

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

Date 9 January 2008

**REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

07/2407/REM

HS120 Site, Wynyard Park, Wynyard

Reserved matters application for the erection of 119,041 square metres of storage and distribution (B8) and ancillary office accommodation (B1) floorspace and construction of roads and associated car parking and landscaping

Expiry Date: 5th March 2008

SUMMARY

Outline planning permission (96/2069/P) for B1, B2 and B8 uses was granted in January 1997 for the Wynyard Park site an area of 75 hectares. All matters of detail were reserved for future approval. A similar approval was granted for the rest of the estate falling within the adjacent Hartlepool Borough area. The outline application has not been fully implemented and an application was approved in 2000 to extend the period for submission of reserved matters until April 2010.

A phase 1 master plan has been agreed in September 2004 in accordance with condition 6 of the planning approval. A recent revision of that plan has been agreed.

Some limited development on the site has already occurred including the provision of an access road, the NG Bailey offices and the Lion Court building. More recently in July 2007 reserved matter approval was granted for the erection of B1/B2/B8 units on part of the estate located immediately east of the NG Bailey site (application No 07/1218/REM). Work on the construction of these units, known as the TV120 site, has commenced

An application for reserved matters approval for the adjoining land in Hartlepool for a business park to accommodate 275,205 sq m of business (B1) floorspace has been approved by Hartlepool Borough Council subject to the signing of a section 106 agreement. Your officers have been involved in discussions on that development to ascertain the Council's interests are protected and to that end agreement has been reached for on funding for the signalisation of the roundabout entrance on the A689, the A19/A689 junction and potentially other works.

This application seeks reserved matter approval for the erection of 5 No warehouses with ancillary office space on Wynyard Park on part of the estate located immediately north of the NG Bailey site and the recently approved TV120 site. The site forms the bulk of the remaining underdeveloped area with an extant outline planning permission for B1, B2 and B8 uses and allocated for prestige business uses in the adopted local plan (policy IN4). The application includes the construction of access roads and associated car parking. The land is described as vacant and the previous use as agricultural land.

Initial concerns from the Head of Technical Services regarding parking have been addressed. Objections have been raised primarily on traffic grounds from the Parish Council and two local residents. However, the site already has outline approval. Nevertheless attention has been given to the traffic impact and initiatives are to be put in place to reduce this impact including an area wide travel plan framework to encourage more sustainable forms of transport and thereby reduce traffic congestion. The proposed landscaping is fairly substantive and generally satisfactory though some fine tuning is needed together with further details of hard landscaping. Issues regarding drainage, levels and lighting are already controlled by the outline approval.

In summary it is considered that the development is consistent with the revised master plan, is well designed with appropriate landscaping and will not have any adverse impact on local amenities. The highway or traffic concerns have been satisfactorily addressed and residual concerns about additional planting and implementation can be resolved through the imposition of appropriate planning conditions.

RECOMMENDATION

Planning application 07/2407/REM be approved subject to conditions covering the following matters:

- ***Development to be carried out in accordance with the approved plans;***
- ***The development to comply with the Design Guide and Specification (Residential Estates Development);***
- ***Additional planting to be agreed***
- ***Implementation, timing and management of the approved landscaping***
- ***Implementation of an agreed and sustainable travel plan***
- ***Details of boundary treatments for each unit***
- ***Provision of cycle parking to Council standards***
- ***The internal road link to be constructed upon first occupation of Wynyard Park, phase 2, in order to minimise internal trips using the A689.***
- ***Any other relevant matters***

The proposed development has been considered against the policies and documents identified below and it is considered that the development is consistent with the revised Masterplan, is well designed with appropriate landscaping and will not have any adverse impact on local amenities. The highway or traffic concerns have been satisfactorily addressed and residual concerns about additional planting and boundary treatments can be resolved through the imposition of appropriate planning conditions. There are no material considerations which indicate otherwise and therefore the proposal is recommended for approval.

PPS 1 “Delivering Sustainable Development”

PPG 13 “Transport”

PPG 4 “Industrial, Commercial Development and Small Firms”

Regional Planning Guidance 2002

Regional Spatial Strategy (2005)

Tees Valley Structure Plan policy EMP6 (Business Parks and Prestige Employment Development)

Stockton on Tees Local Plan 1997 policies:

GP1 General Principles

IN4 Prestige Sites

TR15 Highway Design and Parking

EN32c Development and Flood Risk

BACKGROUND

1. Outline planning permission (96/2069/P) for B1, B2 and B8 uses was granted in January 1997 for the Wynyard Park site an area of 75 hectares. All matters of detail were reserved for future approval. A similar approval was granted for the rest of the estate falling within the adjacent Hartlepool Borough area. The outline application has not been fully implemented and an application was made to Stockton and Hartlepool Councils under section 73 of the Town and Country Planning Act 1990 to vary the condition attached to the grant of planning permission in 1997. Approval of these applications by Stockton and Hartlepool Borough Councils in April and June of 2000 respectively, has served to extend the period for submission of reserved matters until April 2010.
2. One of the conditions of the 97 permission (7) required that no buildings within the business park should cover more than 25% of the area of any one development plot. A phase 1 Masterplan has been agreed in September 2004 in accordance with condition 6 of the planning approval. A recent revision of that plan has been agreed.
3. Some limited development on the site has already occurred including the provision of an access road, the NG Bailey offices and the Lion Court building. More recently in July 2007 reserved matter approval was granted for the erection of B1/B2/B8 units with a total floorspace of 11,149 m² (120,000 sq ft) on part of the estate located immediately east of the NG Bailey site (application No 07/1218/REM). Work on the construction of these units, known as the TV120 site, has commenced
4. An application for reserved matters approval for the adjoining land in Hartlepool for a business park to accommodate 275,205 sq m of business (B1) floorspace has been approved by Hartlepool Borough Council subject to the signing of a section 106 agreement. Your officers have been involved in discussions on that development to ascertain the Council's interests are protected and to that end agreement has been reached for on funding for the signalisation of the roundabout entrance on the A689, the A19/A689 junction and potentially a High Occupancy Vehicle lane on the west bound carriageway of the A689.

PROPOSAL

5. This application seeks reserved matter approval for the erection of 5 No warehouses with ancillary office space on Wynyard Park on part of the estate located immediately north of the NG Bailey site and the recently approved TV120 site. The site is 46.96 hectares in size and forms the bulk of the remaining underdeveloped area with an extant outline planning permission for B1, B2 and B8 uses and allocated for prestige business uses in the adopted local plan (policy IN4). The application includes the construction of access roads and associated car parking. The land is described as vacant and the previous use as agricultural land.
6. In detail it is proposed:
 - To construct a total of 120, 414 sq m (1,296,132 sq ft) of B8 floorspace comprising:

- Warehouse Unit A providing 47,438 sqm of floorspace, which includes an element of ancillary engineering and office floorspace.
 - Warehouse Unit B providing 21,341 sqm of floorspace which includes an element of ancillary office floorspace
 - Warehouse Unit C providing 21,341 sqm of floorspace which includes an element of ancillary office floorspace
 - Warehouse Unit D providing 12,281 sqm of floorspace which includes an element of ancillary office floorspace
 - Warehouse Unit E providing 12,281 sqm of floorspace which includes an element of ancillary office floorspace
- Provide separate car parking (some 987 spaces in total) and trailer parking for each use.
 - Provide access to the site via new junction to Glenarm Road to the south west with access to the wider road network via the A689
 - Provide an access link to that part of the estate (Phase 2) to be developed within Hartlepool
 - Construct a spine road from the new access point to serve each unit. The road would run through a naturally formed landscape buffer zone of trees and shrubs
 - Provide landscape buffers between each plot
 - Adopt a uniform design treatment for each unit with the buildings having a strong horizontal theme counterbalanced by vertical cladding elements. A limited palette of high quality materials and colours (blues and greys).
7. The application is supported by a Design and Access Statement, a survey of trees and hedgerows, landscape masterplan, details of the layout and proposed buildings, information on the site's geology, hydrogeology and hydrology, a travel plan framework and a Transport Statement.
8. Construction of the proposed development is programmed to commence during spring 2008 and development expected to take 2-3 years to complete dependent on take up. The first phase of this development is expected to be Plots D and E on the southern and western part of the site, followed by Plots B and C.

CONSULTATIONS

9. The following Consultations were notified and any comments received are set out below:-

Environmental Health Unit

10. Has no objection in principle to the development, but does have concerns regarding the short-term environmental impact on the surrounding dwellings during construction, should the development be approved. The main concerns are potential noise, vibration and dust emissions from site operations and vehicles accessing the site.
11. It is advised if the application is approved, the developer should apply for consent under Section 61 Control of Pollution Act 1974. This would involve limiting operations on site that cause noise nuisance and as such has "recommend working hours on site to be restricted to 8.00 a.m. - 6.00 p.m. on weekdays, 8.00 a.m. - 1.00 p.m. on a Saturday and no Sunday working."

Urban Design

12. In principle, Urban Design does not object to this development

Urban Design - Engineers

Initially objected because of the deficiency in car parking numbers but have withdrawn the objection to this development following further information outlined below from the Developer:

“Further information from the developer has been received with respect to this site in order to support the planning application. The main points are summarised below:

- *The proposal is for 987 car parking spaces within the site which is a shortfall of 346 spaces from the maximum provision required under the Council’s Supplementary Planning Document 3: Car parking in new developments.*
- *A fundamental aim of the development is to provide and encourage sustainable transport. Providing parking below the Council’s maximum standard should assist in encouraging this.*
- *The application is supported by a Travel Plan framework that outlines that a Travel Plan co-ordinator will be appointed and charged with the promotion of an area wide travel plan to co-ordinate sustainable travel initiatives across the whole of Wynyard Park. The objective of the travel plan is to reduce the transport impact of the development by reducing single occupancy car trips, encouraging and promoting car sharing, cycling and public transport use.*
- *Funding for promoting travel plan initiatives has been identified and car sharing is to be encouraged by implementing a database of employees in order to match car sharers and also promote priority car parking spaces for them.*
- *The Highways Agency has also taken forward to feasibility stage, a scheme for improvements including a High Occupancy Vehicle lane on A689.*
- *It is also intended to promote public transport with respect to providing information, infrastructure and the possibility of interest free loans for annual bus passes.*
- *High quality pedestrian routes will be available within the site that should aid public transport usage.*
- *Cycling is to be encouraged by providing staff with conveniently located secure cycle parking and those staff living within cycling distance will be the focus of marketing this mode of transport by the Travel Plan Co-ordinator.*

The travel plan provides a clear mechanism for a reduction in parking provision from the Council’s maximum standards and detailed travel plans for each user is required within 6 months of occupation of the units.

It will be necessary that the appointed Travel Plan Co-ordinator will liaise with Stockton-on-Tees Borough Council and that cycle parking will be in accordance with the Council’s current standards.

A condition is required that the internal road link be constructed upon first occupation of Wynyard park, phase 2, in order to minimise internal trips using the A689.

I therefore confirm that in response to the details provided by the applicant and outlined above, Urban Design withdraws the objection to this development.”

Urban Design - Landscape

Initial comments:

“Having consulted the landscape plans and documents and cross referenced these with the Wynyard Business Park Roadside landscape treatments document I make the following comments;

The plan ref. 2406D-01 rev B does not appear to show the red line site boundary correctly and misses out a section of land to the south abutting the recently approved and built developments. This is an important piece of land for the entrance landscaping to this part of the site and the land must be included in the development as indicated in the plan ref. 2406D-01 rev A. By including this section of land a more formal tree avenue landscape approach should adopted here along the road frontage as far as the entrance to unit C with low groundcover planting and formal shrub hedging (not conifers)

to suite as indicated in scenario7 estate road (B2/B8) page 21 in the Wynyard Business Park Roadside landscape treatments document. More informal tree planting as shown can be used behind the avenue.

A detailed landscape plan showing the hard construction indicating materials and construction methods should be submitted.

Full details of the method of illumination (light colour and luminance) of the external areas of the site, including parking courts, floodlighting and lit signage shall be submitted.

Line and level surveys with relevant sections should be submitted particularly where mounding is used within the site

The landscape boundary to the east of Unit E along the entrance road appears to narrow to accommodate the sort of planting treatment mentioned above Wynyard Business Park Roadside landscape treatments document. Should additional car parking be required to comply with our parking standard this would increase pressures on this boundary so the unit may have to be moved west toward the woodland to allow for a more parking and a more significant landscape boundary akin to the rest of the site. Sections should be produced for this area to indicate the landscape treatment in more detail.

Mounding with strong tree and shrub should be located along the full southern boundary length of unit A to help screen and soften the large building. Sections should be submitted showing how this will work.

Although little of the existing site planting will be retained this is generally of a low landscape and wildlife value and the new native structure planting will provide replacement habitats and increase the biodiversity of the site. The landscape master plan march 2005 by RPS shows water features as part of sustainable drainage within the landscape and the opportunity must be taken to add these back into the scheme to create workable sustainable drainage and create an attractive visual and wildlife features within this important scheme.

The landscape details including the maintenance programme are acceptable but I would advise against the use of Rudbeckia species as these are prone to pest damage notably slugs. The following plants are not fully hardy in this area and will need protection in more exposed areas. They should therefore only be used in sheltered locations where their individual particular growing requirements are met and mass planting is not recommended. – Ceanothus and Choisya species. Potential damage to planting by rabbits should be considered for the shrub and hedge planting as well as the trees but the need for this could be assessed against the success of planting elsewhere on this and adjacent sites.

The use of bulb planting within the grass verges would enhance the scheme."

Revised comments

I understand the land to the south of the access road will be treated in another application.

There is still to little space for a good planting treatment on the landscape boundary to the east of the parking area of unit E and as stated previously the unit may need to be pulled westward to allow for edge planting such as that indicated for unit D.

The information broadly refers to the soft landscape plan strategy and this is deemed acceptable provided the advice on the use of more tender shrub species as outlined in my previous memo second last paragraph is followed and the details adhere to the landscape strategies in the various reports. Bulb planting should be included in the planting details.

The following information is still needed and should be provided in due course.

- *Hard landscape plan*
- *Details of the lighting to be used*
- *Details of site levels*
- *Details of the water features as part of the site sustainable drainage.*

Built Environment Comments

No comments.

The Environment Agency

13. No comments to make on this Reserved Matters application.

NEDL

14. No objections

Northumbrian Water Limited

15. No response received

Northern Gas Networks

16. No gas mains in the area but understand that gas pipes owned by others may be present in the area.

National Grid

17. Considers there is negligible risk from the proximity of the development site to the national grid gas pipeline.

Highways Agency (summarised)

18. As the site has an existing outline planning approval the Agency is not in a position to provide any further comments in relation to the actual impact on the Strategic Road Network (SRN) but it is aware that once this development is fully built out and due to its isolated location, will generate a significant level of car borne trips to the site, which is likely to cause capacity constraints upon the local highway network and the SRN. Accordingly having regard to PPG13, developers must submit plans to minimise traffic generation, usually through travel plans. The Agency is keen to be involved in this process and has already had discussions with various stakeholders in Wynyard Park to develop an Area Travel Plan Framework.

One North East

19. The outline approval in 1997 predates the Agency's statutory role and the only comment it makes is that it would encourage the developer to pursue the highest standards of quality in the development of the site.

Joint Strategy Unit

20. The development does not raise any new strategic planning issues and therefore no comment is made.

North East Assembly (summarised)

21. Recognises that the principle of development has already been established by the granting to outline planning permission and that the site has been named as a premier division strategic site in RPG1 and as a prestige employment site in the Regional Spatial Strategy.

It considers the proposals are in accordance with the development plan and would realise the potential of a site identified as a priority in the context of Stockton on Tees and Tees Valley.

22. However, it considers there are opportunities to reduce the environmental impact of the development through the incorporation of embedded renewable energy and energy efficiency measures.

Hartlepool Borough Council

23. Views awaited

Tees Valley Regeneration

24. No comments received

Parish Council

25. Grindon Parish Council objects to this development on the grounds that insufficient consideration has been given to the adverse traffic congestion, which will be caused by the continuing development of this site. Recognition is given e.g. of cycleways, but there is no proposal for joining them up into any useable system. The A19 / A689 interchange is becoming increasingly congested at peak hours and further development should be halted until this junction has been improved.

PUBLICITY

26. Neighbours were notified, a site notice was posted and the application advertised in the local press. As a result of this publicity two emails from local residents were received raising concerns about the traffic implications
27. D A Waters “would like to echo the Grindon Parish Council’s observations. The current peak period congestion of the Wynyard Services junction creates a dangerous situation in not allowing vehicles to easily exit the A19 causing tail backs on that thoroughfare. One can understand further small manufacturing enterprises being allowed to settle on the Wynyard industrial estate but a major ‘storage and distribution’ facility, which by its very definition implies additional large flows of lorries, should be curtailed until current congestion has been dealt with. Is there a measurement criteria for the number of vehicles stationary for a particular period of time that is being exceeded?”
28. John Sparke comments that “the A689, from the access roundabout for the site of the proposed development to the A19, becomes excessively congested at peak periods, and in turn there are then congestion problems on the A19 both south and coming north to the A19/A689 interchange. Since ‘storage and distribution’ implies lorries with double movements of goods, both on and then off the site, the development should be deferred until the design of the A19/A689 interchange has been improved to relieve the existing congestion.”

PLANNING POLICY

National Planning Policy

29. National Planning policies are set out in Planning Policy Guidance Notes (PPG) and the newer Planning Policy Statements (PPS).

30. Relevant to this application are:

PPS 1 "Delivering Sustainable Development"
PPG 13 "Transport"
PPG 4 "Industrial, Commercial Development and Small Firms"

31. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plans are: - Regional Spatial Strategy the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).

Regional Planning Policy

Regional Planning Guidance 2002

32. RPG 1 was published in November 2002. The guidance sets out the broad strategic planning policies as well as a broad development strategy for the region over a 15 to 20 year period. The aim of the Spatial Strategy is to:

"Continue to strengthen and diversify the economy, improve living conditions and safeguard the region's outstanding cultural and natural heritage to create a truly sustainable future for the North East."

Regional Spatial Strategy (2005)

33. A review of the planning framework at the regional level is under-way with the production of Regional Spatial Strategies (RSS). An RSS Submission Draft ("View: Shaping the North East") was published in July 2005 and has been subject to an Examination in Public and the draft findings published in 2006. The RSS is currently expected to be adopted in 2008 and will supersede RPG 1 as the Regional Spatial Strategy.

Tees Valley Structure Plan

34. The saved Tees Valley Structure Plan policies that particularly need to be considered include:

EMP6 (Business Parks and Prestige Employment Development) lists 540 ha of land available for business parks or other prestige employment development.

Stockton on Tees Local Plan 1997 (STLP)

35. The following saved planning policies are considered to be relevant to the consideration of this application:-

STLP Policy GP1

STLP Policy IN4 states that business uses will be permitted on the Wynyard estate where the development incorporates a high standard of design and includes substantial landscaping

STLP Policy TR15 states that the design of highways required in connection with new development will provide for all the traffic generated by the development and parking provided to the Council's standards.

36. Adopted Stockton on Tees Local Plan Alteration No 1 Policy EN32c states that where the proposal may lead to an increase in surface water drainage, developers will be required to implement sustainable urban drainage systems. Where this is not practical, developers will be required to demonstrate, to the satisfaction of the Council, that an alternative method of surface water disposal incorporating the necessary flow limitation is included. In all other instances, wherever it is easily practicable and appropriate, new developments should be drained.

MATERIAL PLANNING CONSIDERATIONS

37. Given that the principle of business and industrial development on this site has been established by previous outline planning permission(s) for this site, the main planning considerations are compliance with the Masterplan and Design Guide for the site as a whole, the impact on the amenity of neighbouring uses, landscape and visual amenity, access and highway considerations.

Compliance with the Master Plan and Design Guide

38. The Masterplan approved in 2004, which included the area within Hartlepool Borough Council, established in very broad terms the distribution of development within the estate. The site of the current application did not fully accord with that distribution but to overcome such concerns a revision to the master plan was agreed earlier this year. The development as submitted accords with that revised Masterplan. An application to revise the Masterplan for the area within Hartlepool was also submitted and is has recently been approved by that authority subject to the signing of a section 106 agreement as outlined earlier in this report. Stockton on Tees Council, as the adjoining planning authority, was consulted for its views on that proposal and had no land use planning objection subject to the highway concerns being resolved through the 106 agreement. The agreement is for £1.68M and is intended to fund the signalisation of the A19/A689 roundabout, signalisation of Wynyard One roundabout and any remaining funds to contribute towards a High Occupancy Vehicle (HOV) lane on the westbound carriageway of the A689. The Highways Agency is intending to bid for funding to introduce an additional HOV lane on the A19 northbound exit slip road.
39. The proposed changes made to the Masterplan reflect the changed aspirations of the new owner of the site but still accord with the broad principles of the original approval. They are generally satisfactory. Taken this into account it is considered that, in principle, the development proposed in the current application is satisfactory.
40. The application proposes site coverage, which accords with the density envisaged by Condition 7 of the original 1997 permission, which requires that the building footprints do not occupy more than 25% of the each development plot.

Siting, design and landscaping

41. The location of the built development within the site accords with the distribution of uses set out in the revised Masterplan. The design, use of facing materials and colour scheme follow a consistent pattern and generally accord with the design guide submitted in 2004. The scheme includes a significant amount of new planting and landscaping. It has been slightly revised from the original submission to allow for more planting, though some further planting is required to strengthen the boulevard planting along the eastern edge of unit D. Further information is required regarding hard landscaping details, methods of illumination,

levels and any water features arising out of the provision of a sustainable drainage system. These matters can be controlled by condition or are already controlled by conditions attached to the parent outline planning permission.

Traffic and highway and parking concerns

42. The concerns of the Parish Council and local residents relating to traffic are noted. However, the site has outline planning approval for the use and such it is not possible to resist the development on grounds of traffic generation – a point accepted by the Highways Agency. Nevertheless, as part of the approval for the adjacent development in Hartlepool, agreement has been reached for a substantial contribution from developer towards off-site highway improvements works. In addition work is going forward on developing travel plan initiatives with car sharing to be encouraged by implementing a database of employees in order to match car sharers and also promote priority car parking spaces for them. The objective of the travel plan is to reduce the transport impact of the development by reducing single occupancy car trips, encouraging and promoting car sharing, cycling and public transport use. There will a need for the appointed Travel Plan Co-ordinator to liase with Stockton-on-Tees Borough Council. In addition it is intended to:

- Promote public transport with respect to providing information, infrastructure and the possibility of interest free loans for annual bus passes.
- Provide High quality pedestrian routes will be available within the site that should aid public transport usage.
- Encourage cycling by providing staff with conveniently located secure cycle parking and those staff living within cycling distance will be the focus of marketing this mode of transport by the Travel Plan Co-ordinator. The level of cycle parking can be agreed by condition.

43. All these initiatives are intended to relieve potential traffic congestion.

44. In terms the proposed internal highway works, the Transport Statement produced by consultants on behalf of the applicant has concluded that the proposed site access arrangement is satisfactory and it is noted the Head of Technical Services raises no objection to this aspect of the development except that the internal road link requires to be constructed upon first occupation of Wynyard park, phase 2, in order to minimise internal trips using the A689. Condition 4 of the outline permission already requires the provision of an internal access link to the two roundabouts on the A689.

45. The parking provision is deficient in terms meeting the Council's Supplementary Planning Document 3: "Car parking in new developments". However, a fundamental aim of the development is to provide and encourage sustainable transport. Providing parking below the Council's maximum standard should assist in encouraging this objective and on that basis together with the other travel initiatives outlined above, the shortfall in spaces is acceptable.

46. The level of cycle parking arrangements needs to be agreed in accordance with Council standards and this can be condition of approval together with agreement on internal cycle routes.

Neighbouring Uses and Amenity

47. The proposed development consisting of B8 uses with ancillary office space is appropriate to this site and was established via the existing outline permission. Apart from the operations associated with servicing and personnel and possibly some minor engineering

operations within Unit A, no industrial activities would take place outside the buildings. In order to ensure the quality of the environment, outside storage is controlled by condition attached to the original outline approval. It is not considered therefore that the proposal would have an adverse impact on the amenity and users of existing and proposed neighbouring units.

48. The development is remote from housing and other sensitive uses and whilst noting the request from Environmental Health for a restriction on the hours of construction, this is considered unreasonable and has not been imposed on any of the other previous permissions.

49. In conclusion, given the above assessment and based on the details submitted, it is unlikely that the proposal would have a detrimental impact on the amenities expected to be enjoyed by neighbouring properties. It is therefore considered that the proposal accords with STLP policy GP1

Other issues

50. The developer in consultation with the Environment Agency and Northumbria Water is developing a surface water drainage system to satisfy the requirements of the outline approval. The system will be designed for 1:2 year, 1:30 year and 1:100 year rainfall intensities and will adopt a maximum discharge rate of 5 litre/second/hectare at a location to be agreed, utilising water retention tanks. The drainage system will be based on sustainable principles including SuDs (Sustainable drainage Systems).

51. Other issues regarding use of renewable energy measures are not matters applicable to this application as it should have been a requirement outline approval. However, the applicant has stated the use of renewable, recycled and local materials will be explored.

CONCLUSION

52. The development is considered to be consistent with the revised master plan, is well designed with appropriate landscaping and will not have any adverse impact on local amenities. The highway or traffic concerns have been satisfactorily addressed and residual concerns about additional planting and boundary treatments can be resolved through the imposition of appropriate planning conditions.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Peter Whaley Telephone No 01642 526061**

Financial Implications:

None

Environmental Implications:

See report

Human Rights Implications

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications

None

Background Papers:

Application files: 96/2069/P and 07/2407/REM

WARD AND WARD COUNCILLORS

Ward	Northern Parishes
Ward Councillor	Councillor J Gardiner