

Site

2. The application site measures 0.8ha in area and is located to the west of Delves Lane, and lies approximately 400m from Consett Town Centre. The site most recently comprised a scrapyards, although this use has now ceased. From the mid-nineteenth century, the site formed part of Crookhall Colliery, hosting first the Latterday Saints Pit (also known as Delves Pit) until 1913, and then subsequently the Victory Pit from 1921 until its closure in 1963. Evidence of this previous use remains on site in the form of derelict cottages, and a large stone building fronting onto Delves Lane itself. This building most likely incorporated the colliery offices, and also includes an arched entrance which is possibly a later addition. Within the site itself, there is also remaining evidence of the winding house. The majority of the remainder of the site is semi-reclaimed grassland or bare ground, although the western part of the site takes the form of dense scrub, which forms part of the large area of scrub and open space beyond the western extent of the site, and also includes informal pedestrian and cycle routes.

3. To the north of the site lies open grassland and scrub, which lies to the rear of houses on Boyd Street, and beyond this land runs the C2C Cycle Route. The eastern boundary of the site is formed by Delves Lanes itself, beyond which lies retail premises in the form of B&M Bargains. To the south lies Delves Lane Industrial Estate, which hosts a number of businesses including Bescol Motors, GT Engineering and Elldis Transport.
4. There are no statutory or locally designated landscapes or ecological sites that would be affected by the proposals, the closest being over 2km away. No recorded public rights of way are contained within or adjacent to the application site, Footpath No. 42 (Consett) being the closest, and located over 100m away on the eastern side of Delves Lane.

Proposal

5. Planning permission is sought for the erection of a retail food store that would provide 1,234sqm of internal floor space. The building would be orientated broadly north to south, on the western part of the plot with the store frontage facing into towards Delves Lane, to the east. 131 parking spaces are proposed within the site.
6. The main store building would measure approximately 70m in length (north to south) by 35m in depth, with a flat roof profile that would have a maximum height of 7m, falling to 5.5m at the rear. 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 along with a projecting canopy feature.
7. The proposed development would take access from Delves Lane. A vehicle loading and servicing area would be provided to the north side of the building. Landscape planting is proposed around the perimeter of the site, particularly the western boundary, to the rear of the store.
8. This application is being reported to the North Planning Committee as it is classed as a major development.

PLANNING HISTORY

RELEVANT PLANNING HISTORY

9. There is no relevant planning history.

PLANNING POLICY

NATIONAL POLICY

10. 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’.

11. 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;
12. *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.
13. *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.
14. *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.
15. *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.
16. *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.
17. *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.
18. *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.

19. *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)

20. *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.
21. *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.
22. *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:

23. 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:

24. *Highway Authority* – Raise no objection, advising that the submitted Transport Assessment is considered sound. The site access has been relocated and redesigned during the application process, and now meets junction standards. Additional parking within the site has been now incorporated in accordance with parking standards.
25. *Drainage and Coastal Protection* – Raise no objection provided the development is carried out in strict accordance with the submitted revised drainage strategy

document entitled “Addendum Report”. Officers advise that they would like to see permeable paving added as a source control where possible within the car parking areas. Within the surface water management of the site permeable paving would provide a better treatment stage than road gullies alone.

26. *Northumbrian Water* – Raise no objection provided the development is carried out in strict accordance with the submitted revised drainage strategy document entitled “Addendum Report” and a condition restricting flow rates via the proposed sewer connections.
27. *The Coal Authority* – Originally objected to the proposed development as the building would be located above a pair of known mineshafts. Following the receipt of an amended layout, this objection has now been withdrawn.

INTERNAL CONSULTEE RESPONSES:

28. *Spatial Policy* – Raise no objections, advising that the DDLP is silent with respect to retail development. Referring to the Retail and Town Centre Study (2009 and 2013 update) and the town centre boundaries within this, the application has been identified as being an out of centre retail development. It has therefore been considered against the sequential and impact tests detailed in Paragraphs 24 to 27 of the NPPF. This assessment has concluded that sequentially and in terms of impact on the town centre, the proposal is acceptable. Given the DDLP is silent a planning balance test is required by the case officer. It is highlighted that in terms of retail tests the application would not have a significantly adverse impact on the town centre. In addition, there are regeneration benefits.
29. *Design and Conservation* – Raise no objection. The existing colliery arch is considered to be a non-designated heritage asset, and officers consider the retention of it should be explored alongside the viable delivery of the scheme. The application should be determined in the context of Paragraph 135 of the NPPF and the substantial harm as a result of the loss of a non-designated heritage asset should be balanced against public benefits of the scheme, and the significance of the asset.
30. *Archaeology* – Raise no objection, subject to a condition requiring a watching brief due to the previous use of the site as a colliery. However, it is also suggested that consideration be given to dismantling the archway, and re-erecting it somewhere on site.
31. *Environment, Health & Consumer Protection (Land Contamination)* – No objections are raised. The submitted ground investigation has been considered is agreed with, however a condition is recommended as gas monitoring has not yet been finalised.
32. *Environment, Health & Consumer Protection (Air Quality)* – No objections are raised. It is advised that the operational phase of the development is unlikely to have a significant adverse impact upon air quality, however a dust management plan should be secured for the construction phase.
33. *Environment, Health & Consumer Protection (Noise Action Team)* – Raise no objections in principle, however it is considered that the submitted noise report does not adequately assess the impact of potential 24 hour deliveries, and that they should be restricted until adequate monitoring has taken place.
34. *Landscape* – No objections are raised. The revised layout presents a landscaped frontage to Delves Lane an improvement on the original scheme.

35. *Landscape (Arboriculture)* – No objections are raised. Trees within the site do not warrant preservation orders and removal will be required to facilitate development. Woodland to the north and west must be retained and protected throughout development.
36. *Ecology* – No objections are raised. The ecological impacts of development are the loss of brownfield and scrub habitats, the ecological impacts of the development have been effectively mitigated for through the provision of Section 106 Planning Obligation that will provide Durham County Council with £8000 to deliver ecological enhancements to Local Wildlife Sites within the local area. The off-site ecological mitigation ensures that the development meets the biodiversity requirements of the NPPF.
37. *Travel Planning* – No objections are raised, however it is advised that the submitted travel plan requires refinement and this can be secured by means of a condition. Sufficient cycle stands have been provided.
38. *Climate Change and Sustainability* – Offer no objections, but highlight that the moving of the Lidl store away from the town centre is inherently less sustainable, and further raises concerns that no sustainability statement has been submitted in order to demonstrate compliance with Part L of Building Regulations.

PUBLIC RESPONSES:

39. The application was initially advertised by means of individual notification letters, site notice and press notice. **The following representation have been received:**
40. **Two letters of representation have been received from local residents which, although not objecting to the proposal, highlight the importance of the colliery archway in terms of the social history of the area, and urge the retention of the archway on the site in some form.**
41. **One representation in support of the application outlines that they consider the arch to be an unattractive structure and its retention would detract from the proposed development.**
42. *Cllr Malcolm Clarke (Delves Lane Division)* – Requests that planning permission is granted only subject to a condition ensuring that the road facing brick archway relating to the former colliery is retained in full.
43. *Laura Pidcock (Member of Parliament for North West Durham)* – Indicates that although the development is welcomed, there needs to be a guarantee with regards to the preservation of the cultural and historic heritage of the site. It is requested that the proposed development is only approved subject to a condition that requires the retention of the existing archway.
44. ***The Crookhall Foundation* – raise concerns in relation to the loss of the archway and seek that it is preserved and recognised as part of the development.**
45. ***Durham Mining Museum* – raises concerns about the loss of the archway as an important part of the areas tradition and seek that the arch is preserved and incorporated into the development.**
46. ***Association for Industrial Archaeology* – does not object to the application as whole but expects every effort to be made to retain the arch.**

47. *Durham Constabulary* - No objections are raised and the crime risk assessment for the development is considered to be low. However, the importance of enclosing the car park by means of a well thought out landscaping scheme is highlighted, in order to deter youth congregation. It is also noted that the proposed 2m fencing would not offer any level of security.
48. **Following discussions between Local Members, Lidl, and officers, Councillors Clarke and Brown, have both now confirmed that they are happy with the proposals in light of the intention to now retain part of the archway on site.**

APPLICANTS STATEMENT:

49. The Lidl proposal on Delves Lane in Consett is in accordance with National Policy and the Development Plan and there are no other material considerations that indicate planning permission should not be forthcoming. The development proposals constitute sustainable development for the following reasons:
- The proposal comprises the development of a vacant, undeveloped and underused site ;
 - The proposal will result in the re-use of previously developed land which represents sustainable development;
 - The proposal will improve customer choice and enhance the shopping experience for shoppers within this area of Consett and the neighbouring area;
 - The proposals full comply with both the sequential and retail impact tests set out within the National Planning Policy Framework;
 - The impact analysis demonstrates that the proposal will not have any significant adverse impact on the vitality and viability of Consett town centre.
 - The development proposal will provide a contemporary building design that will be complimentary to the visual character of the surrounding area;
 - A number of economic benefits will be provided as a result of the new store, including Lidl's continued investment in the area and commitment to providing jobs and training for the local community;
 - New landscaping will be provided surrounding the site and providing a high level of visual amenity; and
 - The proposal will provide off-site ecological mitigation to deliver additional biodiversity improvements.
50. **Following discussion with the Ward Councillors and Planning Officers, Lidl have agreed to retain the façade of the archway and relocate it to a parcel of land near the proposed cycle stand. The existing archway will be dismantled and rebuilt brick by brick to retain its character.**
51. To summarise, the proposed scheme adopts the principles of sustainable development, in relation to social, economic and environmental factors. The proposal has demonstrated through various technical reports that the scheme complies with relevant policy as set out within the NPPF and the Development Plan. Therefore, the application should be supported.

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=OGZFMPGDK3U00>

52. 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, impact on heritage assets, access and highway safety issues, residential amenity, flooding and drainage, ecology and other issues.

Principle of Retail Development

53. 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 (DDLPL) 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.
54. With regards to this, DDLPL policies relating to retail development have now expired, and effectively the development plan is now silent in this respect. Paragraph 14 of the NPPF states that where a development plan is absent, silent and/or out-of-date, that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the development, or specific policies of the NPPF indicate that development should be restricted.
55. Although the DDLPL originally designated a town centre boundary for Consett, the relevant retail policies have not been saved, and therefore can carry no weight in the decision making process. 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.
56. In the absence of a saved town centre boundary policy, reference should be made to the Council's Retail and Town Centre Study (R&TCS). This was originally produced in 2009 and updated in 2013. The study defined 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 'out of centre'.
57. Paragraph 24 of the NPPF states that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses (food retail is defined by Annex 2 of NPPF as a main town centre use). It goes on to state that applications for main town centre uses should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.
58. In addition to the sequential test, the NPPF also states that when assessing applications for retail, leisure and office development outside of town centres, an impact assessment should be required. LPAs should require an impact assessment

if the development is over a proportionate, locally set threshold. Where there is not a locally set threshold, the NPPF gives a default threshold of 2,500sqm.

59. The NPPF goes on to state that an impact assessment should consider the impact of the proposal on existing, committed and planned public and private investment in a centre or centres within the catchment area and also the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
60. Paragraph 27 of NPPF states that where an application fails to satisfy the sequential test, or is likely to have a significant adverse impact on town centres, it should be refused. Consequently, Paragraph 27 is considered to be a restrictive policy for the purposes of Paragraph 14 of the NPPF.

The Sequential Test

61. The applicant has provided a sequential assessment that concludes that there are no sequentially preferable sites. This has looked at sites within Consett town centre and also on the edge of Consett town centre. The following sites have been considered and dismissed for various reasons:
 - Existing Lidl store, Victoria Centre, Consett;
 - Vacant plot on the corner of Genesis Way and Ponds Court;
 - Land off Park Road;
 - Land at the former Belle Vue Swimming Pool on Ashfield Road, and
 - Vacant plot adjacent to Consett Medical Centre off Station Road.
62. The site of the existing Lidl store is located at the Victoria Centre within Consett town centre. This provides a gross area of 1,460sqm. The applicant has recognised that this does not meet the requirements of the retailer, and therefore consideration has been given to the potential to extend. Due to the constraints of the site this is considered to not be a viable option. It is accepted that the site is constrained and to provide a unit that would meet the operator's requirements on the site would require significant redevelopment which site ownership issues along with the nature of the site, would not allow.
63. The sites at Genesis Way/Ponds Court and adjacent to Consett Medical Centre (both edge of centre), have both been dismissed by the applicant for being too small. The applicant's conclusions on both of these potential sites are accepted. Neither would be able to accommodate the Lidl store proposed by the applicant in terms of its size 2,470sqm (Gross Internal).
64. The site at Land of Park Road has been identified as a potential site but again has been dismissed by the applicants due to issues over topography. In addition the applicant has suggested that the site is unavailable citing a history of housing planning permissions that have lapsed. The site's availability would preclude the site for development and therefore the applicant's conclusions on the site are accepted.
65. Finally, the site of the former Belle Vue swimming pool has also been identified. This has been dismissed by the applicant as unavailable. This site has been identified for housing development and in addition the access is unlikely to be suitable for a new food store.
66. Having undertaken an assessment of sites within Consett town centre and also on the edge of Consett town centre it is considered that the sequential test is adequately met in this instance.

The Impact Assessment

67. The proposed development falls above the national impact threshold of 2500sqm (2,566sqm) and the applicant has therefore provided an impact test. The applicant has considered impact on town centre vitality and viability, and also impact on existing committed and planned public and private investment.
68. In terms of committed and planned public and private investment, the applicant has concluded that the proposed foodstore would not have an impact. This view is accepted, as there are no proposed in-centre schemes that this application would adversely impact upon.
69. The impact on town centre vitality and viability also requires scrutiny. The applicant has stated that the intention is for the company to decamp from its current in-centre store and move to an out-of-centre location. This would therefore create an empty town centre unit which is a direct short term adverse impact of the proposed development. It is however, acknowledged that this existing site does not meet Lidl's operational requirements, and this is recognised in the acceptance of the sequential test.
70. For the purposes of the impact test, the applicant has considered the prospect of a similar retailer occupying the unit made vacant. Whilst there is a degree of uncertainty within these conclusions, this provides a reasonable basis for assessment.
71. Having regards to the conclusions of the impact assessment, in the context of these assumptions, it is considered that the majority of impact would be felt by stores that are currently based outside of the defined town centre boundaries. This is based on the principle of "like effects like" and the applicant's conclusions that the greatest impact would be felt by the edge-of-centre Aldi store, as well as to a lesser extent by Tesco and Morrison's (also edge-of-centre), are considered to be reasonable. It is also agreed that the impact on these would not be significant, considering the new store would continue to fulfil the same role that it has historically, albeit, a slightly more enhanced role.
72. In terms of town centre stores, accepting there is a degree of uncertainty over the impact that the proposal would have on the long term functioning of Lidl's existing unit, it is considered that the impact on Consett town centre would not be significantly adverse. The town centre has a limited range of convenience retailers within the town centre and it is considered that these are likely to continue to fulfil their complementary role to the larger food retailers within the town. Finally, it is also worth noting the relative performance of Consett town centre and the low levels of vacancy that are evident.
73. It is therefore considered that the impact assessment is adequately met in this instance.

Conclusion on Retail Policy Assessment

74. The proposal is considered to pass the sequential test, and further, would not have a significant adverse impact upon Consett Town Centre. As a result, Paragraph 27 of the NPPF does not indicate that permission should be refused in this instance, and further that the presumption in favour of sustainable development contained with Paragraph 14 of the NPPF remains engaged.

Design and Impact upon the Surrounding Area

75. The site, in its current state is a largely derelict former colliery site so redevelopment of it, from a visual impact perspective would improve the appearance of the immediate area in a positive manner, any impacts upon heritage assets notwithstanding.
76. Design improvements during the course of consideration of the application have seen a re-alignment of the building, with it now fronting towards Delves Lanes from the rear of the site, as opposed to presenting a side elevation, as originally proposed.
77. Although of a relatively standard, utilitarian design, the proposed store is not considered to be unattractive and demonstrates a simple quality commensurate with other large modern retail developments. Consequently, the proposed store building is considered to be of a suitable design and appearance and of a suitably high quality in design that it is considered to accord with DDLP Policy GDP1, which is considered to be consistent with NPPF and can continue to be afforded significant weight, and Part 7 of the NPPF.
78. In terms of landscaping, a comprehensive scheme is proposed. This would see significant planting to the west and north of the proposed store, with further perimeter planting to the eastern and southern boundaries, around the extent of the car park and service yard. Landscape Officers have raised no objections to the proposed development in this regard, subject to a planning condition ensuring the proposed landscaping scheme is implemented.
79. Overall, the re-development of the site would address an otherwise largely derelict site within Delves Lane. The proposed building would be fit for purpose and the development overall would be a positive addition to the local streetscene 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

80. In terms of the heritage context of the application site, it does not lie within a Conservation Area, nor are there any Listed Buildings within the vicinity. However, the site has its own historical context as a former colliery, and some of the buildings that remain upon the site are considered to be non-designated heritage assets. These would be lost in their entirety as a result of this development. Representations received from elected community representatives indicate that these remnants of the former colliery use of the site are of significant cultural value to the local community.
81. NPPF Paragraph 135 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss, and the significance of the heritage asset. 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. This Policy is considered to be 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 DDLP Policy GDP1 in this respect.

82. The application site currently contains remnants of buildings associated with the former colliery and coke works use of the site. At the northern end of the site is a row of derelict single-storey cottages. These structures are believed to date to between 1896 and 1921, and may have been associated with the later phase of use of Delves Colliery which closed in 1913. The applicant's heritage statement concludes that due to their condition, their lack of architectural merit, lack of historical significance, or communal value, that these structures cannot be considered to be significant historic assets. This is a view which is shared by the Council's Design and Conservation officers.
83. A large single storey building occupies almost the entire street frontage of the site. The building backs onto Delves Lane, and is of a mixed stone and brick construction. Many of the original openings have been filled, and the original roof has been removed and replaced with corrugated metal sheeting. The building appears to have been constructed between 1921 and 1939, and was associated with the former Victory Pit which closed in 1963, serving as the colliery offices. The distinctive archway entrance was likely added after the initial construction of the building, as is evidenced by the incorporation of different building materials and construction techniques.
84. The submitted heritage statement considers that the elevation of this building that fronts onto Delves Lane has little aesthetic appeal, is not representative of the building's original function, and has also suffered from modifications over time. It also considers that the archway is a redeeming feature, but acknowledges that this may not even be contemporary to the original building, or perhaps even its original function. It contends that any significance that this building has is local, and historical, as Victory Pit drove the expansion of Delves Lane in the early 20th Century, and therefore forms an important part of local history. However, the connection to the past use of the site is diminished by the lack of other surviving structures of the colliery complex.
85. The submitted heritage statement also highlights that other surviving examples of buildings of this function and date can be found both regionally and nationally, and that on the whole these examples are in better condition. Such examples can be found in the form of Easington Colliery pay office, Beamish pay office, and Woodhorn Colliery offices in Northumberland. The heritage statement concludes overall that the surviving colliery building on the site has little overall significance.
86. Design and Conservation Officers have considered the content of the submitted heritage assessment, and find that following further work carried out during the application process that it is objective, and well balanced, and draws reasonable conclusions with regards to the significance of the structures. They have advised that the archway related to the colliery offices constitutes a non-designated heritage asset, and opportunities to retain it in some meaningful form should be explored within the viable delivery of the redevelopment scheme, a view shared by the County Archaeologist. **Accordingly, prior to the presentation of the report at the Meeting on 28 September, Officers sought the retention of the arch; however, the applicants considered that its retention could not be justified.**
87. **However, following deferral of the item, opportunities to retain the archway on site in a meaningful form on the site have been explored further. These positive discussions have culminated in the applicant submitting a revised layout plan which highlights the retention of the archway on the site, and details the extent of the archway that would be retained. The archway would be repositioned in an area of grassed open space within the site and would**

largely consist of the façade with associated pitched roof, together with the construction of associated brick piers to provide structural support.

- 88. The concerns of the local community as expressed by the elected community representatives with regard to this issue have therefore been explored further and it has been established that the applicant is now willing to retain part of the archway on site. The Local Elected Divisional Members have confirmed that they are happy with the proposals for the partial retention of the archway. It would be necessary to impose an appropriate planning condition to specify the precise details of the retention works and the timing of the implementation of the works. Subject to the imposition of such a condition, the proposal would accord with DDLP Policy GDP1 and meet the requirements of Paragraph 135 of the NPPF in terms of considering the effect of an application on the significance of a non-designated heritage asset.**

Access and highway safety issues

89. 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.
90. The proposed development would result in a single vehicular access point on to Delves Lane, which would incorporate a protected right turn junction for traffic entering the site. The detail of the access junction has been amended following discussions with Highway Authority officers, and is now considered to be acceptable, and in accordance with DDLP Policy TR2.
91. A Transport Assessment has been submitted that considers the impact of the development on the surrounding road network, which has been assessed by the County Highways, who concur with its findings that the surrounding highway network is considered to hold enough capacity to cater for the proposed new retail store. The Highway Authority outline that the Council's Parking and Accessibility Guidelines state a maximum level for parking, which this proposal complies with. The proposals would therefore not be in conflict with Paragraph 32 of the NPPF, as there would be no severe impact upon the highways network.
92. 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 DDLP Policy TR3 and Part 4 of the NPPF.
93. 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

94. 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 with regard to the impact upon their amenity.
95. The closest residential properties to the proposed store are those on Boyd Street to the north of the proposed store building, approximately 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 7am to 10pm Monday to Saturday, and a 6 hour period between 10am and 4pm on Sundays and Bank Holidays. These times are comparable to similar uses in the vicinity, 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 location. The design of the proposed retail store would see the delivery bay and plant compound along the northern elevation of the building, whilst the proposed refrigeration plant would sit at the rear of the store, albeit at the northern end. 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.
96. The applicant has provided a Noise Impact Assessment in support of the proposed 24 hour delivery times. The Noise Impact Assessment has been reviewed by the Council's Environmental Health and Consumer Protection Officer who consider that the case study used to demonstrate that deliveries carried out during the night would not result in an increase in noise over background levels is not to be representative, as a result of the timing of the example survey, and the fact that the delivery vehicle concerned was not using reversing alarms at the time, contrary to Lidl's standard delivery practice.
97. As a result, it is considered that it has not been demonstrated that 24 hour deliveries would not have a detrimental impact upon levels of residential amenity available to nearby residents, and therefore a condition is proposed in order to limit the timing of deliveries.
98. Impacts from the general operation of the store for long periods (i.e. 7am to 10pm Monday to Saturday) are however considered to be acceptable, however, Officers are justified in controlling the store opening times to the public to ensure the amenity of the nearby residents is safeguarded.

99. 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.
100. With regard to air quality, Environmental Health and Consumer Protection Officers have advised that the operation of the store is unlikely to have a significant impact upon air quality, although the construction phase should be adequately controlled by means of a dust management plan, which can be secured by means of a planning condition.
101. 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.
102. 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 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, subject to 24 hour deliveries being restricted until it can be adequately demonstrated that they would not result in an adverse impact upon residential amenity. 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

103. 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.
104. 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. 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 conveyance swales, trapped gullies and flow control will be utilised). Foul water discharge would be considered domestic in nature and would be discharged in to the existing network.
105. 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 5 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.

Ecology

106. Part 11 of the NPPF seeks to ensure that developments protect and mitigate harm to biodiversity interests, and where possible, improve them. There are no designated areas which border the site or within 2km of the site boundaries. An ecology appraisal has been submitted with the application, highlighting that no species that are afforded special legal protection under the Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife and Countryside Act 1981 (as amended) have been recorded within the site.
107. However, the submitted report does identify that the site forms Early Successional Brownfield Land, and further that this habitat would have the potential to support Dingy Skipper Butterflies, as well as reptiles. Although no Dingy Skippers have been recorded on the site, they have been recorded twice within 1.2km of the site, within the last 16 years, and therefore the presence of the species cannot be wholly discounted.
108. The submitted ecology report identifies a series of onsite mitigation measures to offset any loss of potential habitat, however the applicant has indicated that the delivery of these would not be compatible with the efficient operation of the superstore. In lieu of the relevant mitigation being provided on site, a financial contribution of £8,000 would be secured through a planning obligation under S106 of the Town and County Planning Act 1990 (as amended) in order to allow biodiversity enhancements to be delivered on Durham County Council land within the Delves Lane area.
109. The County Ecologist has advised that the financial sum proposed is acceptable, and represents a proportionate figure to offset any biodiversity impacts, in accordance with the industry recognised methodology.
110. As a result, it is considered that impacts of the development upon biodiversity interests can be adequately offset, in accordance with Part 11 of the NPPF.

Other Issues

111. 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.
112. 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. Although the applicant has not submitted a sustainability statement setting out how this would be achieved, it is considered that an adequate strategy for energy reduction can be secured by means of an appropriate planning condition in order to ensure that the proposal complies with Part 10 of the NPPF.

113. Paragraph 120 of NPPF states that planning decisions should prevent unacceptable risks from land instability by ensuring that new development is appropriate for its location. Being a former colliery, it is perhaps unsurprising that the site is located in a High Risk Coal Mining Development Area. Originally, the Coal Authority had raised objections as the store building was proposed to be located over the two known mineshafts that exist on the site. Following these comments, the scheme has been amended, resulting in the building being re-located within the site, with the mineshafts now being located within the car park. On this basis, the Coal Authority has now withdrawn its objection, and there are no unresolved land stability issues. The proposed development can therefore be considered to be in accordance with Paragraph 120 of the NPPF.

Planning Balance

114. 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 in the context of the planning balance test contained within Paragraph 14 of the NPPF which requires the granting of planning permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or where specific NPPF policies indicate that development should be restricted. 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 outside of a town centre location.
115. By representing retail development in an out-of-centre location, Paragraph 27 of the NPPF indicates that such development should be restricted, unless the development passes sequential, and town centre impact tests. Whilst the second limb of Paragraph 14 is engaged, as the sequential and town centre tests are passed in this instance, such restrictive policy does not disapply the presumption in favour of granting planning permission. Instead the first limb of Paragraph 14 is in operation, which requires planning permission to be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so.
116. The proposed development would improve the appearance of what is a currently underutilised brownfield site, which would in overall terms enhance the character and appearance of the area. Additionally, the development would lead to the creation of 40 job opportunities, which would offset the loss of the existing smaller store, as well as provide additional employment, and also increased consumer choice. Overall, the proposed store would contribute to social and economic development within the Delves Lane, and the wider Consett area.
117. In terms of adverse impacts, 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 background noise climate in the operational phase.

CONCLUSION

118. The presence of a general urban 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. However impacts from

allowing unrestricted delivery times to the store, cannot yet be fully understood; and a broader range of impacts are possible from unrestricted store opening times (such as customer vehicle movements) and so conditions are proposed to maintain control of these aspect.

119. 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 within the Council's Parking and Accessibility Guidelines stated maximum. The scheme would not increase the risk of flooding elsewhere.
120. Any impacts on biodiversity can be adequately offset by means of a financial contribution towards offsite ecological enhancements. It is considered that the planning obligation to secure a £8,000 payment for offsite ecological mitigation represents a proportionate figure to offset any biodiversity impacts and meets the three planning tests set out in Paragraph 204 of the NPPF and Section 122 of The Community Infrastructure Levy Regulations 2010. These being that matters specified are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development.
121. In summary, the scheme is considered to represent sustainable development as set out in the NPPF, and in accordance with Derwentside District Local Plan Policies GDP1, TR2, and TR3, and that planning permission should be granted.

RECOMMENDATION

That the application is **APPROVED** subject to the completion a Section 106 Legal Agreement to secure the following:

- £8,000 towards biodiversity enhancements within Delves Lane Electoral Division;

and 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:

Proposed Site Layout 07147-SPACE-A(90)GAP002-14 Rev.19

Landscape Details R/1917/1C

Boundary Treatment Plan 07147-SPA-A(99)GAP002-3 Rev.3

Proposed Elevations 07147-SPA-A(00)GAE001-4 Rev.4

Proposed Roof Plan 07147-SPA-A(00)GAP201-3 Rev.3

Proposed Ground Floor 07147-SPA-A(00)GAP001-3 Rev.3

Tree Survey AMS-EXI

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

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 National Planning Policy Framework. This condition is required to be pre-commencement in order to ensure that adequate mitigation measures are in place before work begins.

4. **Prior to the commencement of development, full details of a scheme for the retention of the archway as shown on Proposed Site Layout 07147-SPACE-A(90)GAP002-14 Rev.19 shall be submitted to and agreed in writing by the Local Planning Authority. Such scheme as agreed shall be fully implemented prior to the retail foodstore hereby approved first being brought into use.**

Reason: In order to ensure the retention of a non-designated heritage asset in accordance with Paragraph 135 of the NPPF and Policy GDP1 of the Derwentside District Local Plan. This condition is required to be pre-commencement in order to ensure that an appropriate scheme is agreed before any demolition takes place.

5. 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 Part 11 of the National Planning Policy Framework. Required to be pre-commencement in order to ensure that the site is safe and suitable for development, before works start.

- 6. 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 National Planning Policy Framework.

7. 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 National Planning Policy Framework.

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 National Planning Policy Framework.

9. 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 National Planning Policy Framework.

10. Prior to the retail store hereby approved being brought into use the on-site cycle parking facilities depicted on the proposed site plan (Site Layout 07147-SPACE-A(90)GAP002-14 Rev.14) 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 National Planning Policy Framework.

11. 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.

12. 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 Public 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 National Planning Policy Framework.

13. The retail store hereby approved shall only be open to members of the public between the hours of 07:00 and 22:00 Monday to Saturday, and 10:00 and 18.00 Sundays and Public Holidays.

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 National Planning Policy Framework.

14. No deliveries shall be made to the retail store hereby approved outside of the hours of 0700 – 2130.

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 National Planning Policy Framework.

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 National Planning Policy Framework.

16. Both foul and surface water drainage shall be carried out in accordance with submitted 'Flood Risk Assessment and Drainage Statement' and 'Addendum Report –Proposed Lidl Superstore, Delves Lane, Consett'

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

17. Within one month of the commencement of the development, a scheme to embed sustainability and minimise Carbon from construction and in-use emissions shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in complete accordance with the approved scheme and retained while the building is in existence.

Reason: In the interests of sustainable development in accordance with Part 10 of the National Planning Policy Framework.

18. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation that has been approved in writing by the Local Planning Authority. The Scheme shall provide for:

i; Measures to ensure the preservation in situ, or the preservation by record, of archaeological features of identified importance.

ii; Methodologies for the recording and recovery of archaeological remains including artefacts and ecofacts.

iii; Post-fieldwork methodologies for assessment and analyses.

iv; Report content and arrangements for dissemination, and publication proposals.

v; Archive preparation and deposition with recognised repositories.

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

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

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

The archaeological mitigation strategy shall be carried out in accordance with the approved details and timings.

Reason: To comply with Paragraphs 135 & 141 of the National Planning Policy Framework because the site is of archaeological interest. Required to be pre-commencement to ensure that no archaeological remains are disturbed by the commencement of work

19. Prior to the development being beneficially occupied, a copy of any analysis, reporting, publication or archiving required as part of the mitigation strategy shall be deposited at the County Durham Historic Environment Record.

Reason: To comply with Paragraph 141 of the National Planning Policy Framework, which requires the developer to record and advance understanding of the significance of a heritage asset to be lost, and to make this information as widely accessible to the public as possible.

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

DM/16/03715/FPA

Demolition of existing buildings and erection of a Lidl store (Use Class A1) with associated car park and landscaping, Land To The South Of 1 Boyd Street, Delves Lane, Consett.

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Comments

Date 26th October 2017

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