

Application No: 21/01736/FUL Author: Rebecca Andison
Date valid: 19 August 2021 ☎: 0191 643 6321
Target decision date: 14 October 2021 Ward: Riverside

Application type: full planning application

Location: Land To The Rear Of The Former Bogie Chain, Western Road, Wallsend, Tyne And Wear

Proposal: 3no two bed new build bungalows in a terrace form, with new parking, garden and ancillary spaces

Applicant: Woodacre Developments, Mr S Frith 950 Shields Road Newcastle Upon Tyne NE6 4QQ

Agent: Beautiful Pigeon Architecture, Mr Jason Gibbons Unit 17 The Clothworks Industry Road NE6 5XB

RECOMMENDATION:

The Committee is recommended to:

- a) indicate that it is minded to approve the application subject to a unilateral undertaking in respect of a contributions of £1,011 towards the Coastal mitigation Scheme; and**
- b) authorise the Director of Environment, Housing and Leisure to determine the application subject to the conditions listed below and to the addition, omission or amendment of any conditions considered necessary, providing no further matters arise which in the opinion of the Director of Environment, Housing and Leisure, raise issues not previously considered which justify reconsideration by the Committee.**

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

1.1 The main issues for Members to consider are:

- Principle;
- Impact on the living conditions of surrounding occupiers, and whether the proposal would provide a sufficient residential living environment for future occupiers;
- Impact of the proposal on the character and appearance of the site and its surroundings;
- Impact on trees and biodiversity; and
- Whether there is sufficient car parking and access provided.

2.0 Description of the Site

2.1 The application site is located between Western Road and Rosehill Road, Wallsend. It is located to the north east of a recently built housing development.

2.2 The site has an area of approximately 973 sqm and is currently vacant. To the north west a belt of mature trees separates the site from the Metro Line and to the south east is open space, with residential properties beyond.

2.3 The site has no allocation within the North Tyneside Local Plan.

3.0 Description of the Proposed Development

3.1 Planning permission is sought for 3no. single storey 2-bedroom residential dwellings.

3.3 The development would be accessed via an extension of the existing access road from Western Road. This results in the loss of 2no. parking spaces from the adjacent residential development to the south.

4.0 Relevant Planning History

18/00426/FUL - Development of 10 new residential units, 4 bed dwellings in 2.5 storey townhouse blocks with ancillary parking, refuse and landscaped areas (AMENDED PLANS) – Permitted 09.07.2019

19/01583/FUL - Construction of 2no. 4 bed residential dwellings, in a semi detached form, with ancillary parking and external space – Permitted 02.04.2020

5.0 Development Plan

North Tyneside Local Plan (2017)

6.0 Government Policy

National Planning Policy Framework (July 2021)

National Planning Practice Guidance (As Amended)

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

7.0 Main Issues

The main issues in this case are:

- Principle;
- Impact on the living conditions of surrounding occupiers, and whether the proposal would provide a sufficient residential living environment for future occupiers;

- Impact of the proposal on the character and appearance of the site and its surroundings;
- Impact on trees and biodiversity; and
- Whether there is sufficient car parking and access provided.

8.0 Principle

8.1 Paragraph 7 of NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

8.2 Paragraph 11 of NPPF introduces a presumption in favour of sustainable development, which amongst other matters states that decision makers should approve development proposals that accord with an up-to-date development plan without delay.

8.3 Paragraph 60 of NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

8.4 Policy DM1.3 states that the Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area.

8.5 Policy S1.4 states that proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development or areas specific policies of the Local Plan.

8.6 Policy S4.1 states that the full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of brownfield land and sustainable Greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.

8.7 Policy S4.3 specifically allocates sites to meet the overall housing needs. The application site is not allocated for housing in the Local Plan.

8.8 Policy DM4.5 states that proposals for residential development on sites not identified on the Policies Map will be considered positively where they can:

- Make a positive contribution to the identified housing needs of the Borough; and,
- Create a, or contribute to an existing, sustainable residential community; and
- Be accessible to a range of sustainable transport modes; and
- Make the best and most efficient use of available land, whilst incorporating appropriate green infrastructure provision within development; and
- Be accommodated by, and make best use of, existing infrastructure, and where further infrastructure requirements arise, make appropriate contribution to its provision; and
- Make a positive contribution towards creating healthy, safe, attractive and diverse communities; and,
- Demonstrate that they accord with the policies within this Local Plan.

8.9 The development would contribute to meeting the housing needs of the borough and is therefore considered to accord with the aims of the NPPF to increase the delivery of new homes, and point (a) of Policy DM4.5. It is located in a sustainable location close to public transport links, shops and services.

8.10 Having regard to the above; the principle of the proposed development is considered acceptable subject to consideration of the following matters:

9.0 North Tyneside Council Housing Land Supply

9.1 Paragraph 74 of National Planning Policy Framework (NPPF) requires local planning authorities to identify and maintain a rolling five-year supply of deliverable housing land. This includes an additional buffer of at least 5%, in order to ensure choice and competition in the market for housing land.

9.2 The most up to date assessment of housing land supply informed by the five year housing land summary included within the Housing Land Availability Assessment, September 2021. It identifies the total potential 5-year housing land supply in the borough at 4,012 additional dwellings, a total which includes delivery from sites yet to gain planning permission. This represents a shortfall against the Local Plan requirement or approximately a 4 year supply of housing land. It is important to note that this assessment of five year land supply includes over 2,000 homes at proposed housing allocations within the Local Plan (2017). The potential housing land supply from this proposal is not included in this assessment. The proposed 3no. dwellings will make a valuable contribution towards the borough achieving a five year housing land supply.

10.0 Impact on the amenity of existing and future occupiers

10.1 Paragraph 185 of NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life.

10.2 The NPPF states that planning should always seek to ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

10.3 Policy S1.2 of the Local Plan states that the wellbeing and health of communities will be maintained and improved by amongst other matters requiring development to create an age friendly, healthy and equitable living environment.

10.4 Policy S1.4 of the Local Plan states that development proposals should be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.

10.5 DM5.19 states that development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to

incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity. Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

10.6 Policy DM6.1 of the Local Plan states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; a safe environment that reduces opportunities for crime and antisocial behaviour; and a good standard of amenity for existing and future residents and users of buildings and spaces.

10.7 Policy DM4.9 states that to ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1 October 2018 the following standards will apply, subject to site viability:

Accessibility of homes:

Market Housing

a. For new housing developments, excluding low-rise non-lift serviced flats, 50% of homes are to meet building regulation M4(2) – ‘Category 2 -accessible and adaptable dwellings’.

Affordable Housing

b. For all new housing developments, excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.

c. 10% of new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

Internal Space in a Home:

d. All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standard (NDSS).

10.8 Impact on existing residents –

The proposed dwellings are single storey and located approximately 24.3m from the closest dwelling on Woodacre Mews to the south. The north elevation of this property contains only non-habitable windows.

10.9 Residential properties to the north east on Rosehill Road are located over 60m from the site and do not directly face the proposed dwellings. To the south east, residential properties on Marina View are located approximately 80m from the application site.

10.10 Having regard to the above the impact on the living conditions of existing residents is considered to be acceptable.

10.11 Impact on future occupiers –

The site is located to the south of the Metro line and there are industrial premises to the south on the opposite side of Western Road. A noise assessment has been submitted as part of the application.

10.12 The Manager of Environmental Health has been consulted and provided comments. She notes that the impact of noise on future occupiers was assessed under application 18/00426/FUL and recommends that the same conditions, requiring the provision of noise and ventilation schemes, are imposed.

10.13 Subject to these conditions the impact of noise on future occupiers is considered to be acceptable.

10.14 The layout of the development is also considered to be acceptable in terms of the standard of living accommodation provided for future occupiers. Each dwelling would be provided with a front and rear garden and the dwellings have adequate windows to provide good levels of light, outlook and privacy. The Government's Nationally Described Space Standard (NDSS) require the properties to measure at least 61 sq m. They have a floor area of approximately 64.3 sq m.

10.15 It is officer opinion that, subject to the conditions discussed above, the development would provide an acceptable living conditions for future occupiers and avoids having an adverse impact on existing residents. Members need to consider whether they agree.

11.0 Impact on Character and Appearance

11.1 NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to the local character and history, including the surrounding built environment and landscape setting; and establish or maintain a strong sense of place.

11.2 Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes (NPPF para. 134).

11.3 Policy DM6.1 of the Local Plan states that applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area.

11.4 The Council has produced an SPD on Design Quality, which seeks to encourage innovative design and layout and that contemporary and bespoke architecture is encouraged. The chosen design approach should respect and

enhance the quality and character of the area and contribute towards creating local distinctiveness.

11.5 There are a variety of property style in the surrounding area. The closest properties on Rosehill Road are 2-storey terraces, while further east there are 3-story flats and 2-storey detached and semi-detached dwellings. The new residential development immediately to the south west comprises 2.5-storey town houses.

11.6 The proposed development comprises a terrace of 3no. bungalows arranged across the site. They are traditional in design and would be constructed from red brick with stone lintels and cills and timber doors.

11.7 The proposed dwellings are located at the top of a steep embankment and are set above the existing development to the south. They are well distanced from Rosehill Road. While there are no other single storey properties within the immediate area it is not considered that the height would appear out of keeping or result in harm to the streetscene due to their elevated position and set back from the highway.

11.8 The design and layout of the proposed development is considered to be acceptable and in accordance with the NPPF and Policy DM6.1 of the Local Plan.

12.0 Landscaping and ecology

12.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment by amongst other matters improving biodiversity.

12.2 Paragraph 174 of NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

12.3 Paragraph 180 of NPPF states that when determining planning application that if significant harm to biodiversity cannot be avoided, or as a last resort compensated for, then planning permission should be refused.

12.4 Policy S5.4 states that the Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed having regard to their relative significance.

12.4 Policy DM5.5 of the Local Plan states that all development proposals should:

a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,

- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d. The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links; and,
- e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is evidence to support the presence of protected and priority species or habitats planning to assess their presence and, if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation; and,
- f. For all adverse impacts of the development appropriate on site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.

12.5 Local Plan Policy DM5.6 states that proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

12.6 Policy 5.7 states that development proposals within a wildlife corridor must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.

12.7 Policy DM5.9 supports the protection and management of existing woodland trees, hedgerow and landscape features. It seeks to secure new tree planting and landscaping scheme for new development, and where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes and encouraging native species of local provenance.

12.8 The Coastal Mitigation SPD contains additional guidance and information on the mitigation expected from development within North Tyneside to prevent adverse impacts on the internationally protected coastline. Development can adversely affect the Northumbria Coast SPA /Ramsar through additional pressure from local residents and visitors. It is proposed to introduce a coastal wardening service as part of a wider Coastal Mitigation Service that will implement a range of targeted and coordinated physical projects to mitigate the impacts at the coast. The SPD sets out a recommended developer contribution

towards this service that would contribute to the avoidance or mitigation of adverse impacts on internationally protected species and habitats.

12.9 The site is located within a wildlife corridor and lies adjacent to a large area of open space to the east. The sloping land between the proposed dwellings and the new residential dwellings to the south west is an 'Eco-buffer' area that was provided to mitigate and enhance the impacts of the housing development. The proposed access runs through this area and would result in the loss of planting. There would also be a loss of grassland from within the site.

12.10 To mitigate for the lost habitat, it is proposed create areas of neutral and modified grassland and mixed scrub within the site. A Planting and Management Plan and a Biodiversity Net Gain (BNG) Assessment have been submitted.

12.11 The Landscape Architect and Biodiversity Officer have been consulted and provided comments. They state that the proposal is acceptable subject to conditions.

12.12 Along the north west boundary of the site is a 2m high fence enclosing a large group of mature trees which extend towards the Metro line. This tree group provides screening and habitat for wildlife. The northernmost dwelling would be located approximately 1.1m from the fence line and could therefore be affected by the trees. However, the gardens would be positioned in full sun for the majority of the day and the impact on light is therefore considered to be acceptable. The Biodiversity Officer and Landscape Architect state that the proximity of the trees could result in future pressure to remove or prune them but note that they are not protected and that issues could be dealt with through regular maintenance.

12.13 The BNG Assessment indicates that with the proposed planting scheme a net gain in biodiversity would be achieved. Some amendments have been requested to the planting scheme and the applicant has agreed to this request. They have also agreed to omit the fencing which is currently shown along the boundary of the northern landscape mitigation area and to include gaps in the eastern boundary fence on the embankment. A condition is recommended requiring that revised plans are submitted to show these changes.

12.14 The development lies within 6km of the coast and therefore has the potential to impact on the Northumbria Coast SPA/Ramsar site through additional visitor disturbance. To mitigate this impact, in accordance with the Coastal Mitigation SPD, the developer has agreed to make a contribution of J337 per dwelling towards coastal mitigation.

14.15 Having regard to the above it is considered that the impact on trees and ecology is acceptable and in accordance with policies DM5.5, DM5.7 and DM5.9.

13.0 Whether there is sufficient car parking and access provided

13.1 NPPF recognises that transport policies have an important role to play in facilitating sustainable development, but also contributing to wider sustainability and health objectives.

13.2 All development that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a Transport Statement (TS) or Transport Assessment (TA) so the likely impacts of the proposal can be fully assessed.

13.3 Paragraph 111 of NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

13.4 Policy DM7.4 seeks to ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents and health and well-being.

13.5 The Transport and Highways SPD sets out the Council's adopted parking standards.

13.6 3no. parking spaces plus 1no visitor bay are proposed for the 3no. dwellings. The proposed access road results in the loss of 2no. parking spaces from the adjacent development. A statement has been submitted to justify this loss. The statement explains that it would be possible to replace the spaces in another part of the site but considers this to be unnecessary given that the existing parking spaces are under utilised.

13.7 The Highway Network Manager has been consulted and raises no objection to the application. He advises that an appropriate level of parking would be provided for the development and that the removal of the existing spaces is unlikely to have a severe impact in terms of highway safety.

13.8 Having regard to the above, and subject to the conditions requested by the Highway Network Manager, it is considered that the proposal complies with the advice in NPPF, policy DM7.4 and the Transport and Highways SPD.

14.0 Conclusion

14.1 Members should consider carefully the balance of issues before them and the need to take in account national policy within NPPF and the weight to be accorded to this as well as current local planning policy.

14.2 Specifically, NPPF states that LPA's should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. A core planning principle within NPPF requires that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

14.3 The proposal would provide 3no. residential units, which would make a small but valuable contribution towards the 5-year housing land supply. The site lies in a sustainable location, close to shops, services and transport links. It is therefore officer advice that the principle of residential development on this site is acceptable.

5. The scheme for parking shall be laid out in accordance with the approved plans. These turning areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

6. The scheme for storage of refuse, recycling and garden waste bins shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

7. The scheme for the for storage of cycles shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

8. Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc), materials used in constructing the development, fuels and waste as well concrete mixing and use of fires; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development. It must also include tree protection measures for the trees to be retained. Cabins, storage of plant and materials and parking must not be located within the RPA of the retained trees.

Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until the agreed wheel washing/road cleaning measures are fully operational. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

9. Notwithstanding Condition 1, no development shall commence until a scheme to show wheel washing facilities and/or mechanical sweepers to prevent

mud and debris onto the public highway has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the location, type of operation, maintenance/phasing programme. Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until these agreed measures are fully operational for the duration of the construction of the development hereby approved. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre development to ensure that the adoptable highway(s) is kept free from mud and debris in the interests of highway safety having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

10. Desk Study and Method Statement	CON003	*	
11. Site Investigation	CON004	*	
12. Remediation Method Statement	CON005		*
13. Validation Report	CON006	*	
14. Unexpected Hotspots	CON007	*	
15. Gas Investigate no Development	GAS006	*	

16. Prior to occupation of the development a noise scheme for the acoustic glazing scheme in accordance with noise report no. BPMD/BC/001 shall be submitted to and approved in writing by the Local Planning Authority. Details of the acoustic glazing to be provided must be in accordance with BS8233 and the World Health Organisation community noise guidelines must be provided to show that all habitable rooms are provided with sound attenuation measures to give a resultant noise level of below 30 dB LAeq and maximum noise level of 45dB for bedrooms and 35 dB LAeq for living rooms is achieved. The scheme shall be implemented in accordance with the agreed details and thereafter retained.

Reason: To safeguard the amenity of residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

17. Prior to occupation of the development a ventilation scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must ensure an appropriate standard of comfort to prevent overheating and ensure internal noise levels with windows closed comply with BS8233 and the WHO community noise standards at night, namely a minimum of night time equivalent noise level of 30 dB (23:00 hours to 07:00 hours) and maximum noise level of 45dB and daytime equivalent noise level of 35dB (07:00 hours to 23:00 hours) in bedrooms and daytime equivalent noise level (23:00 hours to 07:00 hours) of 35 dB in living rooms. Where the internal noise levels are not achievable, with window open, due to the external noise environment, an alternative mechanical ventilation system must be installed, equivalent to System 4 of Approved Document F, such as mechanical heat recovery (MVHR) system that addresses thermal comfort to reduce the need to open windows, unless an

overheating assessment is provided to verify that there are no overheating risks. The alternative ventilation system must not compromise the facade insulation or the resulting internal noise levels. Where an overheating assessment is provided this must be carried out by a qualified engineer. Where the property is subject to a risk of overheating an alternative ventilation or cooling system must be provided that is designed to achieve the levels in the current CIBSE guidance.

The scheme shall be implemented in accordance with the agreed details and thereafter retained.

Reason: To safeguard the amenity of residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

18. Restrict Hours No Construction Sun BH HOU004 *

19. Notwithstanding condition 1, within 1 month of development commencing details of all screen and boundary walls, fences and any other means of enclosure must be submitted to and approved in writing by the Local Planning Authority. The northern triangular area is to be left open with no fence enclosing it. The boundary fence is to return along the rear garden areas. The boundary fence to the eastern boundary, where it meets the eco area on the embankment, must include a number of gaps at ground level to allow small mammals through.

Reason: To ensure a satisfactory environment within the development and to protect wildlife; having regard to policies DM5.5 and DM6.1 of the North Tyneside Local Plan 2017.

20. Notwithstanding any indication of materials which may have been given in the application, no development shall take place until a schedule and/or samples of the construction and surfacing materials and finishes for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance having regard to policy DM6.1 of the North Tyneside Council Local Plan 2017.

21. All works within the RPA of the retained trees on adjacent land that include (but not limited to) kerb installation, fence post installation, lighting and drainage, are to be carried out in complete accordance with the Arboricultural Method Statement, BS 5837:2012 and the National Joint Utilities Group (NJUG) 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees'.

Reason: In order to safeguard existing trees, the amenity of the site and locality, and in the interests of good tree management having regard to Policy DM5.9 of the North Tyneside Local Plan (2017).

22. Within one month from the start on site of any development commencing, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include a fully detailed specification including timescales, ground preparation and full details of the species and sizes. The landscape plan is to include the following:

- The northern triangular area set aside as new species rich grassland is to be altered to a mixed native scrub mix.

- The central landscaped area to the larger embankment (directly to the south west of plots 1 to 3) is to be planted with a mixed native scrub mix that includes a number of standard trees with a wildflower verge to the public footpaths.

- The smaller landscaped area, adjacent to north east of the car parking area of the previous application, is to be all planted with mixed native scrub with a 1.0m wide wildflower verge along the road edge.

- All standard trees to be a minimum 12-14cm girth.

The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason: To ensure a satisfactory standard of landscaping having regard to policies DM5.5 and DM5.9 of the North Tyneside Local Plan (2017).

23. Within 4 weeks of any of development commencing, the Biodiversity Net Gain (BNG) Assessment must be updated in accordance with the revised and approved Landscape Plan required by condition 22 and shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of landscaping and in the interests of biodiversity; having regard to policies DM5.5 and DM5.9 of the North Tyneside Local Plan (2017).

24. Within 4 weeks of development commencing, a 'Landscape Management and Monitoring Plan' shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the approved Biodiversity Net Gain Assessment and Landscape Plan and shall be implemented on site on the completion of landscape works and thereafter for a minimum period of 30 years. The Management Plan will be a long-term management strategy and will set out details for the creation, enhancement, management and monitoring of landscaping/ ecological habitats within the site for a minimum period of 30 years. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of landscaping having regard to policies DM5.5 and DM5.9 of the North Tyneside Local Plan (2017).

25. All internal and external fencing associated within the scheme must include wildlife gaps measuring 13cm x 13cm to allow free access to hedgehogs throughout the site.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

26. Any excavations left open overnight must be provided with a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45°.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

27. Within 1 month of development commencing, details of 2no. bird boxes and 2 no. bat boxes to be installed on trees or buildings within the site, including specifications and locations, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the first occupation of the dwelling(s) and permanently retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

28. Prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. High intensity security lights will be avoided as far as practical and if required, these will be of minimum practicable brightness, be set on a short timer and will be motion sensitive only to larger objects. Lighting must be designed to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas. Thereafter the scheme shall be implemented in accordance with the agreed details.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

29. No vegetation removal or works to features that could support nesting birds will take place during the bird nesting season (March-August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing on site.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

The Local Planning Authority worked proactively and positively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirements in Paragraph 38 of the National Planning Policy Framework.

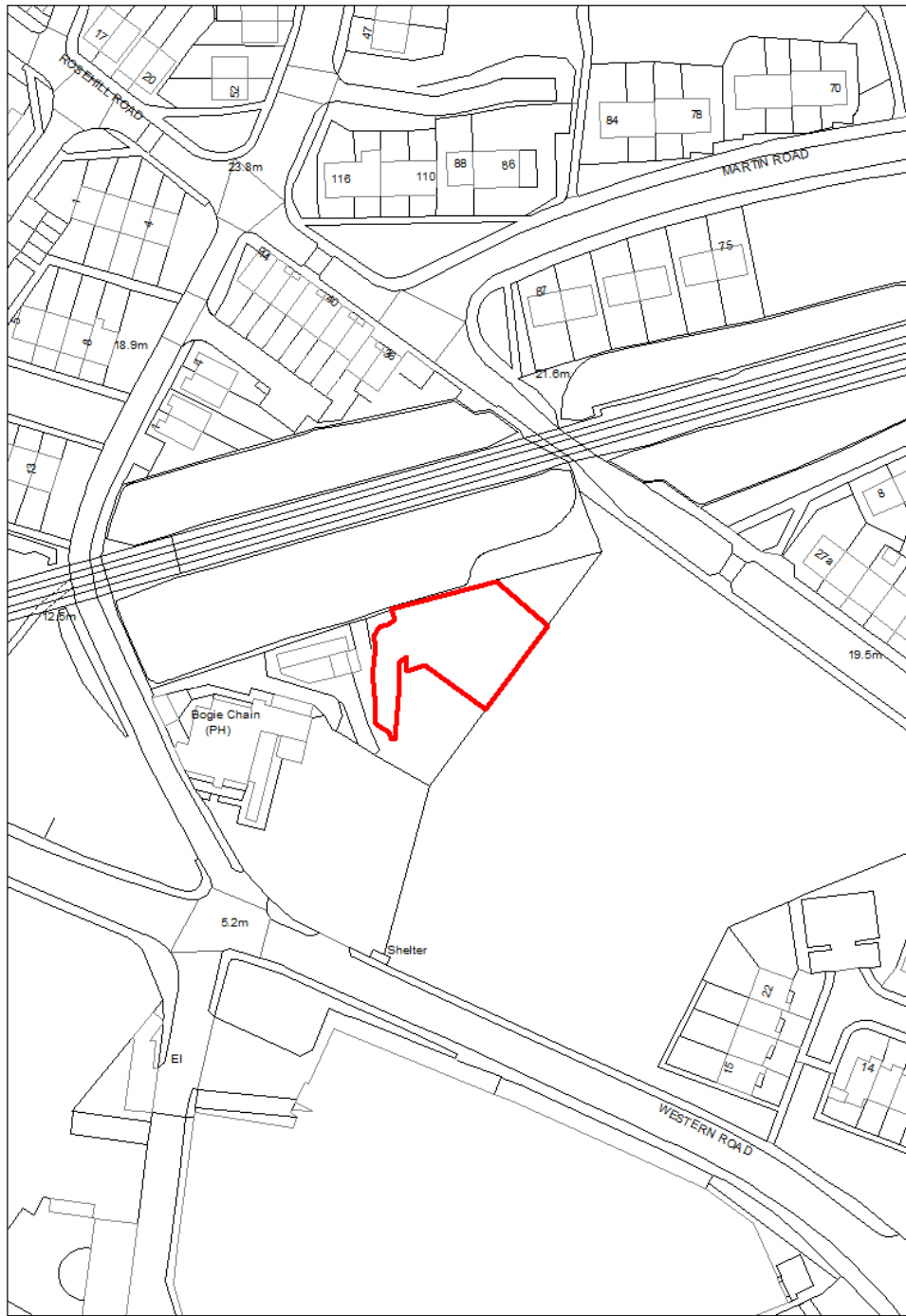
Informatives

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to

pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that requests for Street Naming and Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk for further information.

Building Regulations Required (I03)



Application reference: 21/01736/FUL

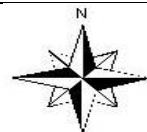
Location: Land To The Rear Of The Former Bogie Chain, Western Road, Wallsend, Tyne And Wear

Proposal: 3no two bed new build bungalows in a terrace form, with new parking, garden and ancillary spaces

Not to scale

Date: 02.12.2021

© Crown Copyright and database right
2011. Ordnance Survey Licence Number
0100016801



Appendix 1 – 21/01736/FUL
Item 4

Consultations/representations

1.0 Internal Consultees

1.1 Highway Network Manager

1.2 This application is for 3 two-bed new build bungalows in a terrace form, with new parking, garden and ancillary spaces. The site is an extension of existing developments of 10 dwellings which was granted in 2019 (18/00426/FUL) and an additional two dwellings (19/01583/FUL) and are accessed from Western Road.

1.3 Parking will be provided in accordance with current standards for the new build and whilst two parking spaces will be removed from the previous layout, the applicant has provided a parking report that demonstrates that the removal of these spaces is unlikely to have a severe impact in terms of highway safety. Conditional approval is recommended.

1.4 Recommendation - Conditional Approval

1.5 Conditions:

No part of the development shall be occupied until the new means of access has been laid out in accordance with the approved details and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for family cars to turn shall be laid out in accordance with the approved plans. These turning areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These turning areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for storage of refuse, recycling & garden waste bins shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for storage of cycles shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

Notwithstanding Condition 1, no development shall commence until a scheme to show wheel washing facilities and/or mechanical sweepers to prevent mud and debris onto the public highway has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the location, type of operation, maintenance/phasing programme. Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until these agreed measures are fully operational for the duration of the construction of the development hereby approved. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre development to ensure that the adoptable highway(s) is kept free from mud and debris in the interests of highway safety having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

1.6 Informatives:

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that requests for Street Naming & Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering & scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk for further information.

1.7 Manager of Environmental Health (Contaminated Land)

1.8 I note from the application form that the site has been identified as land which is known to be contaminated and land where contamination is suspected for all or part of the site.

1.9 The proposed use would be particularly vulnerable to the presence of contamination and no appropriate contamination assessment has been received with your application.

The site lies within 250m of an area of unknown filled ground. Due to the proposed sensitive end use and based on the above comments the following conditions must be applied:

Con 003

Con 004

Con 005

Con 006

Con 007

Gas 006

1.10 Manager of Environmental Health (Pollution)

1.11 The site is located in close proximity to the metro rail line and is adjacent to Bridon Ropery. Historically complaints have been received regarding tonal vibration noises from Bridon Ropery. The factory has historically had 24 hour operations, but operations are based on demand and they therefore do not always have weekend and night time working. Noise was considered for the development of the new housing on this site and therefore will need to be taken into account for these additional properties. I would recommend that the original planning conditions to address the glazing and ventilation scheme are attached to any approval.

1.12 If planning consent is to be given, I would recommend the following:

Prior to occupation, submit and implement on approval of the local Planning Authority a noise scheme for the acoustic glazing scheme in accordance to noise report no. BPMD/BC/001. Details of the acoustic glazing to be provided must be in accordance with BS8233 and the World Health Organisation community noise guidelines must be provided to show that all habitable rooms are provided with sound attenuation measures to give a resultant noise level of below 30 dB LAeq and maximum noise level of 45dB for bedrooms and 35 dB LAeq for living rooms is achieved.

Prior to occupation, submit details of the ventilation scheme for approval in writing and thereafter implemented to ensure an appropriate standard of comfort

to prevent overheating and ensure internal noise levels with windows closed comply with BS8233 and the WHO community noise standards at night namely a minimum of night time equivalent noise level of 30 dB (23:00 hours to 07:00 hours) and Maximum noise level of 45dB and daytime equivalent noise level of 35dB (07:00 hours to 23:00 hours) in bedrooms and daytime equivalent noise level (23:00 hours to 07:00 hours) of 35 dB in living rooms. Where the internal noise levels are not achievable, with window open, due to the external noise environment, an alternative mechanical ventilation system must be installed, equivalent to System 4 of Approved Document F, such as mechanical heat recovery (MVHR) system that addresses thermal comfort to reduce the need to open windows, unless an overheating assessment is provided to verify that there are no overheating risks. The alternative ventilation system must not compromise the facade insulation or the resulting internal noise levels. Where an overheating assessment is provided this must be carried out by a qualified engineer. Where the property is subject to a risk of overheating an alternative ventilation or cooling system must be provided that is designed to achieve the levels in the current CIBSE guidance.

SIT03

HOU04

1.13 Landscape Architect and Biodiversity Officer

1.14 The site is an area of open space in Willington Gut on the banks of the Tyne which is currently vacant. It lies on a hill slope which falls to the south and close to the River Tyne. Willington Gut and Wallsend Burn are located close to the south west of the site and form part of Wallsend Parks.

1.15 A site to the south-west of this land has been granted planning permission for the construction of 10 new residential units (18/00426/FUL). As part of this approval an area of land to the north east was retained with an 'eco buffer' to the north eastern boundary of the site to provide mitigation and enhancement for the scheme.

1.16 The proposed application is for the construction of 3no new build bungalows with new parking, garden and ancillary spaces to land to the north west of the former Bogie Chain PH. The land associated with this application is not designated open space but is located within a wildlife corridor as defined by the Local Plan and is directly adjacent to open space to the south within the wildlife corridor. The site is not allocated for housing on the North Tyneside Local Plan Policies Map (2017). This new application provides access to the 3 new units via a new road extending from a cul-de-sac/parking area of the original development and will be partly constructed on land approved as an 'Eco-buffer' area that was provided to mitigate and enhance the impacts of the housing development to the south-west (application 18/00426/FUL). The construction of a road and path through this eco buffer area to accommodate the new housing would result in the loss of a small area of native scrub, trees and species rich grassland provided to mitigate and enhance the wildlife corridor and provide connectivity for wildlife. The housing and gardens proposed for the scheme are within a triangular area of land between open space to the south and the railway line to the north. This area was previously shown as supporting amenity grassland.

The direct and indirect impacts associated with this scheme include: -

- Impacts to a designated wildlife corridor as result of habitat loss and associated wildlife impacts.
- Loss of land associated with an approved 'Eco-buffer' area forming a habitat mitigation and enhancement area for application 18/00426/FUL

1.18 The following Local Plan policies apply to this site:

Policy S5.4 Biodiversity and Geodiversity
Policy DM5.5 Managing Effects on Biodiversity and Geodiversity
Policy DM5.7 Wildlife Corridors
Policy DM 5.9 Trees, woodland and hedgerows

1.19 Concerns have been raised that the proposed development would result in the loss of land and some habitat (approved eco-buffer) within a wildlife corridor. This has resulted in dialogue with the applicant to include alterations to the scheme that would address these issues.

The following has been agreed with the applicant:

- The northern triangular area set aside as new species rich grassland is to be altered to a mixed native scrub mix.
- The central landscaped area to the larger embankment (directly to the south west of plots 1 to 3) is to be planted with a mixed native scrub mix that includes a number of standard trees with a wildflower verge to the public footpaths.
- The smaller landscaped area, adjacent to north east of the car parking area of the previous application, is to be all planted with mixed native scrub with a 1.0m wide wildflower verge along the road edge.
- The northern triangular area (scrub mix) is to be left open with no fence enclosing it. The boundary fence is to return along the rear garden area as proposed.
- The boundary fence to the eastern boundary that extends the full length of the remaining site, where it meets the eco area on the embankment, is to include gaps at ground level to allow small mammals through (but not dogs).

1.21 Along the north western boundary of the site is a 2m high fence enclosing a large group of mature trees which extend up towards the metro line. The tree group comprises primarily of sycamore (*Acer pseudoplatanus*), cherry (*Prunus*) spp. and silver birch (*Betula pendula*). Their height and dominance is increased by their position on a steep embankment. This tree group is important in that it provides screening, acts as a buffer from any noise from the Metro line and contributes to the wildlife corridor in terms of wildlife and biodiversity. Therefore, it is important that this tree group is protected and retained. The site layout plan shows one unit located approximately 1.1m from the fence line and the tree group with a very small garden space. Both the unit and the garden will be directly adjacent to or even underneath the canopy of the trees. Whilst the gardens to this area will be positioned in full sun for the majority of the day, the trees which have been previously considered suitable for their location and established in their landscape setting, will now become a concern. Their perceived dominance and physical size in relation to garden areas will give rise to issues about safety and incite objections about falling leaves and debris. This is usually resolved by detrimental long-term pruning pressures and /or removal of trees which would in turn impact the wildlife corridor. However, these trees are

not protected by a TPO and any issues can be addressed through regular management and maintenance.

1.22 A Biodiversity Net Gain Assessment has been undertaken for the scheme, which takes into consideration the loss of a small area of eco-buffer planting approved under 18/00426/FUL. This is accompanied by a 'Planting and Management Plan' (DWG No. 910-01 A) which indicates that an area of land to the north east of the site will be planted along with some changes to the eco-buffer area. The plan as submitted is shown to achieve a biodiversity net gain in accordance with planning policy. However, officers have requested some landscape changes to incorporate more native scrub planting to the eco-buffer area and the mitigation area to the north-east of the site, which the applicant has agreed to. The applicant has also agreed to keep the north-east area unfenced to allow wildlife to move unhindered through this part of the wildlife corridor.

1.23 The scheme proposes 3 new dwellings and is, therefore, also likely to impact coastal designated sites as a result of the cumulative effects of recreational disturbance. The applicant has agreed to pay a financial contribution towards a coastal mitigation service in accordance with the Council's Coastal Mitigation SPD.

1.24 Conclusion

The scheme is acceptable in principle subject to detailed conditions being applied, particularly in relation to landscaping and fencing.

1.25 Conditions:

Tree Protection

All works within the RPA of the retained trees on adjacent land that include (but not limited to) kerb installation, fence post installation, lighting and drainage, are to be carried out in complete accordance with the Arboricultural Method Statement, BS 5837:2012 and the National Joint Utilities Group (NJUG) 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity To Trees'

CMS

The contractor's construction method statement relating to traffic management/site compounds/contractor access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires must be submitted in writing and approved by the Local Planning Authority and not located on existing areas of landscape that is new or to be retained. Cabins, storage of plant and materials and parking are not to be located within the RPA of the retained trees on the adjacent site.

Landscaping

Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include a fully detailed

specification including timescales, ground preparation and full details of the species and sizes. The landscape plan is to include the following:

The northern triangular area set aside as new species rich grassland is to be altered to a mixed native scrub mix.

The central landscaped area to the larger embankment (directly to the south west of plots 1 to 3) is to be planted with a mixed native scrub mix that includes a number of standard trees with a wildflower verge to the public footpaths.

The smaller landscaped area, adjacent to north east of the car parking area of the previous application, is to be all planted with mixed native scrub with a 1.0m wide wildflower verge along the road edge.

All standard trees to be a minimum 12-14cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details

Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Biodiversity Net Gain Assessment

Within 4 weeks of any of the development hereby approved commencing on site, the Biodiversity Net Gain (BNG) Assessment will be updated in accordance with the revised and approved Landscape Plan and shall be submitted to and approved in writing by the Local Planning Authority.

Landscape Management & Monitoring Plan

Within 4 weeks of any of the development hereby approved commencing on site, a 'Landscape Management & Monitoring Plan' shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the approved Biodiversity Net Gain Assessment and Landscape Plan and shall be implemented on site on the completion of landscape works and thereafter for a minimum period of 30 years. The Management Plan will be a long-term management strategy and will set out details for the creation, enhancement, management and monitoring of landscaping/ ecological habitats within the site for a minimum period of 30 years. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority.

Boundary Treatment

A plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the Local Planning Authority within one month of work starting on site. The plan is to include the following:

The northern triangular area (scrub mix) is to be left open with no fence enclosing it. The boundary fence is return along the rear garden areas.

The boundary fence to the eastern boundary, where it meets the eco area on the embankment, is to include a number of gaps at ground level to allow small mammals through.

Hedgehogs

All internal and external fencing associated with the scheme will include wildlife gaps measuring 13cm x 13cm to allow free access to hedgehogs throughout the site. Details of fencing to be submitted to the Local Authority for approval within 4 weeks of works commencing on site.

Birds & Bat Boxes

Prior to the commencement of any part of the development hereby approved, details of 2no. bird boxes and 2 no. bat boxes to be installed on trees or buildings within the site, including specifications and locations, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the first occupation of the dwelling(s) and permanently retained.

Bird Protection

No vegetation removal or works to features that could support nesting birds will take place during the bird nesting season (March-August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing on site.

Lighting

Prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. High intensity security lights will be avoided as far as practical and if required, these will be of minimum practicable brightness, be set on a short timer and will be motion sensitive only to larger objects. Lighting must be designed to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas.

Mammals

Any excavations left open overnight shall have a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45°.

2.0 Representations

2.1 4no. objections have been received from 3no. properties. The concerns raised are summarised below.

- Adverse effect on wildlife.
- None compliance with approved policy.
- Impact on landscape.
- Inadequate parking provision.
- Inappropriate design.
- Loss of privacy.
- Loss of visual amenity.
- Nuisance – disturbance.
- Nuisance - dust/dirt.
- Nuisance – noise.
- Out of keeping with surroundings.
- Poor traffic/pedestrian safety.
- Traffic congestion.

- Will result in visual intrusion.
- Not earmarked for development and not allocated for housing within the Local Plan.
- Will be partially within the approved 'eco buffer'.
- Impact on biodiversity and wildlife.
- Noise, dirt and disturbance from the temporary access road, which is dangerous.
- Ongoing construction noise and disturbance.
- Visitors are likely to use parking within the existing housing development.
- Access for refuse collection.
- Bungalows are out of character.