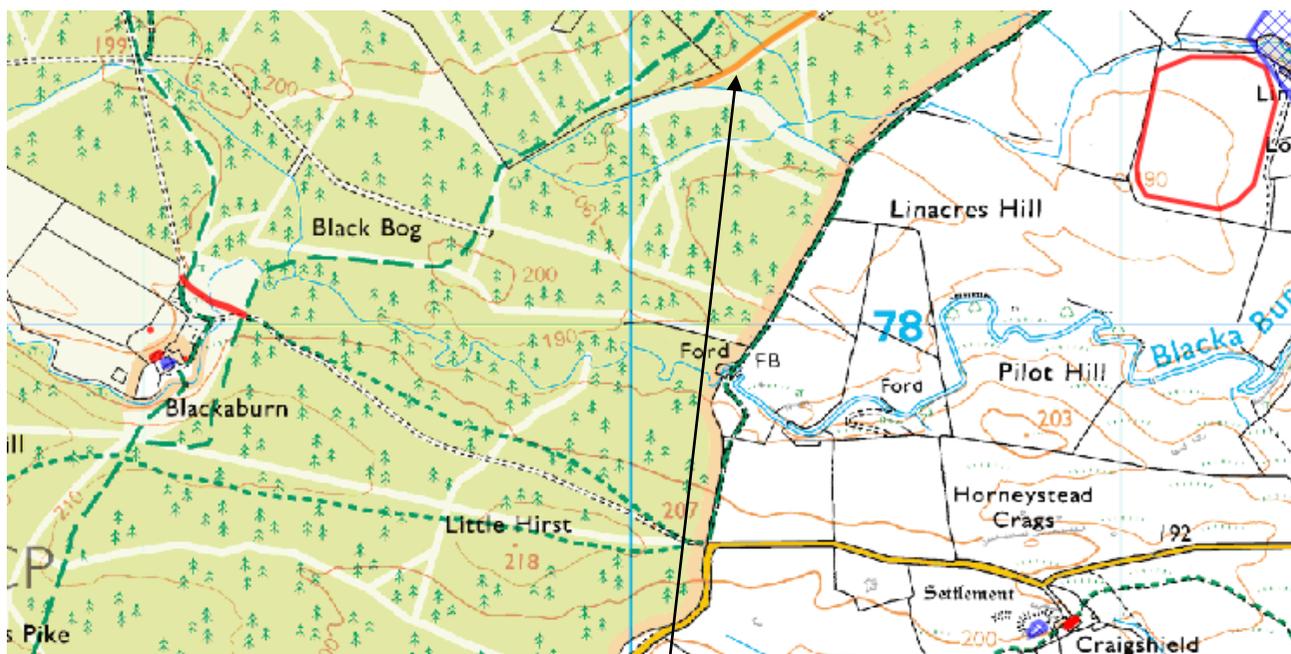


DELEGATED DECISION REPORT

Application Reference Number	16NP0061
Description / Site Address	Forestry Determination under Part 6 of the GPDO 2015, in respect of the proposed installation of a 200 metre road extension
Last date for decision	25 th July 2016

Details of Proposal & Site

This application has been submitted in order to determine whether prior approval is required from the Local Planning Authority for the proposed construction of a 200 metre section of road. The proposed private way would extend beyond the end of an existing network of forest roads in Wark Forest, to the south of Watergate Moor and to the north-east of Blackaburn. Wark Forest is an area where much of the land is occupied by commercial forestry plantations and where stone forestry roads and tracks are also a common feature.



Site Location

It is understood that the road is to be installed for forestry purposes, to allow for timber extraction on an isolated area of forest that has been designated for logging, within which it is proposed.



Views of the proposed track location from the south west (from a private way within Wark Forest)

The track is 200 metres by 4 metres and would be constructed in a west-south-west direction, extending beyond the end of an existing forest road. The proposed location of the road is at the south-eastern edge of this forest plantation. Areas to the south east, east and north have been previously felled around 10 years ago.



Views of the proposed track location from the south-east (from public road, east of Craigshields)

The supporting information confirms that the track would be built to the recognised Forestry Civil Engineering standards and specifications. The track would have a sandstone base, with a grey stone used for the surface areas of the track.

Planning Legislation, Policy & Guidance

Secondary Legislation



- Town and Country Planning (General Permitted Development) Order 2015

National Policies

- *National Planning Policy Framework (NPPF) (2012)*
- *Planning Practice Guidance*

Local Policies

- *Northumberland National Park Authority Core Strategy and Development Policies Document (Core Strategy) (2009)*

Policy 3	<i>General Development Principles</i>
Policy 12	<i>Transport and Accessibility</i>
Policy 17	<i>Biodiversity and Geodiversity</i>
Policy 18	<i>Cultural Heritage</i>
Policy 20	<i>Landscape Quality and Character</i>

Supplementary Planning Guidance

- *NNPA Landscape Supplementary Planning Document (Landscape SPD)*

Relevant Planning History - Nil

Consultation/Representations

NNPA Access & Recreation Officer: **No objection.** Notes that Wark Public Bridleway 23 runs almost parallel to the development, but should not be affected by the proposal.

NNPA Historic Environment Officer: **No objection.**

NNPA Ecologist: **No comments/objections**



Assessment

The relevant issues for consideration are the principle of the development (i.e. whether the proposal is reasonably necessary for forestry purposes) and any impacts associated with the siting and means of construction of the private way. As this is an application to determine whether prior approval from the Authority is required under Part 6 of the GPDO, the scope of issues that can be considered is limited to the consideration of the siting and means of construction of the track.

Principle/Need for Forestry Purposes

Part 6 Class E of the GPDO 2015 states that the construction of private ways is acceptable in principle and are permitted development (subject to consideration of siting & means of construction), where they are reasonably necessary for forestry purposes. The road is being proposed to allow for the extraction of an isolated forest coupe. On the basis of the information provided, it is accepted that the development is required for forestry purposes. It is therefore acceptable in principle.

Effects of Siting/Mean of Construction

The means of construction is considered to be appropriate. The details provided indicate that forestry specifications would be adhered to and that the track surface would be made up of a grey quartz stone. Blue-grey stone tracks are very common features within the Wark Forest area, and many of these exist in order to facilitate the removal and transportation of timber. The proposal would be in keeping with the track it will adjoin and others in the surrounding area.

As it is located on the edge of the forest coupe to the north, the track may potentially be visible from some viewpoints, to the south. However these viewpoints are limited and the majority of these are a substantial distance away. The track would not be easily visible within the surroundings, would not be a prominent feature and would not harm the surrounding landscape or views within this part of the National Park.

There are no known ecological or cultural heritage considerations that would lead to any material harm being caused as a result of the siting or means of construction of this private way.

The proposal is close to Wark public bridleway 23, which runs almost parallel with the proposed road. It is envisaged that the proposals will have no impact on users of this route



or wider public access within the area. It is important that the planned works must have no effect on accessing this route. This is something to be controlled through legislation governing public rights of way (Countryside and Rights of Way Act 2000) and not through this process.

Recommendation - That prior approval is NOT REQUIRED.

Background Papers

- Application File 16NP0061

	Signature	Date
Planning Officer		
Head of Development Management		

