

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	PL/5/2012/0303
FULL APPLICATION DESCRIPTION:	Erection of 5 stables, tack room, hay store and formation of access
NAME OF APPLICANT:	Mr J O'Connor
ADDRESS:	Land adjacent to road from High Hesleden to Monk Hesleden
ELECTORAL DIVISION:	Blackhall
CASE OFFICER:	Henry Jones 03000 263 960 Henry.jones@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

Site:

1. The application site relates to a field of 3.24 hectares located to the eastern side of the road which leads from High Hesleden to Monk Hesleden. The road bounds the site to the west with adjacent fields to the east and north. To the south of the application site lies the Haswell to Hart countryside walkway, formerly the location of a railway line. A mixture of hedgerow and fencing enclose the site.
2. The application site is located beyond any settlement boundary within the countryside, the countryside walkway to the south is designated as a wildlife link and this walkway also marks the commencement of a designated area of high landscape value.

Proposal:

3. The application seeks the erection of an L-shaped single storey building comprising of 5 stables, a tack room and hay store. The building would be sited in the north western corner of the field comprising the application site.
4. The proposed building would be served by a new access road and a hardstand apron would be located to the front of the stable building. The plans propose to construct the building with a blockwork and rendered finish, with bark coloured lightweight roof tiles and timber stable doors. The proposed stable block would be a total of 21.9m in length, 6.04m at its widest point with a ridge height of 4.4m.
5. This application is being referred to Committee at the request of the Local Divisional Member.

PLANNING HISTORY

6. A planning application for the erection of 15 stables, a barn, associated access and hardstanding was withdrawn in 2012.
7. Although not part of the application site, planning permission was granted for the erection of a stable block of a similar scale to that proposed within this application on a neighbouring field to the east in December 2011.
8. An application also on nearby land south of Dene View, High Hesleden for the change of use of land for equestrian purposes and erection of stable block has just been received.

PLANNING POLICY

NATIONAL POLICY

9. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve ‘core planning principles’.

The following elements are considered relevant to this proposal:

10. *NPPF Part 1 – Building a Strong and 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 of a low carbon future.
11. *NPPF Part 4 – Promoting Sustainable Transport.* Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
12. *NPPF Part 7 – Requiring Good Design.* The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.
13. *NPPF Part 10 – Meeting the Challenge of Climate Change, Flooding and Coastal Change.* Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

14. *NPPF Part 11 – Conserving and Enhancing the Natural Environment*. The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

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 PLANNING POLICY

15. *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.

16. 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 by making Orders under Section 109 of the Localism Act 2011. Both the RSS and the stated intention to make the necessary Orders are material planning considerations and it is a matter for each Planning Authority to decide how much weight can be attached to this stated intention, having regard to the evidence base which informs the RSS. The following policies are considered relevant:

17. *Policy 2 - Sustainable Development* 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.

18. *Policy 4 - The Sequential Approach to Development* National advice and the first RSS for the North East advocated a sequential approach to the identification of sites for development, recognising the need to make the best use of land and optimize the development of previously developed land and buildings in sustainable locations.

19. *Policy 7 - Connectivity and Accessibility* 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.

20. *Policy 8 - Protecting and Enhancing the Environment* seeks to promote measures such as high quality design in all development and redevelopment and promoting development that is sympathetic to its surroundings.

21. *Policy 11 – Rural Areas* states that 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.
22. *Policy 31 – Landscape Character* seeks to protect statutorily protected landscapes, promote landscape management plans and initiatives at a national, regional and local level, have regard to landscape character assessments and utilise character based planning tools inform and promote high quality development.
23. *Policy 33 - Biodiversity and Geodiversity* requires planning proposals to ensure that the Region’s ecological and geological resources are protected and enhanced to return key biodiversity resources to viable levels.
24. *Policy 35 - Flood Risk* promotes a proactive approach to reducing flood risk and advises that risk should be managed with regards to tidal effects, fluvial flooding and flooding from surface water runoff.

LOCAL PLAN POLICY:

23. *Policy 1- General Principles of Development* states that 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.
24. *Policy 3 – Protection of the Countryside* states that 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.
25. *Policy 7 – Protection of Areas of High Landscape Value* states development which adversely affects the character, quality or appearance of Areas of High Landscape Value (AHLV) will only be allowed if the need outweighs the value of the landscape and there is no alternative location within the County.
26. *Policy 16 – Nature Conservation Importance, Local Nature Reserves and Ancient Woodlands* states that development which adversely affects a designated Site of Nature Conservation Importance/Local Nature Reserve/ancient woodland will only be approved where there is no alternative solution and it is in the national interest.
27. *Policy 17 – Identification and Protection of Wildlife Corridors* states that development which adversely affects a wildlife corridor/link will only be approved where compensatory features are provided.
28. *Policy 18 – Species and Habitat Protection* states that 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.
29. *Policy 35 – Design and Layout of Development* states that 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.

30. *Policy 36 – Design for Access and Means of Travel* seeks to ensure good access and encourage alternative means of travel to the private car.

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>

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

31. The Highway Authority have raised no objections to the proposed development subject to the proposed access being constructed in accordance with the requirements of Section 184(3) of the Highways Act and subject to improved sight visibility splays to at least 2.4m x 90m. Any hedgerow within these splays would have to be reduced in height and maintained at a height of 900mm regularly throughout the year.
32. The Environment Agency have raised no objections to the development.
33. The Parish Council have commented on the application and understand that this is the third application for stables in the immediate area and that an approval could lead to a precedent being set for more stable developments. Concerns are raised that if this application was approved then residential development would follow and reassurance is sought that any breaches of planning would be robustly enforced by the Local Planning Authority. Concerns are raised over the suitability of the lane for an access to the development despite the comments raised by the Highway Authority. The Monk Hesleden Parish Plan is quoted and this states that residents are opposed to newbuild. Reference is made to the NPPF and the guidance on protecting the Green Belt. The Parish Council have also stated that it is understood that a temporary shelter has also been erected on the land.

INTERNAL CONSULTEE RESPONSES:

34. Ecology have supplied two responses to the application. Within the first response no objections were raised to the application in principle and the contents of the submitted Great Crested Newt Risk Assessment report though the working method statement should be conditioned on any approval. Further comments were received with regards to the potential impact upon the wildlife link as the visibility splay sought by the Highway Authority would require the removal of hedging/landscaping adjacent to the Haswell to Hart walkway. Ecology stated that should the visibility splay require only minor pruning this would be acceptable but if more substantial tree removal was necessary then objection would be raised as the habitats need protection and connectivity retained.

PUBLIC RESPONSES:

35. Five letters of representation have been received from local residents in relation to the development. The Local Divisional Member has also raised objections with regards to the application supporting the views of local residents and also stating that any proposed upkeep of hedges as required to provide a visibility splay may cause problems in terms of public safety and cost to the Council.

36. The objections raised relate in part to highways implications with the increase in traffic from the comings and goings and tending to the horses of concern. Emphasis is placed on how narrow the road serving the proposed development is and reference is made to recent increases in traffic in the area as a result of the house building on the old brewery site Castle Eden and the popularity of a nearby animal farm. It is not clear from the application exactly how the site would be used or where the horses would be exercised. Concern is raised that the proposed stable block could be the first step towards a residential development.
37. Concerns are raised that the area is becoming “saturated” with stable developments and there is more than enough to serve the local community already. Objection is raised to the cumulative affect of the development with the approved stables and poultry sheds nearby. Objection is raised to the impact on the beauty and tranquillity of the area. The application site forms part of a larger field a section of which has been sold off. Granting planning permission in this instance could lead to a precedent of similar developments on other small fields.
38. A further public response has been received, understood to be from the owner of the adjacent field to the north, who has stated that they would raise no objections to the necessary trimming of hedges on their land in regards to any visibility splay requirements.

APPLICANTS STATEMENT:

39. The application has been accompanied by a supporting statement.
40. The statement explains that the proposed development is sought solely for the use of the applicant and his family. Additional grazing land is not currently being sought by the applicant though in the future the applicant may seek to rent more land for this purpose. As the stables are not manned the applicant would be looking to attend the site twice a day to tend to the horses.
41. The proposed stable building itself is to be constructed of rendered blockwork with lightweight roofing tiles and timber, stained stable doors.

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=119581>

PLANNING CONSIDERATIONS AND ASSESSMENT

42. 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 upon the character and appearance of the area, impacts on highway safety, ecology and flood risk.

The Principle of the Development

43. The Local Plan does not contain a saved policy specifically relating to stables for personal use. The application site is located within the countryside. Policy 3 of the Local Plan seeks to protect the countryside from inappropriate development. Generally speaking the policy considers that development within the countryside, beyond settlement boundaries is unacceptable except in certain exceptional

circumstances. However, the policy justification does state that within the countryside some forms of recreational development can be appropriate and stables for personal use can reasonably be considered as such.

44. The NPPF nor the RSS contain any specific policies relating to the development of stables for personal use in the countryside. However, the NPPF advises where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
45. Objection from the Parish Council includes reference to the need to protect the Green Belt and that the Monk Hesleden Parish Plan is opposed to new development. The application site is, however, not located within the designated Green Belt but simply the countryside so Green Belt policy does not apply in this instance. With regards to the Parish Plan though it is appreciated that this may include opposition towards new development in Monk Hesleden, a planning application must be considered with appropriate weight attributed to the Statutory Development Plan and all material planning considerations. The Monk Hesleden Parish Plan is not part of the Statutory Development Plan.
46. Officers therefore consider objection in absolute principle to the development of stables in the areas could not be sustained, the acceptability of the proposal resting with the detailed impacts of the development.

Impact upon the Character and Appearance of the Area

47. Policies 1 and 35 of the Local Plan seek to ensure that the scale, design, appearance and layout of new development is appropriate and respects the locality within which it would be sited. Policy 1 specifically seeks to protect landscape character, trees and hedgerows. The justification to Policy 3 of the Local Plan emphasises that the countryside is a finite resource and that there is a need to safeguard the character and appearance of this asset. In addition, Policy 7 relates specifically to areas of high landscape value and Policies 16 and 17 cover county wildlife links which border the site to the south.
48. With regards to areas of high landscape value the protection of the character and landscape quality of these areas is the overriding consideration in an assessment of any development proposals within these areas. Proposals should, therefore, be sympathetic to these designated areas and should seek to retain existing landscape features and to incorporate elements to enhance the landscape quality of the area. Development adversely impacting upon a wildlife link is only acceptable where there are adequate compensatory features proposed.
49. Policies 8 and 31 of the RSS also seek to ensure that development is suitably sympathetic and respects the landscape whilst parts 7 and 11 of the NPPF seek to encourage good design and the conservation and enhancement of the natural environment.
50. Some public objection to the proposed development relates to the impact upon the character and appearance of the area with concern raised at the cumulative impact of this proposal in conjunction with other developments in the vicinity including the recently approved stable block on adjacent land, though this has not been developed thus far.

51. This application is a resubmission of a previously withdrawn application proposing a much larger stable building to which officers raised objection. This revised proposal seeks planning permission for a smaller building though it is still of significant scale being over 21m in length and 6m in width at the widest point. The proposed stable building would have a rendered blockwork finish with roof shingles. The proposed siting of the stable block is in the far north of the application site and situated close to the roadside. The proposed building would be situated in a prominent location, hedging does exist at the roadside but otherwise there is an absence of any other landscape features and mature boundaries to help screen the proposed building effectively. Similarly the proposed stable building is isolated from any other buildings, the field and those immediately adjacent do not contain agricultural or other buildings that a new stable building of this size could potentially sit alongside and more appropriately assimilate into the landscape.
52. Officers consider that a building of the scale proposed set in the location proposed would be a prominent and obtrusive feature thereby harming the character and appearance of this particular part of the countryside.
53. Officers have noted that in December 2011 planning permission was granted for a stable block of not dissimilar scale and design on land nearby to the south west at High Farm, Hesleden. However, this proposal, benefited from a far more appropriate siting, utilising an established and mature landscaped boundary in the south-eastern corner of the site.
54. Matters regarding highways issues are handled separately within the following section of this report. However, it is a requirement of the Highway Authority that visibility splays are provided in the interests of safety. Any hedging, trees or other landscaping within the visibility splays would have to be cut back and maintained at a height of 900mm. The visibility splays would essentially cover any landscaped areas 90m either side of the access.
55. The visual impact of this is of concern to officers. On the plans originally submitted with the application, access would be located approximately 40m south of the northern edge of the application site. A 90m distance in a southerly direction would extend beyond the southern boundary of the site and require significant removal/cutting back of vegetation to the sides of the Haswell to Hart walkway. The impact of such widespread cutting back of vegetation would be significant.
56. As a result of these concerns officers invited the applicant to supply amended plans this time relocating the access farther north so that the amount of landscaping to be lost to the visibility splay south of the access could be reduced. The applicant duly provided amended plans and highlighted the southerly and northerly points of the 90m visibility splays. Although the impact of the vegetation removal would be reduced from the originally submitted plans it is still considered that the amount to be lost would be significant and harmful. The visibility splay would still encroach into the more heavily vegetated areas immediately adjacent to the Haswell to Hart walkway and encroach into the northern section of the designated area of high landscape value.
57. Policy 7 seeks to protect these areas of value and development likely to adversely affect the character, quality or appearance of these areas will only be permitted if it meets a need that outweighs the value of the landscape and there is no alternative location within the county.

58. Officers consider that the harmful impact would be significant and it is not considered that there are any merits regarding or exceptional circumstances applying to the development of stables for personal use that would outweigh this harm.
59. The impact of and potential future upkeep issues for removal of landscaping and hedging through the visibility splays was raised as an objection the Local Divisional Member.
60. As a result officers object to the impact of the development upon the character and appearance of the area. The stable block itself, by reason of its size and siting would be a prominent and obtrusive feature with an absence of mature landscape features or neighbouring buildings to help assimilate the development into the landscape. The harm would be exacerbated further due to the need for visibility splays to be created in the interests of highway safety. The resultant loss of landscaping, particularly to sections of the Haswell to Hart walkway would be harmful to the appearance of the designated Area of High Landscape Value and the appearance of this recreational asset. The development is therefore considered contrary to the requirements of Policies 1, 3, 7 and 35 of the Local Plan, Policy 8 of the RSS and Part 7 of the NPPF.

Highways Issues

61. Much public opposition to the proposed development relates to matters of highway safety. Several respondents make reference to the narrow road which would provide access for the development and that there has been recent increases in traffic in the area as a result of developments such as the old brewery site at Castle Eden and nearby animal farm.
62. Policy 36 of the Local Plan seeks to ensure that all developments are served by a safe and adequate means of access. Part 4 of the NPPF seeks to promote sustainable transport options.
63. The Highway Authority has been consulted on the application and no objections in principle are raised with regards to the impact of the comings and goings of vehicles from the site, cumulative impact with existing traffic levels or the nature of the access road which the site would gain access from.
64. Improved site visibility would be required, however, through the creation of 2.4m x 90m visibility splays. The detrimental visual impact of such a splay is discussed elsewhere within this report.
65. However, in terms of the acceptability of the scheme with regards to highway safety officers do consider that no harm would occur through the development subject to the provision of an adequate access and visibility splay.
66. The degree of public concern is noted and the road off which the development would be accessed is a relatively narrow country lane. However, comings and goings for a development of the scale proposed would be relatively low and would not lead to such an increase in traffic that would be demonstrably harmful to highway safety.

Ecology

67. Policies 1 and 18 of the Local Plan seek to ensure that development does not unacceptably harm wildlife, protected species and their habitats. The application site lies adjacent to a wildlife link and policy 17 of the Local Plan states that development that would adversely affect a wildlife link will only be approved where adequate compensatory features are provided. The aim of protecting and minimising impacts upon biodiversity is replicated through Part 11 of NPPF.
68. Under the requirements of the Conservation of Habitats and Species Regulations 2010 it is a criminal offence to (amongst other things) deliberately capture, kill, injure or disturb a protected species, unless such works are carried out with the benefit of a licence from Natural England.
69. Regulation 9(3) of the Conservation of Habitats and Species Regulations 2010 requires local planning authorities to have regard to the requirements of the Habitats Directive in exercising its functions. Where there is likely to be a disturbance to protected species case law has established that local planning authorities must consider whether the applicant might obtain a protected species license from Natural England. This requires an examination of the derogation provisions. The Local Planning Authority must not usurp the functions of the licensing authority in this regard. It is for Natural England to decide licensing applications; the local planning authority must only be satisfied that there is a possibility of a required license being granted.
70. The application has been accompanied by a Great Crested Newt (GCN) risk assessment. This concluded that the nearest pond sited 140m from the site had only average potential to contain GCNs and that the development works would be undertaken on land considered unsuitable GCN habitat. As a result, the report concluded that no further survey work would be required and a European Protected Species License from Natural England would not be required. Ecology have raised no objections to the conclusions of the report though have stated that the working method statement should be conditioned on any approval. No objections are therefore raised with regards to the impact of the development upon the protected GCNs. As there is unlikely to be a disturbance to a European Protected Species (GCN) and therefore no need for a Licence to be obtained, there is no need to apply the derogation tests.
71. However, further consideration must also be given to the impact that the visibility splays necessary for highway safety would have on the designated wildlife link at the Haswell to Hart walkway. As previously explained the 2.4m x 90m visibility splay would encroach into the wildlife link and would necessitate the removal and cutting back of trees, hedging and landscaping. Officers consulted the ecology officer further on this matter who responded stating that substantial tree and landscaping removal was required then objection is raised to the impacts upon the wildlife link, the habitats and connectivity therein.
72. Officers share these concerns. Policy 17 of the Local Plan states that development that would adversely affect a wildlife link will only be approved where adequate compensatory features are provided. Officers consider that the wildlife link would be harmed, the amount of landscaping lost would be detrimental to the designated habitat and connectivity therein contrary to the requirements of this policy, Policy 1 on the general principles of development and the content of Part 11 of the NPPF.

Flood Risk

73. Policy 35 of the RSS relates to flooding and seeks a proactive approach to reduce flood risk. Part 10 of the NPPF in part advises on flood risk information requirements on applications and the criteria when determining applications.
74. As the application site extends to over 1 hectare the application required the submission of a flood risk assessment. This assessment concludes that there is no need for any specific flood risk mitigation at the site with perceived risk of flooding for the proposed stables very low. The Environment Agency have been consulted on the submitted flood risk assessment and no objections have been raised.
75. As a result no objections are raised with regards to the development and the risk of flooding.

Other Issues

76. It has been raised to the attention of officers that a temporary shelter has been erected on the application site. Officers have conducted a site visit and viewed the structure. The structure would not appear a genuine chattel such as a field shelter that does not require planning permission. A letter has been sent to the applicant's agent in relation to this, though officers consider that this matter and absence of planning permission for the structure on site should be handled as a separate matter to this planning proposal.
77. Some public concerns are expressed that the development would lead to future residential development on the land and requests are made that enforcement of any unauthorised residential development would be undertaken by the LPA. Ultimately, the LPA must determine the application which is before them and should planning permission be granted and there is any deviation from that which would require planning permission then an enforcement case can be opened on the unauthorised development.
78. One respondent has queried that it is not clear where the horses to be stabled would be exercised. It is understood from the design and access statement submitted within the application and discussions with the agent that the horses are to be kept and grazed on the land with further land potentially sought for rent at a later date. In terms of where the horses may be exercised when trotting out etc outside of the application site, this is not explained within the application documents but officers do not consider that such information is required to accompany an application and weight should not be attributed to the absence of this information.

CONCLUSION

79. The application proposes the erection of a 5 bay stable block with associated tack room and hay store and the provision of a new vehicular access to serve it.
80. Officers consider that the proposed stable block building by reason of its size and siting would appear as a prominent and obtrusive feature in the landscape harmful to the character and appearance of the area. The visual harm of the development would be further compounded by the degree of landscaping lost through the formation of the necessary visibility splays to ensure highway safety, particularly the impact upon the Hesleden to Hart countryside walkway which is part of a designated Area of High Landscape Value. Furthermore officers object to the impact of the

necessary visibility splays upon habitats within the Hesleden to Hart walkway a designated wildlife link.

81. As a result refusal of the application is recommended.

RECOMMENDATION

That the application be **REFUSED** for the following reasons;

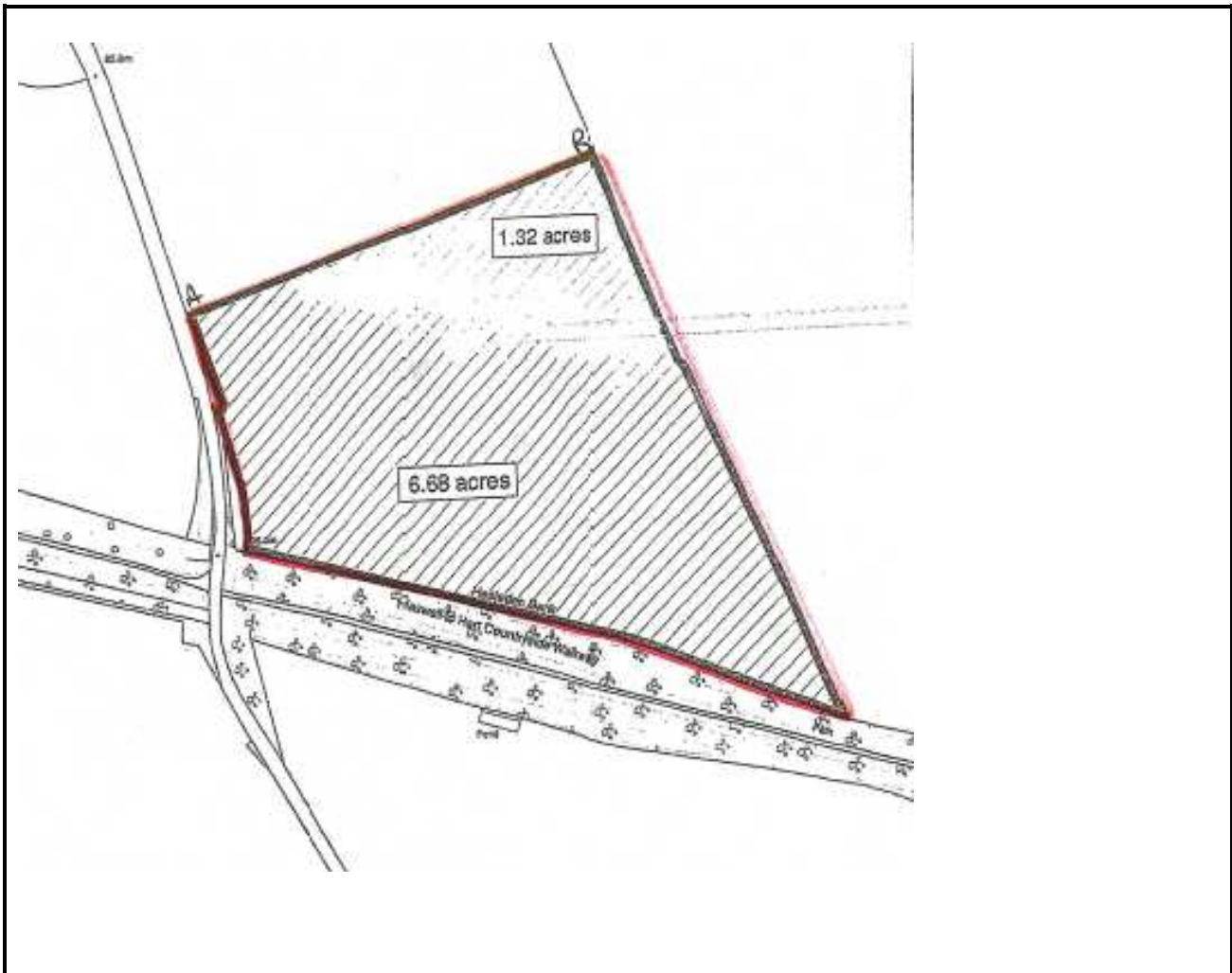
1. The proposed stable block by reason of its size and siting would appear as a prominent and obtrusive feature in the landscape, harmful to the character and appearance of this particular part of the countryside. The necessary formation of 2.4m x 90m visibility splays to provide adequate visibility for the development would exacerbate this detrimental impact with the substantial removal of landscaping including along the Haswell to Hart countryside walkway designated within the Local Plan as a wildlife link and an area of high landscape value. As a result, the application is considered contrary to the requirements of Policies 1, 3, 7 and 35 of the District of Easington Local Plan, Policy 8 of the RSS and the content of Part 7 of the National Planning Policy Framework.
2. The necessary formation of 2.4m x 90m visibility splays to provide adequate visibility for the development would result in the substantial removal of landscaping including along the Haswell to Hart countryside walkway designated within the Local Plan as a wildlife link. The loss of trees and hedging would be detrimental to the wildlife habitats and the connectivity of habitats within the wildlife link contrary to Policy 17 of the District of Easington Local Plan and Part 11 of the National Planning Policy Framework.

STATEMENT OF PROACTIVE ENGAGEMENT

Discussions have been held with and letters issued to the applicant's agent regarding the issues that have arisen during the course of the determination of the application. Suggestions have been made to amend the development proposal with the view of seeking to reduce the detrimental impact of the development.

BACKGROUND PAPERS

Submitted Application Forms, Plans and supporting documentation
District of Easington Local Plan
Regional Spatial Strategy
National Planning Policy Framework
Internal consultee responses
Public responses
Response of the Highway Authority
Response of the Environment Agency
Response from the Parish Council
Planning Circular 11/95



Planning Services

5 STABLES, TACK ROOM, HAY STORE AND FORMATION OF ACCESS

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationary Office © Crown copyright.

Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceeding.

Durham County Council Licence No. 100022202 2005

Date 12th March 2013