

# COMMITTEE REPORT

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## APPLICATION DETAILS

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<b>APPLICATION NO:</b>	<b>DM/19/00846/OUT</b>
<b>FULL APPLICATION DESCRIPTION:</b>	<b>Outline application with all matters reserved for a proposed single storey dwelling and demolish existing structures with associated access works. (amended plan and description).</b>
<b>NAME OF APPLICANT:</b>	<b>Mr Raymond Catleugh</b>
<b>ADDRESS:</b>	<b>Land Adjacent To The Elms, High Hesleden</b>
<b>ELECTORAL DIVISION:</b>	<b>Blackhalls</b>
	<b>Susan Hyde</b>
	<b>Planning Officer</b>
<b>CASE OFFICER:</b>	<b>03000 263961</b>

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## DESCRIPTION OF THE SITE AND PROPOSALS

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### The Site

1. High Hesleden is a small hamlet located to the east of Hesleden and to the West of Blackhall Rocks. The application site is located on the eastern edge of High Hesleden and currently forms part of a field currently used for the keeping of horses with stables and associated storage facilities and stable yard on the application site. To the north and west of the site are open fields. To the east is Micklehill Road with semi detached bungalows adjacent to the road. To the south is a cul-de-sac The Elms which accommodates 5 detached dwellings. Although the vehicular access is a reserved matter the red line application includes The Elms as the proposal is for the access to be from this unmade private cul-de-sac.
2. The site is shown as lying just outside the settlement boundary on the District of Easington Local Plan with the settlement boundary line including the existing dwellings on The Elms and the semi-detached dwellings to the east.

### The Proposal

3. Outline planning permission is sought for the erection of 1 No. dwelling with all matters reserved. The application proposes the demolition of the existing horse related single storey structures and an illustrative layout plan has been submitted which shows the possible siting of a detached bungalow and garage. The associated access works relate to the vehicular access from the cul-de-sac The Elms and the agent has noted that for an additional dwelling to be sited from this access the road will need to be made up to an adoptable standard.

4. The application is before Members at the request of Councillor Crute to allow the issues of road access and highway safety to be considered by Members.

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## PLANNING HISTORY

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*PLAN/2007/0655 – Granted planning permission for stables on the land.*

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## PLANNING POLICY

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### NATIONAL POLICY

5. The following elements of the National Planning Policy Framework (NPPF) are considered relevant to this proposal:
6. NPPF Part 2 Achieving sustainable development
7. NPPF Part 5 Delivering a Sufficient Supply of Homes - 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. NPPF Part 11 Making Effective Use of Land - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
9. 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.
10. NPPF Part 15 Conserving and Enhancing the Natural Environment - 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.

<https://www.gov.uk/guidance/national-planning-policy-framework>

### NATIONAL PLANNING PRACTICE GUIDANCE:

11. The Government has consolidated a number of planning practice guidance notes, circulars and other guidance documents into a single Planning Practice Guidance Suite. This document provides planning guidance on a wide range of matters. Of relevance to this application is the practice guidance with regards to; conserving and enhancing the historic environment; design; and use of planning conditions.

<https://www.gov.uk/government/collections/planning-practice-guidance>

## **LOCAL PLAN POLICY:**

12. The following policies of the Easington District Local Plan (EDLP) as amended by Saved and Expired Policies September 2007 are relevant to consideration of this planning application:
13. Policy 1: Due regard will be had to the development plan when determining planning applications. Account will be taken as to whether the proposed development accords with the sustainable development principles while benefitting the community and local economy. The location, design and layout will also need to accord with saved policies 3, 7, 14-18, 22 and 35-38.
14. Policy 3: Development outside the settlement limits will be regarded as development within the countryside. Other than specifically allowed for by other policies, development in the countryside will not be approved.
15. Policy 35: The design and layout of development should consider use of energy, reflect the scale and character of adjacent buildings, provide adequate open space and have no serious adverse effect on the amenity of neighbouring residents or occupiers.
16. Policy 36: The design and layout of development should ensure good access and encourage alternative means of travel to the private car.
17. Policy 37 - The design and layout of development should seek to minimise the level of parking provision (other than for cyclists and disabled people).

## **RELEVANT EMERGING POLICY:**

18. 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>.

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## **CONSULTATION AND PUBLICITY RESPONSES**

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### **STATUTORY RESPONSES:**

19. County Highway Officer – *The Elms is a private shared drive/access road and historically there has been no Section 38 Agreement Highways Act 1980 in place to consider the highway infrastructure for adoption by Durham County Council.*

*There are already 5 no. dwellings served by the existing private shared drive/access road and Section 3.6 Private Drive Accesses (Type 6) of the DCC Highways Design Guide for Residential Development November 2014 does not permit any more than 5 no. dwellings to be served by such a road infrastructure.*

*The planning application was amended to include the adoption of The Elms and the applicant has confirmed that the road is within his ownership. The County Highway Officer has commented that whilst the applicant's intention to upgrade The Elms to DCC Highway Adoption Standards is welcomed by the Highway Authority this must be supported by a suitably worded planning condition, which must be added to any planning permission that may be granted to ensure that the adoption of the road has the details agreed before the development commences on site and the adoption is completed before the dwelling is occupied.*

## Consultee Responses

20.Environmental Health – Noise – They have undertaken a technical review of information submitted in relation to the likely impact upon amenity in accordance with the relevant TANs (Technical Advice Notes). 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.

In addition they can confirm that they 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 that the development is unlikely to cause a statutory nuisance.

21.Environmental Health – Contaminated Land – A screening assessment for historical contaminants was required on the site. This has now been submitted and at the time of preparing this report Environmental Health Officers are assessing if contamination conditions are required on the site. The committee will be updated accordingly.

22. Ecology – Raise no objection to the vehicular access and confirm that as the structures on the site appear to be modern stables and sheds built from pre-fabricated materials they do not need an ecological assessment for the proposal.

This development is within the 6km Durham Coast Habitats Regulations Assessment (HRA) buffer therefore DCC (as Competent Authority) are required to undertake an Appropriate Assessment of the application to determine whether the development is likely to have a significant effect on the integrity of the Durham Coast SAC and Northumbria Coast SPA.

Durham County Council has carried out initial screening (in conjunction with Natural England) in compliance with the Habitats Regulations for all housing allocations in the county. The 6km buffer allows development to proceed up to 6km away from the coastal European Protected Sites provided certain mitigation measures are taken. This can include alternative green space suitable for off-lead dog walking or a financial contribution of either £662.00 (for sites allocated in the County Durham Plan) or £756.61 per dwelling (for non-allocated sites) towards specific Coastal Access Management Measures.

If the development is approved the financial contribution for this development is £756.61 and should be secured through a Section 106 Agreement or Unilateral Undertaking and allocated to CAMMS revenue Action Point 2.

## **PUBLIC RESPONSES:**

23. The application was advertised by neighbour letters and a site notice and the following responses were received.

24. 25 letters of support that are all of a similar format and state they support the application and have no objections to the proposal. In addition a signed petition with 48 signatures was submitted in support of the application stating that they support the planning application and raise no objection to the proposal.
25. One letter of representation which states that the current road surface (The Elms) remains unfinished and as a result, both drain and manhole covers protrude from the surface, causing trip hazards and potential damage to vehicles. This risk is increased by the absence of street lighting, which they would also hope/expect to be addressed as part of the adoption process.

#### **APPLICANTS STATEMENT:**

The proposal relates to the small parcel of land contained within the corner of the junction of Micklehill Road and The Elms in High Hesleden, Co Durham. The site currently is occupied by stables, storage buildings, storage yard and paddock. See OS plan and Site Plan for further details.

The proposal involves the removal of all existing structures to the site and the provision of a single storey, mono-pitched roof, dwelling house together with a detached garage accessed via the retained existing vehicle access from The Elms to the North of the site. The bungalow will provide accommodation for the existing inhabitants of No 1 The Elms, which current property has become unsuitable for the occupants upon medical grounds, but who wish to remain in the same vicinity, with access to their other land/property and amenities.

The proposal is for a modern designed structure with a plan form to follow the curve of the road, with a mono-pitch roof with the lower eaves level to the road side elevations. The single storey structure will house an open plan living/dining/kitchen area, three bedrooms and associated service rooms. It is proposed to use environmentally sound construction types with technologies and fabric providing a highly sustainable unit with the levels of insulation, energy use, etc, which far exceeds the minimum requirements of the Building Regulations, keeping running cost and environmental impact to a minimum. The design of the structure aims to utilise the natural environment to aid this goal, while sitting within its setting naturally to aesthetically enhance the site.

The detached garage is to reflect the dwelling house, with the existing vehicle access being utilised to the North of the site, from The Elms. It is proposed to provide two parking spaces together with the double garage. It is also proposed to provide an electric charging point for electric vehicles to the parking area to accommodate developments in the automotive industry and the ease of use of electric vehicles for the occupants of the dwelling.

The site, while outside the previous development boundary of the settlement does lie within the boundary of the settlement and offer a natural extension to the settlement. The proposed site is an infill site which has been previously developed. There are existing buildings/dwellings and structures extending beyond the proposed site out from the centre of the settlement, to the opposite side of the road, which forms the boundary to the site, along both adjoining highways. Further, the actual village boundary can be seen to be some distance beyond the proposed site. Reference should be made to the location plan and photographic record sheet for details and clarification of the position and siting of the proposed site.

High Hesleden is served by public transport, Public House, Public Park, leisure facilities, and various other amenities and facilities. High Hesleden is also connected to other settlements and major conurbations by Footpaths, Public Transport and Highways offering a full array of public services, shops, Schools, Medical Practice, facilities, etc, etc.

26. 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 the development, the impact on the character and appearance of the surrounding area, ecology and highway safety.

#### Principle of Development

27. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Easington District Local Plan (EDLP) was adopted in 2001 and was intended to cover the period to 2006. The NPPF Paragraph 213 advises that Local Plan policies should not be considered out-of-date simply because they were adopted prior to the publication of the NPPF. Notwithstanding this, it is considered that a policy can be out-of-date if it is based upon evidence which is not up to date/is time expired.
28. On this basis, given the age of the EDLP and housing supply figures that informed it, the housing supply policies therein do not reflect an up to date objective assessment of need, and must now be considered out of date, and the weight to be afforded to the policies reduced as a result. However, this does not make out of date policies irrelevant in the determination of a planning application. Nor do they prescribe how much weight should be given to such policies in the decision, this being a matter for the decision maker, having regard to advice at Paragraph 213 of the NPPF.
29. Policy 3 of the EDLP is relevant and seeks to restrict new development within the countryside and outside of existing settlements other than specifically permitted by other policies in the plan. However, given the out of date evidence base which underpins this policy and its application of settlement limits means that the policy must be regarded as out of date for the purposes of paragraph 11 of the NPPF and as a consequence, can be afforded only limited weight.
30. As the development plan policies which are most important for the determination of the application are out of date regard must therefore be had to Paragraph 11 of the NPPF which 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; and

where the development plan is absent, silent or relevant policies 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 refusal or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

31. Having regard to the above, the Development Plan is considered to be out of date and there are no policies which protect areas or assets of particular importance which provide a clear reason for refusal with respect to this proposed development. As a result, the acceptability of the development largely rests on planning balance of whether any adverse impacts of approving the development would significantly and demonstrably outweigh the benefits taking into account specifically the impact of the proposal upon the sustainability of the location, impact on the landscape, impact upon residential amenity, ecology, contaminated land, access and highway safety.

## Five year Housing Land Supply

32. Paragraph 73 of the updated NPPF maintains the requirement for Local Planning Authorities (LPAs) to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.
33. Within County Durham all of the extant development plans are more than five years old and their housing figures need revising so the starting point for calculating land supply will be local housing need using the Government's standard methodology. The 'Preferred Options' (June 2018) stage of the emerging County Durham Plan (CDP) is aligned with the standardised methodology and identifies a housing need figure of 1,368 dwellings per annum (dpa). The Council is able to demonstrate in excess of 6 years supply of deliverable housing land against this figure.
34. To summarise, the Council's position remains that the NPPF has confirmed the use of the standard method for calculating local housing need and as the emerging CDP is aligned with the figure derived from the standardised methodology (1,368dpa), a supply in excess of 6 years supply of deliverable housing can be demonstrated when measured against this.
35. Accordingly, the benefit of boosting housing land supply will need to be factored into the planning balance, whilst recognising that the benefits of delivering new housing would be less than if a shortfall in supply existed.

## Locational Sustainability of the Site

36. Paragraph 103 of the NPPF states that the planning system should actively manage patterns of growth in support of focussing significant development on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.
37. In this regard High Hesleden is identified as a tier 6 settlement (Hamlet) within the County Durham Settlement Study (2012) on account of it having very few facilities which at present is understood to be limited to a single public house. Future occupiers of the proposed development would therefore have poor access to shops, services, education and employment opportunities, which given the distances to surrounding settlements would foster an over reliance on trips by private vehicle. Officers also note that the closest settlement of Hesleden is located over 1km away from the application site and the next nearest at Blackhall in excess of 1.4km away. These distances are not considered to be suitable walking distances for pedestrians to reach services and facilities and it is noted that in both instances the majority of the routes are not subject to any street lighting. Whilst there is a bus route which runs a service through High Hesleden, investigations indicate this is infrequent.
38. The fact that the site is poorly served by key services is a material consideration within the planning balance to which weight can be applied when considering the planning balance test contained in paragraph 11 of the NPPF.
39. On this issue, Officers note that in a recent appeal for 3 dwellings in High Hesleden (Planning reference DM/18/00043/OUT Planning Inspectorate Reference APP/X1355/W/18/321124) the Planning Inspector in his decision statement concurs with officers views on sustainability and states that 'However, although there is a demarcated footpath along the routes to Hesleden and Blackhall Rocks, I saw that significant lengths of these routes are unlit. Furthermore, the routes lead through the open countryside and are therefore not overlooked. Using these routes to access facilities in neighbouring settlements may be practical for able bodied individuals in good light and good weather.'

However, these routes would not be practical for children, the elderly and less able bodied due to their unlit nature and lack of natural surveillance. Indeed, the lack of streetlights and surveillance would be likely to deter future residents of the proposal from using these routes on foot or on bike during the hours of darkness and in winter months.'

40. With regard to the bus service the Planning Inspector commented: 'The appeal site has convenient access to bus stops which are served by bus routes providing access to nearby villages as well as larger settlements. However, the evidence suggests that these bus services are relatively infrequent, and I do not consider that these bus services would provide a significant alternative to a reliance on the private car due to the frequency of the bus service and the relative convenience of these modes of transport.' Officers concur with this view.

41. Officers therefore conclude that future residents of the application site would be heavily reliant on the private car to access services and facilities as well as employment. Whilst the proposal for one dwelling would not represent large scale development, officers do not consider this would outweigh the wider policy requirement to manage growth in a sustainable manner. The proposal would therefore be contrary to Policy 1 of the Local Plan which requires the development should accord with the principles of sustainable development. Whilst Policy 36 of the Local Plan refers to the layout and design of development, the proposal would conflict with the aims of this Policy with regards to meeting the access needs of the users of development and encouraging alternative means of travel to the private car. These policies are broadly consistent with the NPPF which seeks to manage patterns of growth in order to promote sustainable transport.

#### Impacts upon Surroundings

42. Policies 1 and 35 of the EDLP requires new development to reflect the scale and character of adjacent buildings and the area generally. This displays a broad level of accordance with the aims of Section 12 of the NPPF which attaches great importance to the design of the built development, noting that good design is indivisible from good planning, and should contribute positively to making places better for people.

43. Saved policy 35 requires the design and layout of new development to reflect the scale and character of adjacent buildings and the area generally, particularly in terms of site coverage, height, roof style, detailed design and materials. Schemes should provide adequate open space, appropriate landscape features and screening (where required) and development should have no serious adverse impact on the amenity of people living and working in the vicinity of the development site and the existing use of adjacent land or buildings in terms of privacy, visual intrusion, noise, other pollutants and traffic generation.

44. Section 12 of the NPPF highlights the need for achieving good design in new development. Given the sites location outside the settlement boundaries it is of particular important to consider the impact of the proposed development on the landscape. Paragraph 127 of the NPPF highlights the need for decisions to be sympathetic to local character and history, including the surrounding built environment and landscape setting. Section 15 of the NPPF recognises the need to conserve and enhance the natural environment by protecting and enhancing valued landscapes (para 170).

45. The potential effect of the development on the visual amenity value of the village would not be considered significant in this location. The key views of the site are from Micklehill Road to the north of the site where views are restricted from the mature hedgerow and from the public footpath to the north of the site which looks onto The Elms, and from within the cul-de-sac the Elms. There are no specific landscape allocations in the local plan in this location.

On the application site there are already significant single storey buildings with the stables / storage building currently being on site. The site is proposed to be accessed from the Elms which allows the existing hedge adjacent to the west boundary adjacent to Micklehill Road to be retained which forms an existing mature boundary. In addition, the sketch layout includes a proposed hedge on the north boundary which would also partially screen the proposed bungalow from views from the north of the site from Micklehill Road, suggesting that the development could be assimilated successfully into the settlement in visual terms. The single storey height of the building will also assist in reducing the impact of the development from long range views.

46. Officers therefore conclude that whilst there is some impact on the street scene and the landscape of High Hesleden from introducing a dwelling and residential curtilage onto the edge of the hamlet the impact is not considered to be significant.

#### Impact upon Residential Amenity

47. Policy 35 of the Easington District Local Plan requires new development to have no serious adverse effect on the amenity of people living and working in the vicinity of the development site and the existing use of adjacent land or buildings in terms of privacy, visual intrusion, noise, other pollutants and traffic generation. This approach is considered to display a broad level of accord with the aims of paragraph 180 of the NPPF which requires that planning decisions avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; and mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.

48. The nearest residential properties are located to the south at The Elms where an approximate 21 metres separation distance is shown between the application site and the detached dwellings on The Elms. To the west of the site at Micklehill Road there is an approximate distance of 30 metres from the sketch location to the existing semi detached dwellings. Whilst the submitted location plan is provided for indicative purposes only it nevertheless demonstrates that the site is capable of accommodating one dwelling without adverse impact upon residential amenity.

#### Highway Safety

49. Policy 36 of the EDLP requires new development to provide safe and adequate access capable of serving the amount and nature of traffic to be generated. The amended application proposes the use of an existing access from Micklehill Road on to The Elms which currently serves 5 existing dwellings.

50. The highway authority has been consulted and offers no objection to the amended planning application that includes The Elms within the red line application site and confirms that the cul-de-sac would be brought up to an adoptable standard as part of the planning application. The Highway Officer has requested a condition to ensure that the adoption procedure is achieved on the outline planning consent requiring the submission of details before the development commences and implementation before the dwelling is occupied if planning permission is granted on the application site.

#### Ecology

51. Although not supported by a preliminary ecological assessment the County Ecologist has confirmed that in this case as the site already has modern buildings on it for the stables and storage a preliminary ecological assessment would not be required. The county ecologist has also commented he could only support a vehicular access from The Elms as an access from the Micklehill Road would lead to the loss of a substantial amount of hedge to achieve the highway sight lines.

52. In addition the Council's Ecology Officer has noted that the proposed development is within the 6km Durham Coast HRA buffer therefore a financial contribution to the Coastal Management Plan is required to mitigate impacts as a result of new housing development. Durham County Council has carried out screening in compliance with the Habitats Regulations for all housing allocations in the county, this work was done in conjunction with Natural England. A financial contribution of £756.61 would therefore be required, to be secured via a legal agreement if planning permission is granted.

#### Land Contamination

53. Paragraph 178 of the NPPF requires that planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposal for mitigation including land remediation or impacts on the natural environment arising from that remediation.

54. The Council's Contaminated Land Section has no objection to the application in principle, but is considering the need for conditions, as referred to above.

#### Planning Balance and Conclusion

55. As policy 3 of the Local Plan is out of date the proposal should therefore be assessed on the basis of the presumption in favour of sustainable development as set out in paragraph 11 of the NPPF. This requires that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

56. With regard to the benefits of the development, as a small site adjacent to an existing settlement the proposal would add to the supply and mix of housing in the area. It is noted that future residents would support services in surrounding settlements, but due to the scale of the development this support would be limited. The construction of the proposal would also lead to employment and investment, although this would be to a limited degree and over a limited period of time.

57. With regard to the adverse impacts of the proposal the application site would not be in a sustainable location with regard to access to services and employment. The proposal would therefore conflict with the policies of the NPPF in respect of managing patterns of growth to promote sustainable transport. The proposal would be contrary to Policies 1 and 36 of the Local Plan with regard to the sustainability of the location and these policies with regard to the sustainable location and promoting sustainable transport are considered to be in broad conformity with the NPPF.

58. In conclusion the adverse impacts arising from the proposed application with regard to sustainable patterns of growth and promoting sustainable transport would significantly and demonstrably outweigh the benefits. The proposal should therefore be refused.

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## CONCLUSION

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59. This application has been fully assessed and considered in relation to the relevant policies including 1, 3, 35, 36 and 37 of the District of Easington Local Plan and criteria detailed in the NPPF. In reaching a recommendation on this application, supporting information submitted with the application has been fully considered along with comments received from consultees and local residents.

60. The application is submitted for one dwelling in outline on the above site in the small hamlet of High Hesleden. Officers conclude the location of the site in High Hesleden is not considered to a sustainable location due to the limited services available both in High Hesleden and the difficulties in accessing the closest settlements of Hesleden and Blackhall Rocks either by public transport or by walking or cycling. For these reasons officers consider the application is not acceptable and is contrary to Policy 1 and 35 of the District of Easington Local Plan 2001 and this significantly and demonstrably outweighs the limited benefits of the proposal.

61. The application is therefore recommended for refusal.

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## RECOMMENDATION

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That the application be refused for the following reason:

1. In applying the requirements of paragraph 11 of the NPPF the adverse impacts of the proposal would significantly and demonstrably outweigh the limited benefits. In particular, future occupiers would be heavily reliant upon trips by private vehicles to access shops, services and employment opportunities contrary to the aims of Policies 1 and 35 of the District of Easington Local Plan and Part 2 of the NPPF.

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## STATEMENT OF PROACTIVE ENGAGEMENT

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The Local Planning Authority in arriving at its decision to refuse 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. Unfortunately, a positive outcome was not achieved on this application. (Statement in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.)

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## BACKGROUND PAPERS

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Submitted Application Forms, Plans and supporting documentation  
District of Easington Local Plan 2001  
National Planning Policy Framework  
Internal consultee responses  
Public responses  
Responses from statutory and other consultees  
National Planning Policy Guidance




**Durham**  
County Council

**Planning Services**

**Outline application with all matters reserved for a proposed single storey dwelling and demolish existing structures with associated access works (amended plan and description).**

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<p><b>Date</b> <b>June 2019</b></p>	