

# Planning Services

## COMMITTEE REPORT

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### APPLICATION DETAILS

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<b>APPLICATION NO:</b>	PL/5/2012/0266
<b>FULL APPLICATION DESCRIPTION</b>	NEW VEHICULAR ACCESS, NEW ENTRANCE WALL, NEW REPLACEMENT VISITORS CENTRE, CAR PARKING AND CHANGE TO EXISTING OUTBUILDING, REPLACEMENT ADMISSIONS FACILITY AND GIFT SHOP
<b>NAME OF APPLICANT SITE ADDRESS</b>	MR & MRS WAYMAN TWEDDLE FARM, FILLPOKE LANE BLACKHALL, TS27 4BT
<b>ELECTORAL DIVISION CASE OFFICER</b>	Barry Gavillet 03000261958 dmcentraleast@durham.gov.uk

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### DESCRIPTION OF THE SITE AND PROPOSAL

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- Site:** The application site lies outside of any settlement boundary in the open countryside between the settlements of Crimdon, Blackhall and High Hesleden. Agricultural fields surround the site with several farmhouses nearby; the closest resident is at Westwinds, a dwelling adjacent to the main site entrance off Fillpoke Lane. The children's animal farm is approximately 18.2 hectares in size with various attractions.
- The operations and business have recently expanded to meet visitor demands and the facilities now include an extended range of domestic farm animals, internal and external play areas including go-kart tracks, the provision of an over flow car parking area, a café and external seating area and a gift shop. Other minor works have been undertaken by the applicants to generally improve and upgrade the appearance of the site and ensure visitors safety.
- Proposal:** This application seeks approval for various construction works including a new vehicular access for visitors, a new feature entrance wall with flag poles, a new replacement visitor car park incorporating associated landscaping and the change of use of an existing outbuilding for use as a new replacement admissions area and gift shop.
- The application is primarily intended to improve the existing vehicular access and parking arrangements for visitors to the attraction. This would involve moving the

existing separate visitor entrance and exit access points further to the north to improve visibility for visitors entering and exiting the site and other motorists using Fillpoke Lane on the approach to the proposed new single access point.

5. The other main element of the proposal is the provision of a replacement visitor car parking area which would replace the existing car park and overflow car park located to the south side of the farm area to the rear of the neighbouring residential property which directly abuts the boundary and overlooks the animal farm enterprise.
6. The proposed new visitor car parking area measures 0.57 hectares and would have a maximum of 146 standard car parking bays, 6 disabled spaces and 2 coach parking bays. The surface of the car parking area would be compacted road chippings whilst the disabled bays would be surfaced with tarmac. A paved pedestrian link connects the car park to the new gift shop that also serves as the admissions area.
7. The application is being reported to committee as it is classed as a major application.

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## **PLANNING HISTORY**

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8. **HIST/2004/0506** - Children's Animal farm and paddock - Approved
9. **HIST/2004/0937** - 2 No. residential mobile homes - Approved
10. **PLAN/2007/0492** - Caravan and camping site - Withdrawn
11. **PLAN/2008/0182** - Regularisation of unauthorised development – Withdrawn
12. **PL/5/2009/0496** - Permanent retention of mobile residential unit, associated conservatory, glazed porch, decking and domestic garden - Withdrawn
13. **PL/5/2009/0497** - Permanent retention of mobile Residential unit to provide temporary accommodation for seasonal employees - Withdrawn
14. **PL/5/2010/0222** - Permanent retention of mobile residential unit, associated conservatory, glazed porch, decking and domestic garden - Approved.
15. **PL/5/2010/0279** – Change of use from children's animal farm and paddocks to children's zoo and amusement park including erection of buildings and animal pens, siting of storage containers, additional car parking area, go-kart tracks, indoor play building, former railway carriage as play area shelter, outdoor play equipment, enlargement of ponds, and shop and café (retrospective) – This application involved the keeping of exotic animals which in planning terms was classed as a zoo. However, the applicant failed to secure the appropriate zoo licence and the planning application was therefore withdrawn.
16. **PL/5/2010/0530** – Additional facilities to animal farm to include childrens amusement park, involving indoor and outdoor pedal go-kart tracks, indoor play building, outdoor play equipment and use of a former railway carriage as play area shelter, erection of buildings, animal shelters and pens associated with the keeping of domestic farm animals and non-exotic animals and native bird species, enlargement of existing ponds, provision of associated visitor facilities including café, gift shop and additional visitor car parking (retrospective) - Approved

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## **PLANNING POLICY**

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### **NATIONAL POLICY:**

17. 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.
18. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve ‘core planning principles’
19. The following elements are considered relevant to this proposal:
20. Part 1 - 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 of a low carbon future.
21. Part 3 - Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.
22. Part 4 - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
23. Part 7 - 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.
24. Part 11 - The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

*The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements>*

## REGIONAL PLAN POLICY:

25. *The North East of England Plan - Regional Spatial Strategy to 2021 (RSS) July 2008, sets out the broad spatial development strategy for the North East region for the period of 2004 to 2021. The RSS sets out the region's housing provision and the priorities in economic development, retail growth, transport investment, the environment, minerals and waste treatment and disposal. Some policies have an end date of 2021 but the overall vision, strategy, and general policies will guide development over a longer timescale.*
26. In July 2010 the Local Government Secretary signalled his intention to revoke Regional Spatial Strategies with immediate effect, and that this was to be treated as a material consideration in subsequent planning decisions. This was successfully challenged in the High Court in November 2010, thus for the moment reinstating the RSS. However, it remains the Government's intention to abolish Regional Spatial Strategies when the forthcoming Local Government Bill becomes law, and weight can now be attached to this intention.
27. Policy 1 - Strategies, plans and programmes should support a renaissance throughout the North East Strategies, plans and programmes, and planning proposals, should support the development of a vibrant rural economy that makes a positive contribution to regional prosperity, whilst protecting the Region's environmental assets from inappropriate development.
28. Policy 2 - Seeks to embed sustainable criteria through out the development process and influence the way in which people take about where to live and work; how to travel; how to dispose of waste; and how to use energy and other natural resources efficiently.
29. Policy 6 - Plans, strategies and programmes should support and incorporate the locational strategy to maximise the major assets and opportunities available in the North East and to regenerate those areas affected by social, economic and environmental problems.
30. Policy 7 - Seeks to promote the need to reduce the impact of travel demand particularly by promoting public transport, travel plans, cycling and walking, as well as the need to reduce long distance travel, particularly by private car, by focusing development in urban areas with good access to public transport.
31. Policy 8 - Seeks to promote measures such as high quality design in all development and redevelopment and promoting development that is sympathetic to its surroundings.
32. Policy 33 - Seeks to enhance and protect internationally and nationally important sites and species, developing habitat creation whilst seeking to reduce the spread of, and eliminate, invasive species
33. Policy 54 - Seeks to support the delivery of improved public transport throughout the Region, the promotion of travel plans and the provision and pricing of parking will be essential. Key elements include the marketing of public transport, cycling, walking and car sharing in trying to influence travel behaviour.

## LOCAL PLAN POLICY:

34. District of Easington Local Plan
35. 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 sustainable development principles while benefiting 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.
36. Policy 3 - Development limits are defined on the proposal and the inset maps. Development outside 'settlement limits' will be regarded as development within the countryside. Such development will therefore not be approved unless allowed by other policies.
37. Policy 18 - Development which adversely affects a protected species or its habitat will only be approved where the reasons for development outweigh the value of the species or its habitat.
38. Policy 35 - The design and layout of development should consider energy conservation and efficient 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.
39. Policy 36 - The design and layout of development should ensure good access and encourage alternative means of travel to the private car.
40. Policy 37 - The design and layout of development should seek to minimise the level of parking provision (other than for cyclists and disabled people).
41. Policy 74 - Public Rights of Way will be improved, maintained and protected from development. Where development is considered acceptable, an appropriate landscaped alternative shall be provided.

*The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=7534>*

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## CONSULTATION AND PUBLICITY RESPONSES

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### STATUTORY RESPONSES:

42. Parish Council – no objections.
43. Highways Officer – no objections. However, conditions should be imposed requiring works to the existing entrance which would prevent vehicles using it as an exit and a condition limiting the number of coaches visiting the site to two.
44. Environment Agency – no objections
45. Northumbrian Water – no objections

## **INTERNAL CONSULTEE RESPONSES:**

46. Public Rights of Way Officer – initial concerns, however plans have been amended to show that the Public Right of Way will be kept open to the public and clearly marked on the site.
47. Tree Officer – no objections subject to conditions requiring protection of the existing hedgerows.
48. Ecology Officer – no objections, however bat surveys are required for the internal works to the farm buildings.

## **PUBLIC RESPONSES:**

49. The application has been advertised by way of a press notice, site notice and letters to individual residents.
50. Two letters have been received from nearby residents which raise several issues relating to the current planning application and the site as a whole. The issues relating to the current planning application include concerns that the road is dangerous, the proposed new entrance to the site is out of character with the surrounding rural area, that the car park is too large and there is a lack of landscaping around the site.
51. The Ramblers Association had initial concerns, however plans have been amended to show that the Public Right of Way will be kept open to the public and clearly marked on the site.

## **APPLICANTS STATEMENT:**

52. Tweddle Animal farm is a highly successful family orientated visitor attraction that has flourished since the original grant of planning permission in 2004.
53. To further improve the existing facilities for visitors to the attraction the owners of the enterprise are seeking permission to construct a new visitor car park to the north of the site. The proposed new visitor car park will increase the current available visitor parking from 95 to 146 car spaces. There are no changes proposed to the number of disabled and coach parking spaces that are available.
54. The proposed new visitor car park in addition to offering increased parking capable of meeting current and future visitor demand: will improve access to the visitor attraction with a new single purpose access replacing the two single entrance and exit points currently operating; the new access will also improve visibility for the benefit of both visitors and general road users approaching the site along Fillpoke Lane; remove the current conflict between visitor traffic circulating and parking within the main site and users moving between the various buildings and outdoor areas; and will improve the amenity for the occupiers of the abutting neighbouring house by remove the existing car parking from the rear of the property.
55. The proposed change of use of (part) of the existing stable block to provide a new visitor admissions entrance will together with the new larger car park and improved access will ensure during peak times that there are no queuing cars blocking Fillpoke Lane.

56. These current proposals being put forward by the owners are part of an on-going programme of improvements to the attraction that will further underpin the future economic viability of the attraction that supports the local economy and jobs.
57. The proposals put forward do not present any evident adverse impacts and offer improvements that will benefit visitors, local residents and motorists using Fillpoke Lane. With regard to the latter as part of these on-going improvements the applicants have at their own cost recently provided a number of passing places along Fillpoke Lane to mitigate the impacts of increased traffic movements by visitors and improve general highway safety on this otherwise narrow unclassified road for all road users.

*The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at <http://planning.easington.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=119256>*

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## **PLANNING CONSIDERATION AND ASSESSMENT**

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58. The main planning considerations relating to this proposal are the accordance with the relevant planning policies, the impact on the countryside, highways issues, ecology and responses from the public.

### **Planning Policy**

59. Local planning authorities must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise. If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan. Where there are other material considerations, the Development Plan should be the starting point, and other material considerations should be taken into account in reaching a decision.
60. In this instance, the relevant development plan policies are the Governments recently published National Planning Policy Framework (NPPF), the Regional Spatial Strategy (RSS) and the saved policies from the District of Easington Local Plan.
61. The overarching aim of the NPPF is to promote sustainable economic growth and at the heart of the framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making.
62. Part 1 of the NPPF seeks to promote a strong, competitive economy and advises that Local Planning Authorities should support existing businesses which are seeking to expand and to operate to encourage and not to act as an impediment to sustainable growth.
63. This theme is also continued in Part 3 of the NPPF which is most relevant to this planning application and advises that Local Planning Authorities should promote the development and diversification of agricultural and other land-based rural businesses. Crucially, it goes on to advise that planning decisions should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate

locations where identified needs are not met by existing facilities in rural service centres.

64. These aims are also embodied in the RSS in Policy 1 which seeks to provide an economic, social and environmental renaissance in the North East region, Policy 2 which encourages sustainable economic growth, Policy 11 which supports the development of the rural economy by supporting tourism, leisure and cultural activities in rural locations and Policy 16 which also promotes tourism, recreation and cultural development where this would benefit the local economy.
65. In terms of the saved policies in the District of Easington Local Plan it is recognised by Policy 3 that the site lies in the countryside outside of any settlement boundary. This Policy states that development in the countryside will not be permitted other than specifically allowed for by other policies. It is considered that the proposed new car parking area, gift shop and admissions facility, which would improve the facilities on offer at this well established, popular rural enterprise, are in accordance with Parts 1 and 3 of the NPPF, the relevant policies in the RSS and therefore also complies with saved Policy 3 of the District of Easington Local Plan.

### **Impact on the Countryside**

66. With regard to the impact on the countryside, the main issues are considered to be the landscape impact on use of agriculture land, existing hedgerows and trees, and the visual impact from public receptors.
67. The proposed car parking area is located lower than Fillpoke Lane, that runs from the Coast Road (A1086) to the East and towards High Heselden in the North West. There are no land designations within the application site boundary. The coastal Area of High Landscape Value (AHLV) and Heritage Coast are located approximately 200m from the east boundary of the farm. The proposed car park works are approximately 690m from this boundary. The Crimdon Dene AHLV is approximately 580m from the south boundary of the farm boundary and proposed works. The woodland within Crimdon Dene is designated Ancient Woodland as well as protected by a woodland Tree Preservation Order.
68. Tweddle Animal Farm is visible from surrounding countryside given that the site is located on relatively high ground and the countryside in the vicinity is relatively open. However, the location of the proposed carpark is set within a localised valley which provides a good amount of natural screening, as do the adjacent farm buildings and landscape treatment which has recently been put in place.
69. As the landscape impact of the new carpark would be contained within a small valley, it is not considered that there would be any significant adverse impact on the surrounding countryside landscape. There would be a need to remove a section of Hawthorn hedge to accommodate the proposed car park; however, conditions requiring additional landscaping to screen the site and for protection of the existing trees and hedgerows would ensure that any landscape impact would be kept to a minimum. The internal alterations to the agricultural building to provide a gift shop and admissions facility would not have any landscape impact. The proposals are therefore considered to accord with saved Policies 1 and 35 of the District of Easington Local Plan and Part 11 of the NPPF, all of which require the design and layout of development to preserve or enhance the countryside.



## Highways Issues

70. Historically, there have been some problems with the entrance and exit arrangements into the animal farm, particularly with regard to buses and vehicles using the entrance to the site as an exit, which Highways Officers advise is unsafe and not acceptable. As stated earlier, this application is primarily intended to improve the existing vehicular access and parking arrangements for visitors to the attraction.
71. Highways Officers have advised that the proposed new access to the site is acceptable in terms of providing safe and adequate junction site visibility splays and it is noted that the new entrance wall arrangement and flag pole arrangement would be set back clear of these visibility splays.
72. The proposed carpark, which would provide 146 car parking spaces, 6 disabled persons parking spaces, 2 bus/coach parking spaces and taxi/minibus drop off point arrangements are deemed to be practical by Highways Officers and are therefore considered acceptable. However, there are concerns in relation to the numbers of buses/coaches that could visit the site due to the narrowness of Fillpoke Lane and therefore a condition is required which would limit the numbers of coaches visiting the site to 2 at any one time. In addition, the applicant has suggested that the existing entrance would be retained for emergency use with the gate being locked during business hours. This is a concern from a highways point of view as any vehicles exiting the site from the existing entrance would result in a highway safety issue. Therefore a further condition should be imposed which requires alligator teeth to be installed at the existing car park entrance which would prevent any vehicles from using it as an exit. It is noted that emergency access could be afforded via the original exit onto Filpoke Lane, the retention of which for emergency use would be deemed to be acceptable. Finally, a condition is required that ensures the use of the existing car park is ceased when the new car park is brought into use.
73. Comments have been received from both the Councils Public Rights of Way Officer and the Ramblers Association with regard to the Public Right of Way which runs through the application site. There were initial concerns about the safety of users of the footpath which would run through the car park as there was no indication of how users of the path would continue to have unhindered safe access. However, the applicants have since amended plans to show that the footpath would be retained and clearly marked out on site and therefore both the Public Rights of Way Officer and the Ramblers Association have withdrawn their objections.
74. In light of the above it is considered that the proposals are acceptable from a highways point of view and are in accordance with Part 4 of the NPPF and saved policies 36 and 37 of the District of Easington Local Plan.

## Ecology

75. The Councils Ecology Officers have no objections to the proposed development. However, it has been requested that the applicant undertakes a bat risk assessment as the proposals involve internal works to an agricultural building which has the potential for accommodating bats. The applicants has agreed to carry out this work, however at the time of writing this report the outcome of the assessment is not known.
76. In addition to the above the applicant has been advised that under the Wildlife and Countryside Act it is prohibited to intentionally damage or destroy the nest of a wild bird and therefore ground clearance for the car park should be carried out outside the

bird nesting season. If the applicant intends to clear the ground between April and September, an inspection for signs of nesting birds must be carried out by a suitably qualified ecologist prior to the commencement of works.

77. Subject to the outcome of the bat risk assessment, it is considered that the proposals are in accordance with Part 11 of the NPPF and saved Policy 18 of the District of Easington Local Plan.

### **Responses from the public**

78. Two letters have been received from nearby residents which raise several issues relating to the current planning application and the site as a whole. The majority of issues raised by the residents are not considered to be relevant to the current application. However, the issues relating to the current planning application include concerns that the road is dangerous, the car park is too large, that the proposed new entrance to the site is out of character with the surrounding rural area and that there is a lack of landscaping around the site.
79. As detailed earlier, the Councils Highways Officers are satisfied that the new access arrangements are considered safe and are acceptable from a highways point of view. With regard to the car park being too large, it is noted that the proposed new car park would accommodate 146 car parking spaces, 6 disabled spaces and 2 coach spaces. However, the existing car park can accommodate approximately 100 cars and until recently an additional overflow car park could accommodate a further 67 spaces until it was removed and landscaped by the applicant. Therefore it is not considered that the new car park is significantly larger than what was recently provided on site.
80. With regard to the new entrance wall and flag pole arrangement. It is not considered that this would be out of character with the area on the basis that the materials to be used are carefully considered. On this basis a condition should be required that requires the applicant to submit sample materials for the walling before any development is commenced along with a condition for additional landscaping around the site.

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## **CONCLUSION**

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81. Overall it is considered that the proposals for the provision of a new car park, gift shop and admissions facility at the Children's Animal Farm visitor attraction, which is a popular rural enterprise are acceptable. The additional and improved facilities would not result in any significant impacts on either the surrounding countryside or nearby occupiers which should result in the refusal of planning permission.
82. The relocation of the car park and additional landscaping will ensure there are improvements to highway safety, enhancements to the setting and appearance of the site and to the amenity of surrounding occupiers. The approval of this planning application would ensure that the business remains viable and contributes toward the tourism and visitor attraction offer in East Durham and the surrounding area.
83. Therefore it is considered that the proposals are in accordance with the relevant planning policies and in particular the NPPF which seeks to promote the development and diversification of agricultural and other land-based rural businesses, supports sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.

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## RECOMMENDATION

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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 in strict accordance with the following approved plans. Plan References; Site Location Plan - 1955/00, Existing Site Layout Plan - 1955/01A, Proposed Site Layout Plan - 1955/02C, Proposed new public car park, admission and gift shop - 1955/03A, Proposed admission, gift shop plans, elevations and site sections - 1955/04B, Proposed site access and car park layout - 1955/05E

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policies 1 & 35 of the District of Easington Local Plan.

3. Notwithstanding any details of materials submitted with the application, no development shall commence until samples of the materials to be used for the feature entrance wall 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 saved policies 1 and 35 of the District of Easington Local Plan.

4. Notwithstanding the details submitted with the application, no more than two buses and or coaches shall visit the site at any one time.

Reason: To minimise parking and congestion on Fillpoke Lane in the interests of highway safety and to comply with saved policy 36 of the District of Easington Local Plan.

5. Before the carpark hereby approved is brought into use, measures shall be taken to prevent vehicles (other than emergency vehicles) from exiting the site at the former designated site entrance in accordance with a scheme to be submitted to and agreed in writing by the Local planning authority.

Reason: In the interests of highway safety and to comply with saved policy 36 of the District of Easington Local Plan.

6. Once the carpark hereby approved is brought into part or full use, the former carpark shall cease to be used for the parking of vehicles.

Reason: To minimise parking and congestion on Fillpoke Lane in the interests of highway safety and to comply with saved policy 36 of the District of Easington 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. No tree shall be felled or hedge removed until the landscape scheme, including any replacement tree

and hedge planting, is approved as above. Any submitted scheme must be shown to comply with legislation protecting nesting birds and roosting bats. 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. The local planning authority shall be notified in advance of the start on site date and the completion date of all external works. Trees, hedges and shrubs shall not be removed without agreement within five years.

Reason: In the interests of the amenity of the area in accordance with saved policies 1 and 35 of the District of Easington Local Plan.

8. All planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development. No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats. Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges. Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species. Replacements will be subject to the same conditions.

Reason: In the interests of the amenity of the area in accordance with saved policies 1 and 35 of the District of Easington Local Plan.

9. No construction work shall take place, nor any site cabins, materials or machinery be brought on site until all trees and hedges on the site, are protected by the erection of fencing in accordance with BS.5837:2012.

Reason: In the interests of the visual amenity of the area and to comply with saved policies 1 and 35 of the District of Easington Local Plan.

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## **REASONS FOR THE RECOMMENDATION**

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1. The development was considered acceptable having regard to the following development plan policies:

DISTRICT OF EASINGTON LOCAL PLAN  
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DISTRICT OF EASINGTON LOCAL PLAN

NATIONAL PLANNING POLICY  
FRAMEWORK

NATIONAL PLANNING POLICY  
FRAMEWORK

NATIONAL PLANNING POLICY  
FRAMEWORK

ENV03 - Protection of the Countryside  
ENV18 - Species and Habitat Protection  
ENV35 - Environmental Design: Impact of  
Development

ENV36 - Design for Access and the Means of Travel  
ENV37 - Design for Parking

GEN01 - General Principles of Development  
Part 1 - Building a strong, competitive economy

Part 11 - Conserving and enhancing the natural  
environment.

Part 3 - Supporting a prosperous rural economy

NATIONAL PLANNING POLICY FRAMEWORK	Part 4 - Promoting sustainable transport
NATIONAL PLANNING POLICY FRAMEWORK	Part 7 - Requiring Good Design
REGIONAL SPATIAL STRATEGY	Policy 1 - (North East Renaissance)
REGIONAL SPATIAL STRATEGY	Policy 11 - (Rural Areas)
REGIONAL SPATIAL STRATEGY	Policy 2 - (Sustainable Development)
REGIONAL SPATIAL STRATEGY	Policy 33 - (Biodiversity and Geodiversity)
REGIONAL SPATIAL STRATEGY	Policy 54 - (Parking and Travel Plans)
REGIONAL SPATIAL STRATEGY	Policy 6 - (Locational Strategy)
REGIONAL SPATIAL STRATEGY	Policy 7 - (Connectivity and Accessibility)
REGIONAL SPATIAL STRATEGY	Policy 8 - (Protecting and Enhancing the Environment)
DISTRICT OF EASINGTON LOCAL PLAN	TAC74 - Footpaths and other public rights of way

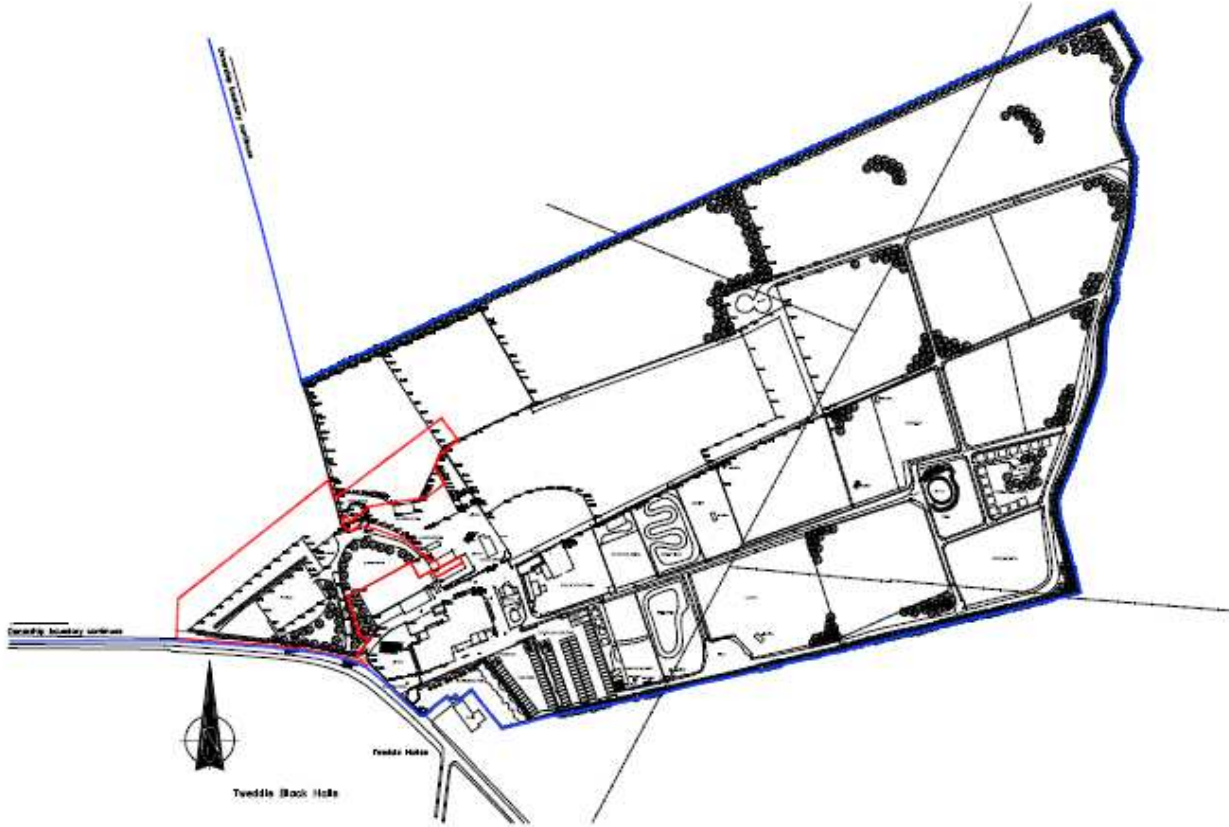
2. In particular the development was considered acceptable having regard to consideration of issues of planning policy, impact on the landscape and surrounding occupiers, highways issues and ecology.
3. The stated grounds of objection concerning were not considered sufficient to lead to reasons to refuse the application as Highways and Landscape Officers do not object to the proposals. Other issues raised are not considered to be material planning considerations.

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## **BACKGROUND PAPERS**

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- Submitted Application Forms and Plans.
- Design and Access Statement
- North East of England Plan Regional Spatial Strategy to 2021 (RSS) July 2008
- District of Easington Local Plan 2001
- National Planning Policy Framework
- Consultation Responses



Planning Services

**PROPOSAL: NEW VEHICULAR ACCESS, NEW ENTRANCE WALL, NEW REPLACEMENT VISITORS CENTRE, CAR PARKING AND CHANGE TO EXISTING OUTBUILDING, REPLACEMENT ADMISSIONS FACILITY AND GIFT SHOP at TWEDDLE FARM FILLPOKE LANE, BLACKHALL, TS27 4BT. PL/5/2012/0266**

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<b>Comments</b>	
<b>Date</b> September 2012	<b>Scale</b>