

Committee Report

Application No:	DC/20/00670/COU
Case Officer	Tracy Long
Date Application Valid	24 August 2020
Applicant	Mrs Richardson
Site:	Field To The North Of North View Farm Land At Frenches Close, Bradley Fell Road & Kyo Bog Lane Prudhoe NE42 5NP
Ward:	Crawcrook And Greenside
Proposal:	Change of use of the land from agriculture to the keeping of horses/alpacas for recreational purposes and the erection of stables/hay store.
Recommendation:	GRANT
Application Type	Change of Use

1.0 The Application:

1.1 DESCRIPTION OF THE APPLICATION SITE

1.2 The application site is a field which measures around 2.43 hectares, and is situated along Bradley Fell Road in Ryton, at the far west of the Borough. The site has been used for agriculture for growing crops and is currently sown down to grass. The land levels at the site fall from the south to the north. The site is enclosed by hedgerows on all sides. There is an existing vehicle access at the western corner of the site.

1.3 The site is situated within the open countryside, surrounded by fields, with a small number of farms and residential properties in the wider surrounding area.

1.4 DESCRIPTION OF THE APPLICATION

1.5 The planning application proposes to change the use of the field from agriculture to the keeping of horses and alpacas for recreation purposes (for the applicant's own personal use).

1.6 A new building is also proposed in the field to provide a stable block and hay store for the animals. The proposed stable building is positioned along the western boundary of the site, behind the hedgerow, close to the existing access. The proposed building measures 15.13 metres long by 3.86 metres deep. The building has a pitched roof with an eaves height of 2.26 metres and an overall ridge height of 2.74 metres. The proposed materials to be used for the stable building include timber walls and a black corrugated steel sheet roof.

1.7 New surface treatment is also proposed in a small section of the field. The proposed stable building is to be placed on an area of concrete hardstanding. An L shaped area of loose road planings is adjacent to the site access to

provide a car parking area and vehicle turning area within the site. A new field gate is also proposed at the site access.

1.8 PLANNING HISTORY

1.9 There is no planning history relating to this site.

2.0 Consultation Responses:

None received.

3.0 Representations:

3.1 The Council sent notification letters to 6 surrounding properties on 2nd September 2020, as well as displaying 2 site notices adjacent to the site on 4th September 2020. A notice also appeared in the Newcastle Journal on 16th September 2020.

3.2 One letter of representation has been received from a surrounding resident at Frenches Close Barns, along Kyo Bog Lane, that neither objects to or supports the planning application.

3.3 The representation states that:

- they have nothing against the planning application, however the access roads from Kyo Bog Lane and Bradley Fell Road are in a terrible state and more traffic will only add to the condition,
- there is no actual road directly leading from Kyo Bog Lane to Bradley Fell Road,
- querying whether the Council are going to repair the roads.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

DC2 Residential Amenity

ENV3 The Built Environment - Character/Design

ENV22 Sites of Archaeological Imp - Potential

ENV51 Wildlife Corridors

ENV54 Dev on Land Affected by Contamination

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS18 Green Infrastructure/Natural Environment

CS19 Green Belt

5.0 Assessment of the Proposal:

5.1 The main planning issue is considered to be the impact of the change of use of the site and the erection of the stable block on the Green Belt.

5.2 GREEN BELT

5.3 The site is situated within the Green Belt. National and local planning policies attach great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

5.4 The NPPF in paragraph 145 sets out that the construction of new buildings is inappropriate in the Green Belt, subject to a number of exceptions. The exceptions include in sub section b

“the provision of appropriate facilities (in connection with the existing use of the land or a change of use) for outdoor sport, outdoor recreation, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it”.

5.5 It is considered that the construction of a stable building in connection with the use of the land for keeping horses and alpacas, is an outdoor recreation use, as specified in NPPF 145 b. Given the size of the proposed building and its location on the lower part of the site, screened by high hedges along Bradley Fell Road, Council officers are of the opinion that the proposed stable building would not harm the openness of the Green Belt, which would be largely preserved.

5.6 It is therefore considered that the proposed stable building is appropriate development in the Green Belt, which preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

5.7 The NPPF in paragraph 146 states that certain other forms of development are also not inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. These include in sub sections b and e

b) engineering operations

e) material changes in the use of the land (such as changes of use for outdoor sport or recreation).

- 5.8 The provision of the new surface treatment in a small section of the site is considered to be an engineering operation, which would preserve the openness of the Green Belt. The change of use of the field from agriculture to the keeping of horses and alpacas would fall within NPPF 145 e, and it also considered to preserve the openness of the Green Belt.
- 5.9 All elements of the proposed development are therefore considered to be acceptable from a Green Belt point of view and accord with both national and local Green Belt policies.
- 5.10 ARCHAEOLOGY
- 5.11 The application site is allocated within an area of archaeological importance, on the Council's Local Development Map. The Historic Environment Records (reference HER11622), state that the site is situated in the location of some post medieval ridge and furrow. However, this is considered to be of low significance and has previously been damaged. It is therefore considered that the proposed development will not have significant impact on any known assets, and no archaeological work is required. It is therefore considered that the proposal raises no archaeological issues.
- 5.12 HIGHWAY ISSUES
- 5.13 There is an existing vehicle access at the western corner of the site. This existing access is not ideal, from a highway safety point of view, as it is positioned close to the bend in the road to the west of the site, with limited visibility due to the existing hedges and trees adjacent to the access.
- 5.14 However this is an existing access. It is considered that the use of this existing access for the keeping of horses and alpacas would not be any materially worse than the use of the access for agricultural purposes, in terms of number of vehicle movements and size of vehicles.
- 5.15 It is considered that the use of the existing access could be improved from a highway safety point of view by setting the proposed field gate at the access back within the site. This would provide space within the site to allow a vehicle to pull off the road whilst the field gate is opened. Planning conditions have therefore been recommended to approve a new location for the field gate.
- 5.16 The proposed new area of hard surface treatment in a L shape within the field, adjacent to the site access, would provide space for vehicles to park and turn around within the site, which is welcomed. However the materials proposed are loose planings. Loose material could be dragged onto the highway with moving vehicles. A condition has therefore been recommended to approve alternative materials for the new surface treatment, which does not include any loose materials, to prevent material being dragged on the road, in the interest of highway safety.

5.17 Comments have been made by a local resident that there is no actual road directly leading from Kyo Bog Lane to Bradley Fell Road. The site would be accessed using Bradley Fell Road, from the south of the site.

5.18 The local resident also commented that the access roads from Kyo Bog Lane and Bradley Fell Road are in a terrible state, and more traffic will only add to the condition. It is noted that the access road to the site is narrow and has sections of tarmac missing in certain sections of it. However it is considered that the use of the site for keeping of horses would not result in a significantly different number of vehicles using the site when compared to the existing use.

5.19 Subject to the above planning conditions the proposal is therefore considered to be acceptable from a highway safety point of view.

5.20 ECOLOGY

5.21 The application site is allocated as being within a designated Wildlife Corridor on the Council's Local Plan Policy Map. The impact on biodiversity, resulting from the construction of the stable building, is likely to be very low. The existing hedge around the boundary of the site, which has ecological value is to be retained. The proposed stable block is positioned adjacent the existing hedge, with a buffer, to allow the hedge to be effectively maintained, and its ecological value and function protected. The proposal is therefore considered to be acceptable from an ecological point of view.

5.22 AMENITY ISSUES

5.23 Given the remote location of this site, and the surrounding agricultural uses , it is considered that the proposal would not harm the amenity of any nearby properties or the use of their fields.

5.24 CONTAMINATED LAND

5.25 The site has been assessed and inspected, as part of the Council's Contaminated Land Strategy, and is not situated on potentially contaminated land, based on previous historic use. The site has been continuously used as agricultural land. It is therefore unlikely that the site will be affected by ground contamination, from its previous or current use. Given that the proposed development would not involve any breaking or digging up of the ground (as the stable building as no foundations), it is considered that the proposal raises no contaminated land issues.

5.26 COAL MINING ISSUES

5.27 Part of the site is within a Coal Authority defined "Development High Risk Area". There are possible coal outcrops, a mine shaft and past shallow coal mine workings in the vicinity of the site. Given that the proposed development would not involve any breaking or digging up of the ground (as the stable building as no foundations), it is considered that the proposal raises no coal mining legacy or land stability issues.

5.28 COMMUNITY INFRASTRUCTURE LEVY

5.29 On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the development is not CIL chargeable development, as it is not for qualifying retail or housing related development. As such no CIL charge is liable.

6.0 CONCLUSION

6.1 Taking all the relevant issues into account, including the representation received, it is considered that the proposed planning permission should be granted, as the proposal is acceptable from a planning point of view, and accords with both national and local planning policies.

7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Service Director of Development, Transport and Public Protection be authorised to add, vary and amend the planning conditions as necessary:

1

The development shall be carried out in complete accordance with the approved plan(s) as detailed below

033/01 A site location plan

033/04 A proposed site plan

033/03 A proposed stable and field gate detail

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

Notwithstanding the submitted drawings, the field shall not be brought into use for the keeping of horses and alpacas until a revised plan which shows the position of the field gate set in from the site access to allow a vehicle to park safely off the road whilst the field gate is opened is submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety, to ensure no obstruction to the highway and to accord with the NPPF and policy CS13 of the Core Strategy and Urban Core Plan.

4

The field gate at the site access shall be provided in accordance with the details approved at condition 3.

Reason

In the interests of highway safety, to ensure no obstruction to the highway and to accord with the NPPF and policy CS13 of the Core Strategy and Urban Core Plan.

5

Notwithstanding the submitted drawings, no parking, vehicle turning area or hard surface treatment shall be provided on the site, until revised details of the surface treatment and construction of these areas have been submitted to and approved in writing by the local planning authority.

Reason

To prevent loose material from being dragged onto the road, in the interests of highway safety and to accord with the NPPF and policy CS13 of the Core Strategy and Urban Core Plan.

6

The parking area, vehicle turning area and hard surface areas on the site shall be provided in accordance with the surface treatment materials and details approved at condition 5.

Reason

To prevent loose material from being dragged onto the road, in the interests of highway safety and to accord with the NPPF and policy CS13 of the Core Strategy and Urban Core Plan.



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