

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION No:	DM/18/02807/FPA
FULL APPLICATION DESCRIPTION:	Erection of a single storey cafe
NAME OF APPLICANT:	Dr Rod Sinclair Station House Lintz Green Lane
ADDRESS:	Lintzford Rowlands Gill NE39 1NN
ELECTORAL DIVISION:	Burnopfield and Dipton Nick Graham Planning Officer
CASE OFFICER:	Telephone: 03000 264960 nicholas.graham@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

The Site

- 1.The application site lies within the garden area of the property known as Station House, within the Lintz Green collection of properties, which includes seven properties to the south east of the site known as Station Cottages. Historically, the site accommodated Lintz Green railway station on the Derwent Valley Railway with the station closing in 1953 and the line in 1963. The dwelling at the site was the station master's property and is now a private residence, with the former railway line becoming the route known as the Derwent Walk and is a popular route for countryside recreational activity. The site is located to the south of the Lintzford Conservation Area and is within the Lower Derwent and Pont Valleys Area of High Landscape Value (AHLV).

The Proposal

- 2.The development proposed is a single storey dual pitched roof building with single storey flat roof off-shoot to be used as a café and local community hub situated within the garden area of the Station House. The café is proposed to accommodate a maximum of 20 seated customers, with a garden space which could also accommodate a maximum of 20 seated customers. The proposed building will be constructed using a mixture of glazing and timber boarding, with access taken from the former platforms and a small outside seating area proposed within the garden. The café would sit to the east of the Station House, and north west of the Station Cottages. No vehicular parking is proposed at the site, with all users being recreational users of the Derwent Walk.
- 3.This application is reported to Committee at the request of the divisional member.

PLANNING HISTORY

4.The planning history of the site notes the following applications of most relevance to this application:

5.1/2003/0170/16168 - Alteration to outhouses and yard to form increased kitchen/dining area - Approved

PLANNING POLICY

NATIONAL POLICY

6.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.

7.The NPPF requires local planning authorities to guide development towards sustainable solutions whilst taking local circumstances into account, to reflect the character, needs and opportunities of each area.

8.In accordance with Paragraph 213 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.

9.The following elements of the NPPF are considered relevant to this proposal;

10. *NPPF Part 2 - Achieving sustainable development* - The purpose of the planning system is to contribute to the achievement of sustainable development and therefore at the heart of the NPPF is a presumption in favour of sustainable development. It defines the role of planning in achieving sustainable development under three overarching objectives – economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The application of the presumption in favour of sustainable development for plan-making and decision-taking is outlined.

11.*NPPF Part 4 - Decision-making* - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

12.*NPPF Part 6 - 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. *NPPF Part 8 - Promoting healthy and safe 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.
14. *NPPF Part 9 - Promoting sustainable transport* - Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes maximised.
15. *NPPF Part 12 - Achieving well-designed places* - 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. *NPPF Part 14 - Meeting the challenge of climate change, flooding and coastal change* - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
17. *NPPF Part 15 - 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, recognising the wider benefits of ecosystems, minimising the impacts on biodiversity, preventing both new and existing development from contributing to or being put at unacceptable risk from pollution and land stability and remediating contaminated or other degraded land where appropriate.
18. *NPPF Part 16 - Conserving and enhancing the historic environment* - Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

NATIONAL PLANNING PRACTICE GUIDANCE:

19. The newly introduced National Planning Practice Guidance (NPPG) both supports the core government guidance set out in the NPPF, and represents detailed advice, both technical and procedural, having material weight in its own right. The advice is set out in a number of topic headings and is subject to change to reflect the up to date advice of Ministers and Government.
20. *Design* - Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design, enhancing the quality of buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on wellbeing.

21. *Natural Environment* - Section 40 of the Natural Environment and Rural Communities Act 2006, which places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making throughout the public sector.

22. *Noise* - Noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. Consideration should be given to whether significant adverse effect or an adverse effect occurs or is likely to occur; or whether a good standard of amenity can be achieved. Paragraph 123 of the NPPF provides policy support to this aspect.

23. *Light Pollution* - Artificial light can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. Some proposals for new development, but not all, may have implications for light pollution. Impacts upon background light levels, impacts from existing lighting, impacts upon protected species and wildlife, dark landscapes and reflection from existing buildings all are important factors to consider. If any of these are affected, then where light shines, when it shines, how much shines and ecological impacts should be investigated.

LOCAL PLAN POLICY:

24. The following saved policies in the Derwentside District Local Plan are relevant to the consideration of this application.

25. *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.

26. *Policy EN1 – Development in the Countryside* – will only be permitted where it benefits the rural economy / helps maintain / enhance landscape character. Proposals should be sensitively related to existing settlement patterns and to historic, landscape, wildlife and geological resources.

27. *Policy EN2 – Preventing Urban Sprawl* – Except where provision has been made in the plan, development outside built up areas will not be permitted if it results in: the merging / coalescence of neighbouring settlements; ribbon development or; and encroachment into the countryside.

28. *Policy EN6 - Development within Areas of High Landscape Value* - Development will only be permitted provided that it pays particular attention to the landscape qualities of the area in the siting and design of buildings and the context of any landscaping proposals.

29. *Policy EN11 – Trees and Development* – Throughout the district existing trees should be retained where possible. In determining planning applications consideration will be given to the effect of a proposed development on any existing trees, which contribute significantly to the setting of nearby existing buildings or visual amenity.

30. *Policy EN26 – Control of Development Causing Pollution* – permission will only be granted for development which is not likely to have an adverse impact on the environment having regard to likely levels of air, noise, soil or water pollution.
31. *Policy TR2 – Development and Highway Safety* – relates to the provision of safe vehicular access/exit, adequate provision for service vehicle maneuvering, access for emergency vehicles and access to the public transport network.
32. *Policy CO12 – Hot food take-away shops and cafes* – permission will only be granted for uses in the following locations: Within town centres if: a) premises are not located close to concentrations of residential property, and b) are not located close to parking restrictions. Within mixed use areas or local shopping centres if: a) there would be no harmful effect on living conditions of nearby residents from noise, disturbance, smells and odours, and b) premises are not located adjacent to parking restrictions. Moreover, such uses can only be considered appropriate if: a) satisfactory opening hours are proposed, b) satisfactory details of fume extraction including its siting have been agreed, and c) an approved scheme for the collection / disposal of litter can be effectively implemented, and d) satisfactory trade refuse facilities are available. Hot food uses are considered unacceptable located amidst dwellings and isolated from other non-residential uses.

RELEVANT EMERGING POLICY:

33. Paragraph 48 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. An 'Issues & Options' consultation was completed in 2016 on the emerging the County Durham Plan (CDP) and the 'Preferred Options' was approved for consultation at Cabinet in June 2018. However, the CDP is not sufficiently advanced to be afforded any weight in the decision making process at the present time.

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

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

34. *Highways Engineer* – Having reviewed the original pre-application comments provided and the plan submitted no objection is raised to the proposal. The site is unsuitable for additional motorised vehicle traffic generation however the applicant has stated that the site is not to be accessed by motorised vehicles and its intended use is for recreational purposes for cyclists and walkers of the Derwent Walk and will not be road signed from the local B and A roads.
35. *Pre-Application Comments: The application site lies 620m north of the B6310, one of the two adopted highways nearest to Station House. The site is, presumably, accessed along the public right of way, footpath 0000208. This footway continues to the north of the site for some 540m before joining bridleway 0000207 at Lintzford, where it connects to the A694. At this point the A694 is in the Gateshead MBC area and I cannot comment on this access.*

36. *I assume that vehicular access for deliveries etc. will be from the B6310 road. While this access is substandard, I do not consider that the slight increase in traffic generated by delivery vehicles would be sufficient to oppose this proposal. As I would oppose any development which significantly increased the use of the substandard junction with the B6310, the proposed café must not be signed from either the B6310 or the A694.*
37. *However, based on the enquirer's statement that "The food provision will be for those using the walk for recreation-there will be no provision for cars or for those arriving by car!" I cannot object to the proposed café for users of the Derwent Walk.*
38. Following additional correspondence between the applicant and Officers during this application, a further response was received:
39. It is noted that there have been some neighbouring objections that have been received in relation to this application which have been acknowledged by the highways department. The applicant's site is not intended for car borne patrons and the lack of car parking allocated to the business to support these proposals reflects this. The sites intended use is for walking, cycling and equestrian patrons visiting the café from the bridleway and the highways assessment is undertaken on this basis. It is however requested that suitable conditions are imposed to this application, subject to the below no highways objections are raised -
40. In terms of advertisement, no advertising signs for the café should be permitted on the public highway or private land facing the public highway.
41. An occupancy condition is needed for the café business owner which should only be operated ancillary of the main building owner.

INTERNAL CONSULTEE RESPONSES:

42. *Design and Conservation Officer* – The site of the proposed café is located within an Area of High Landscape Value (AHLV) to the south of Lintzford Conservation Area and not within the setting of any listed buildings. Station House would be considered a non-designated heritage asset along with the visible remnants of the former railway line including the platforms and road bridge.
43. The proposed café is to be a single storey structure composed of two elements, a predominantly glazed public area with an adjoining flat-roof kitchen area/toilet. The café seating area is a simple lightweight structure with a pitched roof which would be comfortably accommodated within the garden of Station House. In contrast the kitchen / toilet area is also single storey but a flat-roofed block attached to the side of the café. The design of the overall building at present comprising of two distinct and unrelated sections does not appear appropriate based on the information provided and a simpler structure should be considered formed from one architectural style such as the glazed element. As such consideration should be given as to how to accommodate all the necessary services for the business within one unified structure. Note that the key to final suitability would also rely on the use of a high-quality palette of materials.
44. Originally Lintz Green Station appears to have featured another station building, such as a waiting room, aligned with the railway line and platform. This is in contrast to the siting of the proposed new building which is instead aligned with the access track to the rear. However this new position set back at an angle from the platform does ensure that the proposed new building would appear more subservient to the surviving structures connected with the former railway which would still take

precedence within the site. Being sited closer to the platform may give any new structure unwarranted prominence within the wider station site.

45. A structure which is lightweight in appearance such as what is proposed for the main part of the building would not be objectionable in this location, however the design should be reconsidered to ensure the property appears as a unified whole rather than the ancillary areas such as kitchen and toilet being located in what could appear to be an additional secondary structure.

46. This proposal would not have an impact on the setting of any designated heritage assets however amendments to the design of the café to incorporate all elements of the business into one structure should be considered. A simple lightweight structure as proposed for the main café seating area would not be considered to detract from the setting of the surrounding non-designated heritage assets. Should approval be granted conditions should be attached for provision of samples of all materials to be used in the construction of the building.

47. Following the receipt of amended plans, a further response was received:

48. The elevations appear similar to the original plans submitted. Whilst it was stated originally about the possibility of assimilating the structure into one element, it is understood that the sections forming the kitchen, toilets etc. may be more suited into being in a separate timber boarded section as proposed. The proposed layout of the structure would ensure that the glazed element would be the more dominant section with the timber boarded section being a subservient portion to the side.

49. It must also be noted that the site is not within the setting of any designated heritage assets and well outside the boundary of Lintzford Conservation Area. The setting of Station House, a non-designated heritage asset, would also not be deemed to be compromised by what would be a clearly subservient and lightweight structure within its garden area. The main dwelling and associated buildings and structures associated with the former railway would remain the dominant features of the area. Conditions should be attached for submission of details of all walling and roofing materials.

50. *Landscape Officer* – The area is within an AHLV, close to the Lintzford Conservation Area, and beyond the edge of the settlement boundary. The site is highly visible from the adjacent Derwent Valley Walk which is a regional recreational asset and within an adopted DCC *Landscape Conservation Priority Area* where the spatial strategy is to *Conserve and Enhance*.

51. I would defer to the DCC Design and Conservation Team on matters of architectural expression. However, should the application be regarded favourably in principal, a structure with a single pitched roof and roof line would be potentially more sympathetic to the location.

52. Signage has not been detailed. This should be relatively discreet to be in keeping with the location and not damaging to the visual amenity value of Lintz Green. The proposals as illustrated would have some minor adverse landscape and visual effects. I would welcome an opportunity to consider an amended design.

53. Following additional correspondence between the applicant and Officers, a further response was received:

54. The revised layout and elevations appear similar to those originally submitted. With reference to proposed perimeter hedging. The elevations show peripheral beech

hedging maintained at about waist height. A shrub hedge might be a more suitable maintainable choice because of beech's vigour and habit. Any planting scheme should be detailed in terms of species/varieties, size of stock, numbers, planting densities, ground preparation and establishment maintenance regime. No details of signage or lighting have been submitted.

55. *Tree Officer* – A mature birch tree is shown to be a main feature within the site, other mature trees are situated to the north. For these to be retained and protected through any construction process the following is required, all of which must comply with BS 5837 2012.

- Tree Survey
- Arboricultural Impact Assessment
- Tree Protection Plan
- Arboricultural Method Statement

56. Following additional correspondence between the applicant and Officers, a further response was received:

57. A method statement complying with BS 5837 2012 would be acceptable and this would still give the correct distance for the root protection area RPA. Figure 2 for protective fencing within BS 5837 2012 is preferred.

58. Following additional correspondence between the applicant and Officers, a further response was received:

59. Providing the tree is protected with fencing complying with BS 5837 2010 I have no objections for the proposed.

60. *County Ecologist* – A low level lighting scheme will be required that maintains dark corridors around development.

61. *Environmental Health Officer* – Further information should be provided in terms of noise/odour and lighting. A fume extraction system and noise management plan should be provided, and the proposed 2200 Saturday and Sunday closing times would require external lighting, details of which are required.

62. Following additional correspondence between the applicant and Officers, a further response was received:

63. The information submitted demonstrates that the application complies with the thresholds stated within the TANS. This would indicate that the development will not lead to an adverse impact. However I would recommend that the occasional use of the proposed development for "special occasions" is restricted to 12 events per year at the discretion of the applicant. This may also be controlled through conditions under the licensing regime should it be required.

64. In addition I can confirm that I have assessed the environmental impacts which are relevant to the development in relation to their potential to cause a statutory nuisance, as defined by the Environmental Protection Act 1990 and would comment as follows:

65. I am satisfied, based on the information submitted with the application, that the development is unlikely to cause a statutory nuisance.

66. *Public Rights of Way Officer* – There are no registered public rights of way directly affected by the proposal. Vehicular access to the Station House and other properties at Lintz Green is via public footpath no. 208 Stanley. The applicant is looking to attract passing trade from the non-motorised Derwent Walk. Additional vehicular use of footpath 208 directly linked to the cafe should therefore be minimal. For the record I would not be in favour of any attempt to attract passing motorised customers from the B6310 who would need to access the cafe by driving over footpath 208.

67. *Countryside Officer* – No mention of access arrangements to the Derwent Valley Railway Path, there are existing issues with different user groups. Not enough ecological mitigation and issues regarding litter. Unclear about access rights and no mention of accommodating horse riders. No business plan identifying the market need.

EXTERNAL CONSULTEE RESPONSES:

68. *Environment Agency* – Views awaited.

69. *Northumbrian Water* – Views awaited.

70. *Campaign to Protect Rural England* – No objection in principle however considers a glass building out of keeping, with the proposed closing time of 10pm and vehicular access also problematic.

71. *British Horse Society* – The proposal would severely restrict or prevent historical access to the Derwent Walk due to reflecting light, movement of bikes and people, aromas from food. Visitors could be trampled, kicked or bitten. Bolting horses could lead to a fatality. Litter and noise would further startle a horse.

PUBLIC RESPONSES:

72. 28 letters of consultation were sent out to surrounding residents, and a site notice was posted close to the site. This has resulted in 55 letters of objection being received at the time of the report being published, with the concerns summarised as follows:

- Alterations are also being made to the house and garden, these should be included on the application.
- What would happen to the proposal if the café is unviable and fails?
- 10pm is too late for the adjoining homes to tolerate and 6pm is too early for drinking.
- Light pollution will increase from the large glazed areas into the evening.
- Safety concerns regarding how people access and egress the café after dark.
- Flat roofed extension is inappropriate.
- The proposal does not fit in architecturally with the remainder of the hamlet or the host property.
- Café is too large for the actual site.
- A modern water treatment plant will need to be installed to cope.
- Current septic tank is located on land in different ownership and may place strain on the 150 year old tank and pipework.
- No parking is proposed and I do not want to see fencing or signage.
- People will naturally try and approach the café by vehicle causing highways issues.
- Illegal parking will block access for emergency services.

- The road leading to the site is in private ownership and disrepair.
- No capacity for servicing / deliveries.
- Vehicles currently park on the permissive path without consent.
- Delivery wagon recently damaged a post and a large lorry almost hit a telegraph pole recently.
- Tying the house and café together would be of benefit.
- Worried for my own safety crossing the lane.
- A lack of lighting in the area.
- No health and safety risks have been accounted for.
- No staff toilet is proposed.
- How would disabled people access the site.
- What provision is there for smokers?
- The Council should be ready to pay compensation for broken bones if this proposal is granted, the walk has loose stones, can be uneven underfoot and there are some deep banks to the sides.
- An intoxicated person could fall in the lake or lose their way.
- Attracting the wrong clientele.
- May encourage drink driving.
- Criminals could wait in the woods for people walking home from their evening out.
- Attention drawn to the site and may cause crime in the cottages.
- It is not clear whether the proposal will be a vegetarian / vegan café.
- A community hub is not required given the small number of residents.
- There are sufficient cafes / refreshment outlets within the vicinity.
- The proposal is for personal profit above any other consideration.
- Defeats the object of having a quiet peaceful space in the countryside.
- It is rare for groups of people to stop at the site currently.
- People will spend longer in the area, increasing the noise levels.
- Horse riders would not stop at the café due to other traffic on the Derwent Walk.
- People feed our horses bread, this will increase and is a safety concern.
- The track would be unusable for horse riders due to machinery, noise etc. during the construction period.
- Horses and other animals could be spooked and collide with other users.
- Horses are fright and flight animals and will spook at being able to see movement in a glass building.
- If a spooked horse kicks a child who would be liable.
- Popular route for horse riders linking to Chopwell Woods.
- Off riding routes need to be protected.
- Horse riders should not be penalised to have a café erected that is not required.
- Horse riders bring a lot of revenue to the local area and the Council should be supporting safe routes for riders.
- My nervous dog likes to use this currently quiet end of the Derwent Walk.
- My friend who is a disabled horse rider also considers this a safe place to ride.
- Increase in litter.
- 65-80 horses are stabled nearby and would be restricted.
- I have been chased by dogs and nearly hit by cyclists when riding, this risk will increase if the café goes ahead.
- Horse riders, dog walkers and cyclists would all be at risk of increased traffic.
- No group should be excluded or made to feel unsafe, and the Derwent Walk should be accessible to all.

- Odour, noise and light pollution to nearby properties, the closest property being 32 metres away with the nearest garden 12 metres away.
- Wood burning stove is inappropriately low in terms of fumes.
- Affect on wildlife; nesting birds, horses and sheep.
- Badgers, foxes, newts, butterflies, bats, deer and varieties of birds live in this area.
- Proposal will adversely impact on conservation and wildlife work who are sensitive to noise and light pollution.
- Pre-application advice for a proposal nearby was given contrary highways advice.
- Proposal is out of character in an Area of Outstanding Natural Beauty.
- The proposal falls in a Conservation Area or very close to it.
- Station House is of special architectural and historic interest and should be considered for Listed Building status.
- The land adjacent to the site, including the former platform from which the site is to be accessed, is leased to a neighbour who will not allow access.
- Concerns regarding the proposition of 'events' and what these mean.
- Live music is proposed at the site, the applicant is in a band and an online statement implies other musicians from the North East are welcome.
- There is no mention of such events in the proposal and it is unfair to land this on residents at a late stage.
- How will band members bring their equipment to the site.

73. An online petition in objection to the development has also been brought to the attention of Officers with 268 signatures at the time of the report being published primarily raising concerns relating to a perceived negative impact on horse riding activities in the vicinity of the site.

74. Nine letters of support were also received and two letters neither supporting nor objecting to the application, with the following comments:

- A perfect location for a facility which will likely be well used.
- As a member of walking group and cyclist, a refreshment place in this area would be of great benefit.
- Café could be a good facility for local conservation groups, and encourage new users to visit a beautiful area of County Durham.
- Rarely any horse riders on the Derwent Walk.
- A new facility for the residents of Hamsterley Mill, walking groups, cyclists, holiday lets and caravan sites.
- Most walkways around the UK have places like this to stop and have a drink.
- A café would help my wife to walk on a relatively flat walk.
- This location would ideal for a snack or hot drink and the use of a toilet.
- For C2C riders a café here would be ideal as the next appropriate stop is Newcastle Quayside.
- The café at Gibside is off the main route and up a steep hill and requires National Trust membership.
- The café at the Land of Oak and Iron Centre is quite small and I think it will be difficult to find a seat at busy times.
- Such proposals are essential if the UK is to overcome obesity and economic decline.
- Addition of a social space is a positive step which would prevent public nuisance.
- Recreational users of the Derwent Walk are not a raucous bunch of people.

- A small café would enhance the experience of a walk or bike ride in the natural environment of the Derwent Walk.

The above is not intended to list every point made and 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=P7ACJGGDKOB00>

APPLICANTS STATEMENT

75. Lintz Green Station from its opening in 1867 to its closure in 1953 was a hive of activity, station records from the early years of the 20th Century record over 30,000 people per year using the station- the worn treads on the stairs from the bridge to the platform bear witness to this. After the station closed in 1953 the hamlet entered a period of decline, reaching a point of dereliction in the early 1970s, the railway line was removed, ancillary buildings including the station waiting rooms demolished or fallen down and the platforms plundered for stone. The access road from the B6310 deteriorated to an almost unusable condition.
76. In 1992, attracted by the unique environment and historical importance of the Station House we bought the property and commenced a long and careful process of restoration of both the garden and the house. In March 2013 my wife and I brought together the community in the formation of the Lintz Green Resident's Association, of which I am Chairman. The association has in its five year existence and with the aid of DCC managed to reinstate the access road by creating drainage channels and repairing and upgrading the road surface. The road is now usable and a maintenance programme is in place to ensure that access continues to be maintained and improved.
77. Lintz Green is no longer a forgotten backwater, houses are being improved, and the hamlet is finding a new energetic identity. There are several businesses now operating from the Station Cottages, two smallholdings and in the last year one permanent holiday home and two Airbandb developments (one is located on Lintz Green Lane).
78. For several years we have observed the increased usage of the area by cyclist, walkers and horse riders and having spoken to many users have become convinced of the demand for a food and drink outlet at Lintz Green. [Derwent Walk (406,000 users per annum), The Red Kite Trail, (no usage figures available), Chopwell Woods (connected by footpaths and cycleways-200,000 users per annum) and the Sustrans C2C route(7,500-15,000 users per annum). (<http://landofoakandiron.org.uk/loi/wp-content/uploads/2015/09/Land-of-Oak-Iron-Green-Travel-Audit.pdf>.) There is a projected 10% per year growth of visitors
79. Lintz Green Station House is the focal point of the hamlet and the perfect location for a café to serve the upper Derwent Valley. The plot is situated in a triangle of land at the junction of all three major walks and there isn't another outlet located directly on the walk for approximately 22mls. The closest being Parkhead, The Waskerley Way (16mls) to the west and The Land of Oak and Iron and Red Kite Pub, Winlaton Mill (6mls) to the North.
80. Social, economic and cultural regeneration is an essential component of the regeneration of the Derwent Valley and the café will promote these through: job creation (the business plan forecasts the creation of 2.5 full equivalent jobs); the use of local services (gardening, building and maintenance); the support of local food producers; an enriching of the cultural fabric of the area by providing an outlet for the work and practice of regional arts and craft workers.

81. The simple but elegant architectural style utilises a glasshouse building for the café sitting area and a small grass roofed, timber clad building for the ancillary services (kitchen/wc). The inside of the café will be decorated with glasshouse plants and the outside garden space will include seating on gravel standings set amongst fruit and vegetable plots. The aesthetic will be that of an English country garden and the ambience one of calm and tranquillity. The Station House garden already attracts a wide range of wildlife: toads, birds, butterflies, dragon and damselflies, song birds and red kites and the locating of new bird nesting boxes, insect hotels and a careful gardening scheme will provide a balanced and nurturing ecological environment. We have recently planted a beech hedge around the perimeter of the site and we will carefully control the hedge height to enclose the site in parts and make the café sit comfortably and naturally into its environment
82. The lighting scheme will follow an ecological ethos, the café, when on occasion lit after dark, will employ low level lighting combined with blinds and foliage to dissipate any escaping light into a diffuse warm domestic ambience. The external lighting will be sufficient to mark path edgings but leave the majority of the site in pools of darkness.
83. The café will provide a valuable social hub for the residents of the three closest hamlets: Lintz Green, Lintzford and Hamsterley Mill. The owners of the café have a strong community ethos and will encourage the use of the café as a location for community events: public talks on the historical heritage of the area and its wildlife (the red kites are already a national attraction and can be seen most days from the site) and other interest and support groups: health, walks, reading circles etc. The existing noticeboard on the platform can be replaced with an electronic board located in the café grounds offering a wide range of community information.
84. A bicycle maintenance facility will be provided where cyclists can inflate tyres, carry out maintenance and adjustments and repairs. Owners of electric bikes can recharge their bikes whilst taking refreshments. We hope in the future to install a defibrillator and host training courses in its use. The café will be dog friendly and provide drinking water for dogs.
85. The café will create a point of focus for existing users and a point of destination for new users. Existing walk users can use the café to take refreshments and mix socially with others and the location of the facility will become a destination point for others-it is within one hours cycle ride from the Newcastle/Gateshead conurbation and the communities of the upper Derwent Valley.
86. The historic nature of the Station House attracts a great deal of interest from those interested in industrial archaeology and social history-including the macabre and unsolved murder of the station master in 1911.
87. We aim to make this a destination of choice, to add something new and unique to the area by providing a ecologically sensitive café facility which will protect and improve the existing natural environment and ecology of this beautiful area. The development will attract local, national and international visitors and add to the social and economic regeneration of the area.

PLANNING CONSIDERATIONS AND ASSESSMENT

The Principle of the Development

88. Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004 the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, it is considered that the main planning issues in this instance relate to the principle of development, impact on the character and appearance of the area, residential amenity, highway safety, biodiversity, and trees.

The Development Plan

89. 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 NPPF was updated in July 2018. The overriding message remains 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.

90. In accordance with Paragraph 213 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 Principle Issues

Engagement of Paragraph 11 of the NPPF

91. Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development. For decision taking this means (unless material considerations indicate otherwise):

- approving development proposals that accord with the development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
 - i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

92. Policy EN1 of the Derwentside District Local Plan supports development in the countryside, where it would benefit the rural economy or help to maintain or enhance landscape character, subject to criteria. This policy is considered to be consistent with Paragraph 83 of the NPPF which supports the development of all types of business, accessible local services and community facilities in rural locations.

93. In this regard, it is considered the most important policy is consistent with the NPPF and not out of date. Accordingly, Paragraph 11 of the NPPF is not engaged.

The principle of development

94. The role of the countryside, as well as providing a pleasant environment, is the provision of leisure and recreational activities. The protection of the countryside and undeveloped land needs to be balanced against the vitality and viability of the rural economy. This proposal would involve the creation of a new business in a rural location, including the creation of jobs and associated economic activity brought into the area through users of the development. In this regard, the proposal is considered to be of benefit to the rural economy and is compliant in principle with Policy EN1 of the Derwentside District Local Plan, subject to satisfaction of the other criteria contained within that policy.

95. Additionally, Policy CO12 of the Local Plan typically directs hot food uses towards town centre and mixed use areas, however it is considered this policy is not wholly compatible with Paragraph 83 of the NPPF which indicates the development of a variety of facilities is considered acceptable in rural locations.

Impact on the character and appearance of the area

96. The development proposed is a single storey dual pitched café, with single storey flat roof off-shoot for the kitchen area. The building is predominantly glazed in design, with timber boarding and a 'grass' roof to the flat roofed element also proposed.

97. The design is in two main sections, a glazed area which would be used as the public seating area, and a flat roofed extension which would accommodate the kitchen area and toilet. The development would be set back from the platform edge and Derwent Walk and would appear subservient to the main property and nearby Station Cottages. Concerns have been raised regarding the design of the proposal, considering it is too large for the actual site, is not architecturally in keeping with the remainder of the hamlet or the Station House, the flat roofed element being inappropriate and the wood burning stove inappropriately low.

98. The Design and Conservation Officer has queried the two competing designs in terms of their material and form, however has raised no objections in principle to the design. It is also considered it would likely be difficult to screen a working kitchen if it were to be fully glazed or lightweight in appearance. In this regard the design of the proposal submitted is considered acceptable subject to a condition requiring a full specification of the materials proposed to be submitted. The Landscape Officer has requested a detailed specification of landscaping regarding the proposed planting method around the perimeter of the site, which is considered appropriate and in accordance with Part 12 of the NPPF and Policy GDP1 (A) of the Derwentside District Local Plan.

99. It should be noted that Station House does benefit from householder Permitted Development rights, and a building of a similar design, for domestic purposes and ancillary to the main dwelling, could be constructed at the site without any planning permission and with no control regarding the style or design, subject to certain parameters relating to size and height.

Residential Amenity

100. Derwentside District Local Plan Policy GDP1 (H) requires proposals to protect the amenity of neighbouring occupiers and land users. The closest residential properties are at Station Cottages, approximately 33 metres to the east of the application site. Concerns have been raised regarding the proposed late hour of operation, until 10pm, and consequently light pollution from the large glazed areas

into the evening hours. Additionally, noise and odour issues to nearby residential properties have also been raised as well as an increase in litter in the vicinity.

101. It is considered a 10pm standard closing time is inappropriate given the site's location, lack of lighting, and the potential for people to be walking home in hours of darkness, particularly during the winter months. In this regard, should the proposal be considered acceptable in principle, a 6pm closing time is considered appropriate, with allowances for twelve late night openings until 10pm across the year at the applicant's discretion for evening usage at the premises. This would alleviate the light issue as the lighting would not extend into the hours of darkness for over 96% of the year, thereby protecting the amenity of nearby residents.

102. Concerns have been raised regarding the potential for live music at the site, and the possibility of live music 'events' particularly stretching into the evening hours. There is limited indication in the submitted documentation that such live music 'events' are proposed, however a restriction on amplified live music or instruments at the premises is recommended in the interests of residential amenity, which would allow the premises to play background music, for example the radio, or unamplified live music or instruments, if they chose to do so, but would restrict live amplified music or instruments at the site.

103. In terms of noise and odour, the Environmental Health Officer has considered submitted details relating to noise outbreak and odour extraction, and raises no objections on the basis of the detail provided. Details of the location of bin stores and a waste management plan have also been provided and these are considered acceptable. Conditions securing the odour and waste management details in line with the above are recommended and on this basis the proposal would accord with Policy EN26 of the Derwentside District Local Plan. Additionally, given the distances to the closest residential properties and subject to the above, it is considered the proposal would protect the amenity of neighbouring occupiers and land users, in accordance with Policy GDP1 (H).

Countryside Recreational Activity

104. Significant representations have been received by the horse riding community in objection to the application. The concerns relate to the fact that horses and other animals could be 'spooked' and collide with other users, and that horses are fright and flight animals who will spook at being able to see movement in a glass building. Objectors note the Derwent Walk and nearby tracks are popular routes for horse riders linking to Chopwell Woods, and off-riding routes should be protected. Additionally horse riders have noted they should not be penalised by having a café erected that they deem not to be required, and consider they bring a lot of revenue to the area, and the Council should be supporting and promoting safe riding routes.

105. Concerns go on to note between 65-80 horses are stabled nearby and would be restricted as a result of the noise, odour and appearance of the development. During the construction period the track would be unusable for horse riders. Queries are also raised regarding who would be liable if a horse kicked a person, and noting horse riders would not stop at the café due to other traffic on the Derwent Walk. An objection has also been received by the British Horse Society in respect of the above.

106. The above representations are noted and it is appreciated the development may impact on the behaviour of some horses. However, it should be recognised that horse riders are only one group of individuals who use the countryside and recreational routes and that the countryside should be accessible for a variety of

countryside activities. Some walkers and cyclists have expressed support of the proposal, and horse riders themselves have noted that dogs and cyclists use the Derwent Walk also, and that no group should be excluded with the Derwent Walk accessible to all.

107. The applicant has amended the proposal to remove the large glazed element to the northern elevation adjacent to the permissive route between the Public Right of Way and Derwent Walk in an attempt to address the above concerns. It is also noted the development is set back from the Derwent Walk itself and is at a lower level. Horses viewing the development from the nearby bridge would have to look past the host property, with windows, as well as potential vehicles parked at the host property, again with windows. It is also acknowledged a large glazed structure or greenhouse ancillary to the host property could be constructed in the garden area under Permitted Development.

108. Objectors have disputed the fact that groups of people stop at the site, however the applicant has provided photographic evidence of walking groups sitting on the former station platforms. Horse riders using this route would typically encounter such groups, along with cyclists, dog walkers and children. In this respect, the erection of a café at this location, subject to design considerations, on balance is not considered likely to have an adverse effect on horse riders to an extent which would justify refusal of the application.

Highway Safety

109. Given the location of the proposal, the development is not proposing any vehicular parking for visitors. The residents of Station House would be the employees in the business and would be responsible for deliveries to the business. Concerns have been raised regarding the access to the site from the south being in private ownership and in disrepair, no capacity for servicing and deliveries, and that people will naturally try and drive to the café.

110. Additionally, objectors have raised concerns regarding illegal parking blocking access for emergency vehicles, current parking issues, safety crossing the lane and the risk for users of the Derwent Walk to increased traffic.

111. Given the nature of the proposal and its location, it is considered unlikely visitors will try to access the café by car as it would not be signposted and would rely primarily on recreational users of the Derwent Walk. Alternate facilities in the vicinity with car parking would be much more likely to be frequented by car users. A parking space is proposed within the site to account for servicing and deliveries and can also facilitate non-visitor parking to the site, which could be secured via condition.

112. The Highways Engineer has also noted the proposal and that the users of the café would not visit by car. In this respect no objections have been raised in this regard subject to conditions relating to a restriction on signage and the café being operated by the owner of the Station House. Any signage would require separate advertisement consent and therefore it would not be appropriate to condition this. The Council would therefore retain control over the erection of advertisements. In terms of the café operating ancillary to the dwelling it is considered possible to condition the operator of the business is the occupier, or widow or widower, of the Station House. This would limit the number of vehicular journeys to those who would live and access the site ordinarily as a result of living there.

113. A comment has been made regarding pre-application advice for a proposal nearby which considered it would be unsuitable for development due to

substandard access to the site. The proposal in question would have been more intensive in terms of journeys. The application under consideration in this application is intended to rely on passing trade and not car borne customers given the constrained nature of the vehicular access to the site. In this regard the proposal is considered acceptable in terms of highway safety and access and in accordance with Policy TR2 of the Derwentside District Local Plan.

Drainage

114.A septic tank owned by the applicant however on land outwith the applicant's ownership is proposed to be utilised for foul water drainage from the site. This is currently used for foul water drainage from the Station House itself and is considered to have sufficient capacity to accommodate foul waste from the development. The applicant has completed the required Foul Drainage Assessment Form and initial correspondence between the applicant and the Environment Agency raises no objections in principle to this approach. The applicant has also confirmed a permit would likely not be required from the Environment Agency as the proposal would accord with the General Binding Rules.

115.A condition requiring full details of the proposed foul water discharge method to be submitted is recommended in this regard to confirm the approach. In this regard the proposal is considered to accord with Part 14 of the NPPF. Any issues regarding land ownership or discharge to land outwith the ownership of the applicant is a civil matter and not relevant to the planning process.

Biodiversity

116.The site falls within water and woodland buffer zones, and the applicant has provided a bat and barn owl risk assessment in support of the application, which notes a low risk of bats to be found at the site. Concerns have been raised by objectors relating to the abundance of wildlife within the vicinity of the site, including those who are sensitive to noise and light pollution. However, the County Ecologist has commented noting no objections in principle subject to details of a lighting scheme confirming dark corridors are maintained. This could be secured via an appropriate condition, along with the mitigation measures set out in the bat and barn owl risk assessment, and would accord with Part 15 of the NPPF.

Trees

117.A mature tree is located immediately to the north west of the proposed development site. It is noted that this tree is not formally protected and could be removed at any time without the consent of the Local Planning Authority, however the applicant wishes to retain the tree for amenity purposes. The Tree Officer has raised no objections in principle to the development and a condition requiring a protection area to be defined relating to the tree is considered reasonable to ensure it is not damaged during the construction period should permission be granted. In this regard the proposal is considered to accord with Policy EN11 of the Derwentside District Local Plan.

Other issues

118.Concerns have been raised regarding the actions of potential users of the café, that they may be drunk, encourage drunk driving, or be victims of burglary due to their intoxicated state and the remote environment. Given the nature of the proposal, and the standard conditioned closing time of 6pm, it is considered unlikely the above would occur. The twelve late night openings are considered acceptable

given these would likely occur during summer months on lighter evenings, and on Friday and Saturday evenings only. If drunk driving or burglaries do occur this would be a matter for the Police.

119. Objectors have noted the site falls within an Area of Outstanding Natural Beauty and a Conservation Area however this is not the case. Concerns have been raised regarding alterations to the house and garden, however none have been identified within the application. A query has also been raised regarding whether the proposal will be a vegan or vegetarian café, as well as a potential increase in feeding bread to nearby horses, neither of these are material planning considerations.

120. Several objectors have noted the proximity of other cafes within the vicinity of the site, including at Lintzford Garden Centre, the Gibside Estate, and the Land of Oak and Iron Visitor Centre. The motivations of the applicant, developing the café for personal profit, is also queried with a community hub identified as not being required by some. However, neither competition or the motivations of the application are material planning considerations. Finally, concerns have been raised regarding the use of the building if the café is unviable, it is considered this could happen with any building or land and is not unique to this site.

121. An objector has noted parts of the Derwent Walk are uneven underfoot, with some of the walk having loose stones. Any maintenance issues should be reported to the landowner and is not the responsibility of this application.

122. A comment has been made recommending the Station House for Listed Building status. This should be taken up directly with Historic England by the objector.

123. Health and safety issues have been raised regarding disabled access to the site, the lack of a staff toilet, and provision for smokers. It is considered these issues are dealt with under separate legislation and do not form part of the planning assessment.

124. A comment has been raised noting the land immediately adjacent to the application site, including the former platform from which the café would be accessed, is not within the applicant's ownership and is instead leased by Durham County Council to a neighbour, and access would not be permitted to the site from this point. It is considered this is a civil matter and does not preclude the granting of planning permission. It would also appear the site could feasibly be accessed from the north if required, adjacent to Station House itself.

CONCLUSION

There would be no significant adverse impacts in terms of the impact on the character and appearance of the area, residential amenity, noise, highway safety, biodiversity and trees, subject to relevant and proportionate conditions. The concerns raised by the horse riding community in particular have been carefully considered, however horse riders are only one group of individuals who use the countryside and recreational routes and the countryside should be accessible for a variety of countryside activities and users. The proposal would be of benefit to the rural economy and the proposal is therefore acceptable and in accordance with Paragraph 83 of the NPPF and Policy EN1 of the Derwentside District Local Plan.

RECOMMENDATION

That the application be **APPROVED**, subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out only in accordance with the following approved plans:

Plan Ref:	Date Submitted:
Location Plan 1:2500	13 September 2018
Elevations and Cross Section	19 November 2018
Site Plan	19 November 2018
Amendment including service hatch	4 December 2018
Bin / waste storage and turning / service bay	4 December 2018

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policy EN1 of the Derwentside District Local Plan.

3. Notwithstanding any details of materials submitted with the application no development shall commence until samples of the external walling and roofing materials have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

4. No development shall commence until a scheme for the provision of foul water drainage works has been submitted to, and approved in writing by, the Local Planning Authority. The drainage shall be completed in accordance with the details and timetable agreed.

Reason: To prevent pollution of the water environment in accordance with Part 14 of the NPPF.

5. Details of all internal and external lighting, including hours of illuminance, shall be submitted to, and approved in writing by, the Local Planning Authority to maintain a dark corridor. The development shall operate in accordance with the approved details.

Reason: In the interests of residential amenity and biodiversity, in accordance with Policy GDP1 of the Derwentside District Local Plan, and Part 15 of the NPPF.

6. No development shall take place until a tree protection plan identifying a root protection area, has been submitted to, and approved in writing by, the Local Planning Authority, and protective fencing erected placed as indicated on the plan and comprising a vertical and horizontal framework or scaffolding, well braced to resist impacts, and supporting temporary welded mesh fencing panels or similar approved in accordance with BS 5837:2012.

Reason: In the interests of the visual amenity of the area and to comply with Policy EN11 of the Derwentside District Local Plan.

7. No development shall commence until a detailed landscaping scheme has been submitted to, and approved in writing by, the Local Planning Authority. The landscape scheme shall include accurate plan based details of the following:

Trees, hedges and shrubs scheduled for retention.

Details of hard and soft landscaping including planting species, sizes, layout, densities, numbers.

Details of planting procedures or specification.

Finished topsoil levels and depths.

Details of temporary topsoil and subsoil storage provision.

Seeded or turf areas, habitat creation areas and details etc. Details of land and surface drainage.

The establishment maintenance regime, including watering, rabbit protection, tree stakes, guards etc.

Trees, hedges and shrubs shall not be removed without agreement within five years.

Reason: In the interests of the visual amenity of the area and to comply with Policy EN6 of the Derwentside District Local Plan.

8. No development shall take place unless in accordance with the mitigation detailed within the Section 2 of the Bat and Barn Owl Risk Assessment, but not restricted to adherence to timing and spatial restrictions; adherence to precautionary working methods.

Reason: To conserve protected species and their habitat in accordance with Part 15 of the NPPF.

9. The operator of the development hereby permitted shall be limited to the occupier(s) of Station House, outlined in red on the location plan, or a widow, or widower of such a person.

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

10. The premises shall not be open to customers outside the hours of 8am to 6pm on any day of the week, except for up to 12 days per calendar year where the premises shall not be open to customers outside the hours of 8am to 10pm, on Fridays and Saturdays only. The operator of the premises shall notify the Local Planning Authority of any proposed usage of the premises between the hours of 6pm and 10pm a minimum of seven days in advance of the usage.

Reason: In the interests of residential amenity in line with Policy GDP1 of the Derwentside District Local Plan.

11. The odour extraction system as set out within ref. COVERING EMAIL FROM AGENT – RESPONSE TO COMMENTS – Odour Abatement, received 29 October 2018, shall be installed prior to the use commencing and shall be operated at all times when cooking is being carried out on the premises.

Reason: In the interests of the amenity of the area in line with Policy GDP1 of the Derwentside District Local Plan.

12. The waste management system as set out within ref. WASTE MANAGEMENT DOCUMENT and BIN / WASTE STORAGE AND TURNING / SERVICING BAY, received 4 December 2018, shall be carried out in accordance with the approved details in perpetuity.

Reason: In the interests of the amenity of the area in line with Policy GDP1 of the Derwentside District Local Plan.

13. Notwithstanding the information submitted, no amplified music or amplified instruments or any other device designed to amplify live music or noise shall be played within the application site hereby approved.

Reason: In the interests of the amenity of the area in line with Policy GDP1 of the Derwentside District Local Plan.

14. Before the building hereby approved is brought into use, the car parking / turning space as annotated on plan ref. BIN / WASTE STORAGE AND TURNING / SERVICING BAY, received 4 December 2018, shall be made available for use for premises deliveries, servicing, and non-visitor parking only, and remain so in perpetuity.

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

STATEMENT OF PROACTIVE ENGAGEMENT

The Local Planning Authority in arriving at its decision to approve the 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) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.)

BACKGROUND PAPERS

The National Planning Policy Framework (2018)
National Planning Practice Guidance Notes
Derwentside District Local Plan (saved policies)
Statutory, internal and public consultation responses
Submitted forms, plans and supporting documents



Planning Services

Erection of a single storey cafe

Application Number DM/18/02807/FPA

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Comments

Date 20.12.2018

Scale NTS