

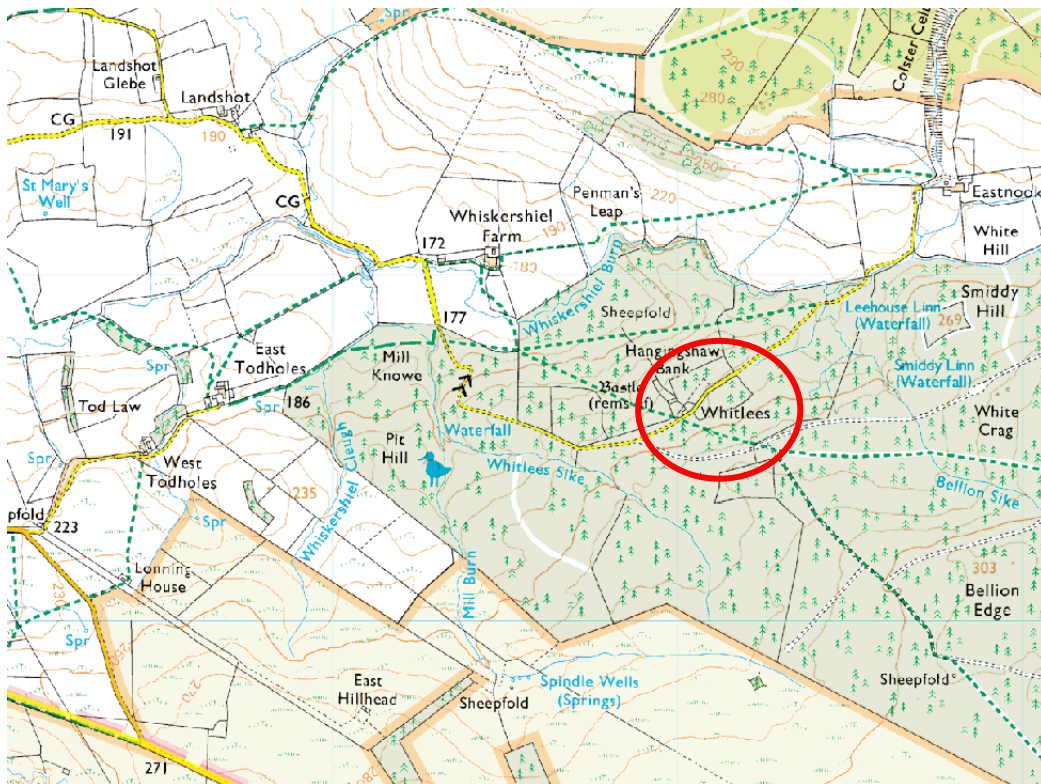


## DELEGATED DECISION REPORT

<b>Application Reference Number</b>	16NP0089
<b>Description / Site Address</b>	Removal of existing derelict railway carriage, construction of car port/garage incorporating solar panels and covered link to property. Demolition of existing rear extension and construction of replacement extension and construction of fuel hopper at Whitlees, Elsdon, Newcastle Upon Tyne, NE19 1BT
<b>Expiry date of publicity / consultations</b>	5 October 2016
<b>Last date for decision</b>	9 November 2016

### Details of Proposal

Planning permission is sought for the removal of an existing railway carriage and construction of a replacement car port/garage incorporating solar panels and a covered link, the removal and replacement of a rear extension and construction of a fuel hopper at the property known as Whitlees, Elsdon.



*OS map view of Whitlees, Elsdon*

Whitlees occupies a secluded position within Harry's Wood, to the edge of Harwood Forest, situated within the open countryside some 2.5km south east of Elsdon. The property has been extended to incorporate accommodation within the roofspace with further additions to the front and rear, adjacent to which is a dilapidated railway carriage. The property sits within a modest garden bounded to the north by a walled paddock and Grade II listed former bastle with attached stone barn, surrounding which are grazing land and dense forestry plantation. The property is located



directly adjacent to an unclassified public road, separated by a grassed verge; this road passes Whiteles and terminates at Eastnook, approximately 1km to the north east, and is bordered to the south west by a Public Right of Way.



*View facing west towards property from adjacent vehicular highway*

The application has been amended during its course in order to remove a proposed covered walkway and fuel store to the north east of the property from the scheme.

### **Planning Policy & Guidance**

#### **National Policies**

National Planning Policy Framework (NPPF) (2012)

National Planning Practice Guidance (2015)

#### **Local Policies**

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

Policy 1	<i>Delivering Sustainable Development</i>
Policy 2	<i>Climate Change</i>
Policy 3	<i>General Development Principles</i>
Policy 5	<i>General Location of New Development</i>
Policy 17	<i>Biodiversity and Geodiversity</i>
Policy 18	<i>Cultural Heritage</i>
Policy 19	<i>Tranquillity</i>
Policy 20	<i>Landscape Quality and Character</i>
Policy 25	<i>Renewable Energy and Energy Efficiency</i>



### **Supplementary Planning Guidance**

NNPA Building Design Guide Supplementary Planning Document (Design Guide SPD)

### **Relevant Planning History**

None relevant to this application

### **Consultation/Representations**

**Elsdon Parish Council: The application is supported**

**NNPA Ecologist: No objection.**

**NCC Highways: No objection, subject to conditions.** *The proposed construction of a car port/garage to provide additional parking on the site would improve the current parking arrangement. Conditions recommended regarding the construction of the proposed access in accordance with NCC Type A specifications and the submission of a method statement concerning the proposed demolition works.*

**NNPA Access and Recreation Officer: No objection.** *The development is not likely to impact upon existing access within the area.*

1no. neighbour notification was issued on 29.09.2016 in addition to a notice displayed at the site on 28.09.2016. **No representations have been received.**

### **Assessment**

The matters to be taken into consideration in the assessment of this application are:-

- The Principle of the Development;
- Design and Amenity;
- Impact upon National Park special qualities;
- Highways and Rights of Way; and
- Renewable Energy Provision.

### **The Principle of Development**

The National Planning Policy Framework makes clear that a presumption in favour of sustainable development is at the heart of decision making. Policy 1 of the NNPA Core Strategy seeks to ensure that development proposals will conserve or enhance the special qualities of the National Park, demonstrating high quality design and sustainable construction.

The property falls within the open countryside, whereby policy 5 of the Core Strategy limits development to the re-use of existing buildings, with new buildings only permitted where these could not be located elsewhere and would not impact detrimentally upon the special qualities of the National Park. The proposed scheme is considered proportionate to the host property and site and constitutes a reasonable requirement of an existing property in such a location. Subject to an



assessment of the impact of the proposals upon the special qualities of the Park, the scheme is considered to accord with Core Strategy policy 5 and the NPPF in this respect.

### **Design and Amenity**

The NPPF highlights the importance of good design principles within planning. This is echoed within Core Strategy policy 3, which promotes the principles of sustainable development, requiring the design and construction of a proposal to protect and enhance local character. The Design Guide Supplementary Planning Document (SPD) is a material consideration in the determination of planning applications and provides greater detail in support of policy 3.

The existing railway carriage occupies a prominent position adjacent to the property and is in a severely dilapidated condition; its proposed removal is therefore supported. The proposed car port/garage would be of sympathetic design and complementary materials (details of which have been supplied) whilst appearing as a subservient addition to the adjacent cottage by virtue of being set slightly away and back from the front elevation of the property and set down from roof ridge height. The proposed incorporation of integral solar panels within the south-facing roofslope and construction of a covered link between the structure and cottage are considered to be acceptable in terms of their impact upon visual amenity. The scheme additionally incorporates the proposed creation of a new access across the grassed verge; this is considered to be acceptable in terms of impact upon visual amenity and is discussed in more detail in the Highways section of this report.

The cottage benefits from three small additions to the rear; two stone and slate extensions and a flat roof pebbledash extension. The proposals seek the removal of the existing flat roof extension, to which no objections are raised. The proposed replacement extension would be contemporary in appearance, being predominantly glazed with timber cladding and a zinc roof (details of which have been supplied), however would be sympathetic to the overall appearance of the cottage and would comprise a subservient addition by virtue of height (being lower than the eaves of the body of the cottage) and position (being slightly inset from the side wall of the cottage). This aspect of the scheme is therefore considered to be acceptable in terms of impact upon visual amenity.

The proposed fuel hopper would be located within the garden to the east of the cottage and would comprise a footprint of 2.4m x 2.4m at a height of 2.8m, finished with timber cladding. The proposed hopper would be functional in appearance however it is considered that this is a reasonable requirement of the site, both in terms of its purpose and position. The hopper would appear subservient to the adjacent cottage by virtue of being set back from the front elevation and lower than eaves height and would also be constructed of complementary materials to match other structures on the site. The application additionally proposes the screening of the hopper through the planting of a row of pleached trees between this and existing front stone wall; it is considered that this would lessen its impact upon the visual amenity of the area however it is not considered reasonable to condition the implementation of this as without the proposed trees the hopper would remain acceptable in terms of visual impact. The proposed scheme is therefore considered to accord with Core Strategy policy 3 and the NPPF in this regard.

Whitlees is remotely sited, its closest neighbour being Eastnook, some 1km to the north east. Due to this remoteness, it is not considered that the proposed development would impact detrimentally



upon the residential amenity of the occupiers of this property. The proposal is therefore considered to accord with Core Strategy policy 3 and the NPPF in this respect.

### **Impact upon National Park special qualities**

Prior to the submission of this application the proposed scheme was discussed with the NNPA Ecologist who advised that a bat survey was not required due to the nature of the proposed works, in particular the method through which the proposed rear extension would be joined to the building. The proposed development is therefore considered to be acceptable in terms of its impact upon biodiversity, in accordance with Core Strategy policy 17 and the NPPF.

Whitlees is not listed and does not fall within any sites designated for their cultural heritage. The presence of a Grade II listed former bastle within the paddock to the rear of the property, within the ownership of the applicant, is however noted. The buildings are well separated by a distance of approximately 40 metres, between which are located a number of shrubs and trees. It is not considered that the proposed development would impact detrimentally upon this listed building and thus the cultural heritage of the National Park, in accordance with Core Strategy policy 18.

Based on the information submitted it is understood that the property benefits from 1no. existing external light, adjacent to the front entrance. It is further understood and noted that a similar external light would be affixed adjacent to the existing rear entrance, which would comply with NNPA guidance on wattage. No further details of proposed external lighting have been provided. Due to the established nature of the property and that the existing rear entrance is proposed to remain unchanged, it is not considered reasonable to attach a condition requiring the prior approval of any new external lighting on this part of existing building. However as the scheme incorporates the creation of a new external entrance within the south western elevation and car port/garage, it is reasonable to assume that further external lighting may be required in the future in connection with this. It is therefore considered reasonable to attach a condition to prevent the installation of external lighting required in connection with the proposed development without the prior approval of NNPA, in order to ensure that this does not impact detrimentally upon the tranquillity of the Park. Subject to the inclusion of such a condition, it is considered that the development would accord with Core Strategy policy 19 and the NPPF.

Whilst visible from within the National Park due to its proximity to the vehicular highway and adjacent Public Right of Way, the proposed development would not impact detrimentally upon the landscape character or views of this part of the National Park. The development thus accords with Core Strategy policy 20 and the NPPF in this respect.

### **Highways and Rights of Way**

The scheme incorporates the proposed creation of a new access across the grassed verge to the south of the property in order to facilitate vehicular parking within the proposed car port/garage. It is understood that the grassed verge falls within the owner of NCC Highways and the applicant has therefore served notice on this party. The adjacent vehicular highway is an unclassified road and therefore a new access onto this road would normally be considered permitted development however as this has been shown within the proposed scheme, it may be considered as part of this application. NCC Highways have been consulted on this application and consider the proposed



access and parking area to be acceptable in terms of impact upon highway safety, advising that the proposed access must be constructed in accordance with NCC Type A specifications; an Informative will therefore be added to this effect.

NCC Highways have requested the inclusion of a condition requiring the means of vehicular access to be constructed in accordance with the approved plans prior to occupation of the development; this is considered to be reasonable and the wording of the recommended condition is to be adapted to suit to circumstances of the proposed development.

NCC Highways have additionally requested the inclusion of a condition requiring the submission of a construction method statement relating to all demolition works (due to the location of the property adjacent to a 60mph road) which they have advised should provide for: details of temporary traffic management measures; vehicle cleaning facilities; parking, loading and storage areas; and measures to control dust and dirt. Such a condition is not considered to be necessary or proportionate in this case and it is considered that there is sufficient space within the site for the storage of materials and vehicles.

The applicant has confirmed that the proposed access from the car port/garage would be constructed of permeable materials, with the exact materials to be discussed and finalised together with NNPA. Due to the location of the proposed access the proposed materials to be used would be the subject of discussions with NCC Highways as this would fall within the remit of this Authority rather than NNPA; in order to facilitate these discussions an appropriately worded Informative would therefore be attached.

The development is considered to be acceptable in terms of impact upon highway safety and the wider highway network, in accordance with Core Strategy policy 3 and the NPPF.

The NNPA Access and Recreation Officer has raised no objection to the development and considers that this would not impact upon existing public access within the area, in accordance with Core Strategy policy 3 and the NPPF.

### **Renewable Energy Provision**

Core Strategy policy 25 requires all new developments, including conversions, to minimise the amount of energy used in construction, achieve high energy efficiency, and utilise renewable energy sources in order to offset at least 10% of the predicted energy requirements of the development. Core Strategy policy 28 supports utilities and infrastructure development projects provided that these do not have an unacceptable impact upon landscape quality or character and the siting and appearance of such development seeks to minimise impact upon special qualities of the National Park.

As detailed within the information submitted, Whitlees has no mains electricity, water or foul drainage provision; electricity is instead provided by an off-grid battery system, with hot water and heating provided by a pellet-boiler (renewable technology) located within the property. The scheme incorporates solar panels within the proposed car port/garage roof in order to reduce reliance on non-renewable fuel and construction of a hopper for the storage of pellets for the biomass system. Whilst the proposed scheme is an extension to an existing property, rather than a new development



or conversion, the incorporation of renewable energy technologies within the proposed scheme is noted and encouraged. It is not considered that the proposed hopper and solar panels would impact detrimentally upon the landscape quality or character of the national park or its special qualities, in accordance with policy 28.

### **Recommendation & Conditions**

It is recommended that conditional planning permission be granted 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: To ensure that the development is commenced within a reasonable period of time from the date of this permission and to comply with Section 91 (as amended) of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

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

- Application form, received 14<sup>th</sup> September 2016
- Location plan, received 14<sup>th</sup> September
- Proposed site plan, received 14<sup>th</sup> September 2016
- Proposed plans (as amended and confirmed by email dated 20<sup>th</sup> September 2016), received 14<sup>th</sup> September 2016
- Planning Statement, including details of timber cladding, zinc roofing and windows, received 14<sup>th</sup> September 2016
- Covering letter, received 14<sup>th</sup> September 2016
- Photograph of fuel hopper, received 14<sup>th</sup> September 2016
- Clearline Fusion PV16 solar panel details, received 14<sup>th</sup> September 2016
- Proposed solar panel section, received 14<sup>th</sup> September 2016

Reason: For the avoidance of doubt and to ensure that the development accords with policies 1, 2, 3, 5, 7, 17, 18, 19, 20 and 25 of the NNPA Core Strategy and the National Planning Policy Framework.

3. Prior to the installation of any external lighting required in connection with the development hereby approved, details of the external lighting shall be submitted to and agreed in writing by the Local Planning Authority. Details should include:

- The specific location of all external lighting units;
- Design details of all lighting units;
- Details of beam orientation and lux levels; and
- Any proposed measures such as motion sensors and timers that will be used on lighting units.

The approved lighting scheme shall be installed in accordance with the approved details and shall be maintained as such thereafter, unless removed entirely.

4. The car port/garage hereby approved shall not be occupied until the means of vehicular access car indicated on the plans hereby approved has been implemented. Thereafter the vehicular access shall be retained in accordance with the approved plans.



Reason: In the interests of highway safety, in accordance with Core Strategy policy 3 and the NPPF.

### **Informative Notes**

1. This planning permission is granted in strict accordance with the approved plans. It should be noted however that:
  - (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
  - (b) You or your agent or any other person responsible for implementing this permission should inform the local planning authority immediately of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.
2. This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond. If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:
  - (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.
  - (b) In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.
3. The applicant is advised that they will be required to enter into a Section 184 Agreement of the Highways Act 1980 with NCC Highways prior to commencing work on the vehicular access. The construction of this access shall be undertaken in accordance with materials as approved by NCC Highways. To arrange the installation of this access, the applicant should contact Highways Development Management at [highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk).
4. The applicant should ensure that no construction material or equipment is stored on the public highway which would cause obstruction and danger to users of the highway.
5. The applicant should ensure that no mud, debris or rubbish is deposited on the public highway, in accordance with the Highways Act 1980.





**Background Papers**

Application file 16NP0089

EIA Screening Opinion

	<b>Signature</b>	<b>Date</b>
<b>Planning Officer</b>		
<b>Head of Development Management or Chief Executive</b>		