

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
14 OCTOBER 2015
REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

15/1625/FUL

Durham Tees Valley Airport, Darlington, DL2 1LU

Construction of a new link road between Northside and Southside, erection of 2.8m high security fencing, and associated infrastructure including change of use of agricultural land to ancillary operational airport land and creation of new commercial premises for B2/B8 purposes.

Expiry Date: 16 October 2015

SUMMARY

This application seeks planning permission for the construction of a 1.8km new link road between Northside and Southside at Durham Tees Valley Airport, erection of 2.8m high security fencing, and associated infrastructure (within the administrative boundary of Darlington Borough Council and Stockton Borough Council).

- Highway improvements and alterations to the existing highway (within the administrative boundary of Darlington Borough Council)
- The change of use of agricultural land to ancillary operational airport land (within the administrative boundary of Stockton Borough Council)
- The reconfiguration of Plot 1 of the extant Southside Business Park consent to create 1no. 3,186 sq. m. (GEA) employment unit to be used for B2 or B8 uses (within the administrative boundary of Stockton Borough Council).

In considering any impacts of these proposals it is important to bear in mind that there is an extant planning permission for the development of Southside. This application seeks permission for a first phase of building and would allow delivery of remaining phases in accordance with the extant permission. The main difference between what is now proposed and what has planning permission is the route of the access. This application seeks permission for an alternative access around the eastern end of the runway. The majority of this route is within the current operational boundary of the Airport. A small part of it is currently in use as agricultural land.

The application site straddles the administrative boundary of Darlington and Stockton-on-Tees Borough Council. The majority of the site lies within Stockton-on-Tees including the site of proposed employment unit and most of the link road. In accordance with the Planning Practice Guidance (PPG), identical planning applications have been submitted to each local planning authority.

The proposal is considered to be in line with general planning policies as set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

That planning application 15/1625/FUL be approved subject to the following conditions and informatives below:

01 The development hereby approved shall be in accordance with the following approved plan(s);

Plan Reference Number	Date on Plan
00001 4	3 July 2015
00002 3	3 July 2015
00001 3	3 July 2015
00002 1	3 July 2015
00001 0	3 July 2015
00001 0	3 July 2015
00002 0	3 July 2015
SBC0001	3 July 2015
01C	3 July 2015
02D	3 July 2015
03C	13 July 2015
04B	3 July 2015
05B	3 July 2015
06B	3 July 2015

Reason: To define the consent.

02 Recording of a heritage asset through a programme of archaeological works
A) No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

- 1. The programme and methodology of site investigation and recording**
- 2. The programme for post investigation assessment**
- 3. Provision to be made for analysis of the site investigation and recording**
- 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation**
- 5. Provision to be made for archive deposition of the analysis and records of the site investigation**
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.**

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In the interests of the preservation of any archaeological remains.

03 No construction/building works or deliveries shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

- 04 Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. Final details of an appropriate surface water drainage solution shall be submitted to and approved by the Local Planning Authority before development commences and the development shall be completed in accordance with the approved scheme. The discharge rates from the site will be restricted to the existing greenfield runoff rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm. The design shall also ensure that storm water resulting from a 1 in 100 year event surcharging the drainage can be stored on site without risk to people or property and without overflowing into drains or watercourse. Micro Drainage design files (mdx files) are required to be submitted for approval. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event should also be provided.**

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area.

- 05 A Construction Management Plan shall be submitted and agreed, prior to the commencement of development with the Local Planning Authority to agree the routing of all HGVs movements associated with the construction phases and to effectively control dust emissions from the site works, this shall address earth moving activities, control and treatment of stock piles, parking for use during construction and measures to protect any existing footpaths and verges, vehicle movements, wheel cleansing, sheeting of vehicles, offsite dust/odour monitoring and communication with local residents.**

Reason: In the interests of the occupiers of adjacent and nearby premises and highway safety.

- 06 Prior to the occupation of the development and unless otherwise agreed in writing with the Local Planning Authority, a written scheme detailing the environmental standards of the hereby approved building shall be submitted for the approval of the Local Planning Authority. No building shall be occupied until the agreed scheme has been implemented in full.**

Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Core Strategy Policy CS3.

- 07 Prior to the commencement of development a scheme for the ground preparation works consisting of soil stripping of arable topsoil to reduce nutrient levels, drainage works to ensure a free draining soil (except in agreed areas which may provide wetland habitat in the non-turf trans located areas) for the receptor site to ensure the success of grassland habitat creation shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include:**
- 1. The precise delineation and location of the area to be a minimum of 3.67ha which shall include turf translocation of the 2.03 ha to be lost from situ and additional creation of 1.64 ha through green hay and seed planting.**
 - 2. Details of the timing for the delivery and works (to ensure breeding birds are not affected) the long-term maintenance and management of the site which shall include for the duration of the establishment of the receptor site and the subsequent**

remediation/maintenance, management and monitoring of the receptor site for the lifetime of the development

The development shall be carried out in accordance with the approved details to the reasonable satisfaction of the Local Planning Authority.

Reason: To ensure the identified ecological impact of the proposed development is appropriately mitigated.

- 08 In the event that contamination is found at any time when carrying out the approved development, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority and works shall not be resumed until a remediation scheme to deal with contamination of the site has been carried out in accordance with details first submitted to and approved in writing by the Local Planning Authority. This scheme shall identify and evaluate options for remedial treatment based on risk management objectives. Works shall not resume until the measures approved in the remediation scheme have been implemented on site, following which, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include programmes of monitoring and maintenance, which will be carried out in accordance with the requirements of the report.**

Reason: To ensure the proper restoration of the site and to accord with guidance contained within Stockton on Tees Core Strategy Policy 10 (CS10) - Environmental protection and enhancement.

INFORMATIVES

Informative: Working Practices

The Local Planning Authority found the submitted details satisfactory subject to the imposition of appropriate planning conditions and has worked in a positive and proactive manner in dealing with the planning application.

Informative - Network Rail

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

Services

We would expect services to be routed away from the railway and not to cross it.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network RAILS infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Armco Safety Barriers

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

OPE

The Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (Acer pseudoplatanus), Aspen - Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

The method statement will need to be agreed with:

*Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 2A
George Stephenson House
Toft Green
York
Y01 6JT*

Email: assetprotectionneem@networkrail.co.uk

Informative 2 – Environment Agency

Environmental Permitting Regulations (non-mains drainage).

Advice to Applicant It should be noted that the use of non-mains drainage may require an Environmental Permit from the Environment Agency. Under the terms of the Environmental Permitting Regulations (England and Wales) 2010, anyone intending to discharge volumes of sewage effluent of 5 cubic metres per day or less to surface waters or 2 cubic metres per day or less to ground may be eligible for an exemption. We are currently working with Defra to review our approach to regulating these small sewage discharges. Whilst this review is underway we will not require registration of small sewage discharges in England under an exemption as previously required, as long as you comply with the conditions set out in our Regulatory Position Statement. This is available on our website at:<http://www.environment-agency.gov.uk/homeandleisure/118753.aspx>.

Please note that we will retain the existing system so that anyone can still register if they wish to. This might be, for example, as part of a house sale. An Environmental Permit from the Agency is normally required for discharges above this volume or to sensitive locations. It is illegal to discharge sewage effluent in sensitive locations, or discharge over 5 cubic metres per day to surface waters or 2 cubic metres per day to ground, without an Environmental Permit. Further guidance on Environmental Permitting requirements is available on our website at:<http://www.environment-agency.gov.uk/business/topics/water/32038.aspx> With regards to design, the site must be drained by a separate system of foul and surface water drainage, with all clean roof and surface water being kept separate from foul water. Useful websites for applicants: EA website - Do I need to apply for a permit or register an exemption?<http://www.environment-agency.gov.uk/business/topics/water/110593.aspx> EA website - Apply for a new Bespoke permit: <http://www.environment-agency.gov.uk/business/topics/permitting/117626.aspx>

Land Contamination - Advice to LPA/Applicant

We are unable to provide detailed site-specific advice or guidance with regards to land contamination issues for this site. However, the developer should be aware that the site is located on a Principal Aquifer which is a sensitive controlled waters receptor which could be impacted by any contamination at the site. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

BACKGROUND

1. Outline planning permission was granted in 1999 by the Secretary of State for “freight handling and distribution and packaging, freight forwarding and light industrial/commercial assembly”. This

permission (LPA ref 95/1999/P) was subject to conditions and an associated Section 106 Agreement. Two Section 73 applications were made to vary Condition 2 of the outline permission to extend the period for submission of reserved matters (LPA application ref. 02/1963/P extended the timescale for the submission of reserved matters to 1 November 2005; and then LPA ref 05/0957/ARC extended it to 7 July 2008). A further Section 73 application was submitted and approved in 2007 (LPA ref 07/2393) to enable general employment activities on 20 ha of the site. The reserved matters (LPA ref 08/0728/FUL) was granted pursuant to the above and obtained approval for the siting, design and appearance of the buildings and the layout and landscaping of the site including a new access road from the A67.

2. In March 2009 the development was commenced by the erection of perimeter fencing along the boundary between the Business Park and Durham Tees Valley Airport, which extends to some 1,160 metres in length.

3. The applicant states that the delivery of the redevelopment of the land known as 'Southside' stalled due to the prevailing economic conditions and in March 2014 the Airport published a Master Plan to guide its development between now and 2020 and a key component of the Master Plan is the delivery of the Southside and 'shows how this development site will be unlocked'. This includes creating a new link road that would connect Northside and Southside via a road around the eastern end of the runway. This would connect the proposed employment and railfreight uses at Northside and Southside (without the current need to cross the runway) and would facilitate access to the wider highway network via the existing roundabout onto the A67.

4. The Local Enterprise Partnership (LEP) has recently allocated £5 million of Local Growth Fund which will fund this link road and provide a "kick start" to the delivery of the Southside Business Park. Alongside the new link road, the planning application also seeks consent to reconfigure the layout and design of the Plot 1 (of the extant Southside Business Park planning permission) to take account of the new link road and the proposals in the Master Plan for the future development of Southside. Planning permission has been granted for Plot 1 and the wider Business Park. Therefore, this planning application solely relates to the revisions to the layout of Plot 1, and the remainder of the Southside Business Park will implemented under the extant permission.

SITE AND SURROUNDINGS

5. The application site is approximately 12.5 ha in area. The site comprises three areas:

- the internal Airport access road and part of the adopted public highway. The Site includes the entire width of the highway; and where widening is necessary, adjacent land is also included. This land is within the administrative boundary of Darlington Borough Council.
- an area of land at the end of the eastern end of the runway. This land comprises operational airfield and agricultural land. The majority of this land is within the administrative boundary of Stockton-on-Tees Borough Council.
- an area of land to the south of the runway. This land comprises operational airfield equipment and the Southside development site. The land is entirely within the administrative boundary of Stockton-on-Tees Borough Council.

6. The surrounding area comprises the core facilities of the operational Airport, such as the passenger terminal, car parking, hangars, the aprons, and the runway. In addition, there are various buildings occupied by a mix of mainly employment uses including aviation related businesses and general employment uses. Alongside these is the International Fire Training Centre (IFTC) operated by SERCO and the Middleton St George Hospital. These both occupy mainly former RAF buildings with more recent additions and infill. The wider area includes residential development to the north-west. The rest of the Airport is surrounded by open countryside, consisting of arable agricultural land and woodland. This land is subject to an extant

planning consent for a new access road which would have provided access between the Southside development site and the A67.

PROPOSAL

7. The application seeks consent for the construction of a 1.8km new link road between Northside and Southside at Durham Tees Valley Airport, erection of 2.8m high security fencing, and associated infrastructure (within administrative boundary of Darlington Borough Council and Stockton Borough Council)

- Highway improvements and alterations to the existing highway (within the administrative boundary of Darlington Borough Council)
- The change of use of agricultural land to ancillary operational airport land (within the administrative boundary of Stockton Borough Council)
- The reconfiguration of Plot 1 of the extant Southside Business Park consent to create 1no. 3,186 sq. m. (GEA) employment unit to be used for B2 or B8 uses (within the administrative boundary of Stockton Borough Council).

8. The new 1.8 km link road will be constructed around the eastern end of the runway to connect Northside and Southside. The new link road will be finished to adoptable standards and will be suitable for cyclists. A new pedestrian access will be provided alongside the new link road. The new link road will be bound by a 2.8 m high security fence on the inner boundary to prevent access to the operational airport. The outer boundary will be demarked by stock proof fencing. No street lighting is proposed, except that which already has consent within the Southside Business Park. The new link road will begin on Northside. A new access will be provided into the Teesside Airport Railway station and the existing access road will be removed. The road will then extend to the south of the existing railway line and to the north of Taxiway B (maintaining the regulatory offset). This section of the road has been carefully designed to ensure that a safe distance is maintained with the adjacent taxiway, but leaving sufficient land to construct the proposed railway siding (which is included within the Master Plan). This section will also include a surface water pumping station (with a parking space). This section of the road includes proposed works within both Stockton and Darlington Councils' administrative areas.

10. The new link road will then curve around the eastern end of the runway – alongside the boundary with the adjacent agricultural land. The road has been offset from the end of the runway to ensure the airfield safeguarding surfaces are not compromised and to ensure navigational aids are maintained. In any event, the road will be maintained as a clear way and will include two sets of traffic lights. Once the new road leaves the curved section it will access the Southside site and will intercept with the route of consented internal access road of the consented Southside Business Park.

11. The proposed development will relocate the fence line of the operational airport to the edge of the new highway which will be constructed in part across agricultural land which is not currently used as part of the Airport. This land will also include the compensatory habitat mitigation which will offset the loss of any species rich grassland. For completeness, the planning application also seeks consent for the change of use of this land to operational airport (sui generis).

12. The Stockton application also seeks consent for a B2/B8 employment unit which would be 3,186 sq. m. (GEA) in area. This is simply a revision to the extant planning permission for Southside Business Park which gave consent for an employment unit in this location (Plot 1).

13. Due to the proposals within the Airport Master Plan and the adjacent radar, it has been necessary to make the following revisions:

- relocate the access to the west of Plot 1
- move the main car park to the front and side of Plot 1
- reduce the footprint of the unit from 4176 sq. m to 3186 sq. m (GEA)

The proposed unit will, however, maintain the rear service yard and landscaping.

CONSULTATIONS

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

Economic Growth and Spatial Development Team

We support the proposed new 1.8km link road that will connect from the existing Estate Road on North-side and will skirt around the eastern end of the runway to the South-side development site.

As you know, the Airport has long played an important role serving the business community across Tees Valley, particularly in the process chemicals cluster. It currently provides passenger links to an international hub at Schiphol (The Netherlands) and the North Sea Oil Centre of Aberdeen. It is also the home of a number of important companies in the aviation sector, including aircraft decommissioning.

As a result of economic downturn, the Airport has the opportunity to continue to develop its strengths as a business focused airport community. In doing so, it can target sectors and businesses that offer the greatest growth potential and emulate the achievements of other airports that offer niche aviation services alongside specialist employment clusters.

The land ownership of the Airport includes significant areas of previously developed land to the north and south of the runway; known respectively as "North-side" and "South-side". They present an opportunity to secure development that will generate the capital needed to invest in the re-positioning of the Airport and its transition to a viable business model. Business aviation would remain a core activity alongside a number of specialist operators in aviation related sectors. These include the Serco International Fire Training Centre (IFTC), Cobham Plc (flight training and services) and Sycamore Aviation (aircraft dismantling, recycling and maintenance). This activity, together with a significant land and property resource; which includes the potential for mixed use development, including residential, represents an opportunity to re-position the Airport within the (aviation) market, secure additional investment and establish a vibrant specialist airport. In essence, this development would provide funding to reinvest in the Airport, with capital investment in new infrastructure, such as hangars, providing long term secure rental income.

In 2004, DTVA applied for planning permission for development to enable the Airport to accommodate 3 million passengers and over 25,000 tonnes of freight per annum (the Airport expansion); and the development of a business park for aviation related companies (the North-side Business Park). The applications were approved in 2007, but by then the aviation sector was beginning to see a downturn.

South-side (Phase 1) - is situated to the south of the runway and comprises former taxiways and concrete apron associated with the former military use of DTVA. Some 70ha of the site has planning permission for an aviation related development comprising 176,900m² (1,900,000ft²) of logistics, distribution and industrial buildings. This consent was extended and varied to allow 20ha (50acres) of open B1, B2, and B8 development as part of the permission. Works have commenced thereby saving the consent in perpetuity.

Part of South-side is occupied by the IFTC fire training ground. This comprises a 7.3ha (18 acre) site which is used for specialist firefighter training. At present, South-side is accessed across the existing airfield (including crossing the runway). These proposals would realise access via a new road linking the North-side with the South-side around the eastern end of the runway.

As a strategic employment site, enabling the creation of a high quality business environment, it will open up the proposed development of both office and industrial units (currently in high demand),

providing also improved accessibility and suitable space for HGV vehicle, HGV loading docks to the rear of building, with associated hard, standing manoeuvring areas and HGV parking. The opening up of this access will also give an improved access route to the site for the employees/residents who take up the 41 employment opportunities.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. This response sets out the relevant development plan policies affecting the proposal, before discussing material consideration like the National Planning Policy Framework (NPPF) and emerging development plan policies.

The Development Plan

The adopted development plan comprises the adopted Core Strategy (2010) and saved policies from the Adopted Local Plan (1997) and Alteration Number One (2006). Policy CS1 of the Core Strategy, the Spatial Strategy, identifies that there will be a range of employment sites provided on sites throughout the conurbation. The policy identifies the main exception to this as being land at Seal Sands. Additional detail is provided in policy CS4 which identifies 50 ha of land at Durham Tees Valley Airport for airport related uses. This position is also echoed in saved Local Plan policy TR21, although the policy relates generally to the northern side of the airport. Policy CS4 also sets out a requirement for 255 hectares of general employment land, as set out in the RSS. The approach taken in CS4 was not to repeat policies in the RSS, one of which identified that 20 hectares of the 255 hectares of general employment land would be at Durham Tees Valley Airport. As policy CS4 and its reasoned justification refer to the Regional Spatial Strategy (RSS) the decision to abolish the RSS has not affect the policies and principle of development at the airport which were included in the Core Strategy. This means that the proposal remains an element of the development plan, as explained by paragraph 9.5 of the Core Strategy justification: The Employment Land Review which also informed the adopted Core Strategy also includes an allocation for employment land at Durham Tees Valley Airport. The ELR recognised the airport related nature of the site, but also the fact that 20 ha of general employment land had been released. Notwithstanding the fall-back position set out above, it is considered that the proposal is broadly in accordance with the adopted Development Plan. However, the principle of the new access road requires additional consideration as it is a revised element of the proposal.

The Regeneration and Environment Local Plan

The proposal also broadly accords with policy EMP4 of the emerging Regeneration and Environment LDD supports the Southside development proposal previously agreed in the area. The policy has regard to the Durham Tees Valley Airport masterplan and specifically references the 20 ha of general employment land at the site, as well as supporting transport improvements, and an improved access to the Southside development, taking in to consideration the public safety zone at the eastern end of the runway.

This emerging policy is a material consideration in the decision making process with paragraph 216 of the NPPF allowing weight to be given to emerging policies. Whilst there are a number of objections to the policy, that these can be considered insignificant as this element of the policy adopts an approach already set out in the established planning permission.

National Planning Policy

The NPPF sets out significant policy context requiring the economic, environmental and social aspects of 'sustainable development' to be balanced against each other. Therefore the NPPF requires all planning decisions to be made in accordance with the 'presumption in favour of sustainable development'. The presumption requires proposals to be approved if they comply with the development plan or any adverse impacts of approving the application would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF.

As the proposal is broadly in accordance with the development plan and also benefits from an existing fall-back planning permission the development is in accordance with the 'presumption in favour of sustainable development' as set out in the NPPF.

Other Considerations

In addition to the adopted, saved and emerging Development Plan policies, there are a number of other relevant material considerations which are relevant to this application. These can be summarised as:

- Aviation framework
- Airport Masterplan
- Safeguarding the future of the airport
- Scrutiny review
- Economic Growth

Conclusion

Given the above policy position and the established fall-back position for the site, it is considered that the proposed employment development is in accordance with the Development Plan. Should the application be permitted, it is essential that consideration is given to the restriction on general employment uses at the site as permitted. Therefore sufficient safeguards should be put in place so this application does not undermine the approach established in the existing planning permission for the area.

However, this proposal differs from the original 'South Side' development which forms the fall-back position as a result of different access routes to the site. Instead of the previous proposal which included a direct access from the A167, this scheme will have a link road which runs from the existing internal airport roads north of the airport buildings then sweeping around the eastern edge of the runway, before meeting the employment development.

Whilst this is a departure from the original proposal the development as sought in this application will be much less visible in the open countryside than the original proposal. A key consideration will be that the application should be scrutinised to ensure that the close proximity of the proposed road to the runway does not prejudice the operation of the airport. However, the applicant appears to have designed the scheme to remove lighting and street furniture which may have raised concerns.

The proposal also seeks a change of use of agricultural land to curtilage of the airport. As the planning statement notes, this is land which is to fall between the existing airport and the new link road. It is agreed that in the interests of the operation of the airport that this land should be included within the airport curtilage and securely fenced off.

Tees Archaeology

The developer has submitted a Cultural Heritage Technical Note which I have read. I can confirm that the document meets the information requirements of the National Planning Policy Framework (NPPF para 128) regarding heritage assets of archaeological interest. The Technical Note makes reference to several earlier field evaluations, the results of which are relevant to this application.

The document concludes that the proposal may have a minor impact on medieval or post medieval ridge and furrow earthworks and possibly archaeological remains associated with World War II gun emplacements that are now demolished. The developer concludes that some level of mitigation may be appropriate depending on the level of survival of the remains which is not currently known.

I am in agreement with the recommendations of the Technical Note. A visual inspection of the site is required to assess the level of survival of the remains identified. This might be followed by earthwork survey of upstanding ridge and furrow or archaeological recording during digging out of any gun emplacements. This would meet the aims of the NPPF (para 141) requiring the recording of any heritage assets that would be lost in whole or in part. I recommend the following planning condition to secure this work:-

Recording of a heritage asset through a programme of archaeological works

A) No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

This condition is derived from a model recommended to the Planning Inspectorate by the Association of Local Government Archaeology Officers.

Further comments - Thank you for the amended planning statement. I have no additional comments to make.

Network Rail

With reference to the protection of the railway, Network Rail has no objection in principle to the development and set out a number of requirements to be met covering drainage; services; Fail Safe Use of Crane and Plant; Excavations/Earthworks; Security of Mutual Boundary; Armco Safety Barriers; Method Statements/Fail Safe/Possessions; Trees/Shrubs/Landscaping; Lighting; Access to Railway.

The Environment Agency

We have NO OBJECTIONS to the above development proposal as submitted. However, we have the following comments/advice to offer:

Surface Water - Advice to Lead Local Flood Authority (LLFA)

The Environment Agency and Stockton Borough Council are currently in the process of delivering the Lustrum Beck Flood Alleviation Scheme, which seeks to reduce the risk of flooding to residents.

At present, it is understood that a significant portion of the airport site is drained and the water from this drainage is pumped over the catchment boundary into the top of the Lustrum Beck catchment. Consequently, the airport is contributing significant volumes of rapid run-off into the top of the Lustrum Beck catchment and therefore having a sizable impact on flood risk. In order to minimise flood risk, the LLFA should seek to minimise and where practical, stop water being pumped over the catchment boundary into the top of the Lustrum Beck Catchment and instead discharge the surface water towards the River Tees.

The FRA states that development will attenuate surface water run-off as close to Greenfield rates (previously agreed by the Environment Agency as 5.2 l/s/ha for historical drainage works at the site). It should be noted that the 5.2l/s/ha is not the standard rate. It is also unclear when this rate was agreed with the Environment Agency. It is recommended that the LLFA seeks to ensure that surface water is discharged at a rate of 3.5l/s/ha, which is the standard rate, unless the developer can demonstrate otherwise. No such evidence was provided as part of this FRA.

Environmental Permitting Regulations (non-mains drainage) - Advice to Applicant

It should be noted that the use of non-mains drainage may require an Environmental Permit from the Environment Agency.

Under the terms of the Environmental Permitting Regulations (England and Wales) 2010, anyone intending to discharge volumes of sewage effluent of 5 cubic metres per day or less to surface waters or 2 cubic metres per day or less to ground may be eligible for an exemption. We are currently working with Defra to review our approach to regulating these small sewage discharges. Whilst this review is underway we will not require registration of small sewage discharges in England under an exemption as previously required, as long as you comply with the conditions set out in our Regulatory Position Statement. This is available on our website at:
<http://www.environment-agency.gov.uk/homeandleisure/118753.aspx>.

Please note that we will retain the existing system so that anyone can still register if they wish to. This might be, for example, as part of a house sale.

An Environmental Permit from the Agency is normally required for discharges above this volume or to sensitive locations. It is illegal to discharge sewage effluent in sensitive locations, or discharge over 5 cubic metres per day to surface waters or 2 cubic metres per day to ground, without an Environmental Permit.

Further guidance on Environmental Permitting requirements is available on our website at:
<http://www.environment-agency.gov.uk/business/topics/water/32038.aspx>

With regards to design, the site must be drained by a separate system of foul and surface water drainage, with all clean roof and surface water being kept separate from foul water.

Useful websites for applicants:

EA website - Do I need to apply for a permit or register an exemption?

<http://www.environment-agency.gov.uk/business/topics/water/110593.aspx>

EA website - Apply for a new Bespoke permit:

<http://www.environment-agency.gov.uk/business/topics/permitting/117626.aspx>

Land Contamination - Advice to LPA/Applicant

We are unable to provide detailed site-specific advice or guidance with regards to land contamination issues for this site. However, the developer should be aware that the site is located on a Principal Aquifer which is a sensitive controlled waters receptor which could be impacted by any contamination at the site. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

Natural England

Natural England has no comments to make regarding this application.

SSSI Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" remains in place (Schedule 4, w). Natural England's SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the gov.uk website.

Please see the information below for further advice on when Natural England should be consulted and links to guidance on the gov.uk website.

Unless there are additional local consultation arrangements in place, Natural England should be consulted for all developments where:

- The proposal affects a protected species not covered by the Standing Advice
- The proposal requires an environmental impact assessment
- The proposal is likely to damage features of a Site of Special Scientific Interest (SSSI)
- The proposal is likely to have a significant effect upon Special Area of Conservation (SAC), Special Protection Area (SPA) or Wetland of International Importance under the Ramsar Convention (Ramsar Sites)
- The proposal could lead to the loss of more than 20 ha of the best and most versatile agricultural land
- Any minerals and waste development where the land will be restored for agriculture

Tees Valley Wildlife Trust

Thanks for providing details of the planning condition relating to the ecological interest of this application site. The Tees Valley Wildlife Trust feels able to withdraw its objection to the application if the condition is used, as described.

Northumbrian Water Limited

Thank you for consulting Northumbrian Water on the above proposed development(s).

In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above I can confirm that at this stage we would have no comments to make.

We have no assets in the area

The Ramblers Association

We thank the Council for consulting the Ramblers' Association on the above planning application.

We note the proposed development is entirely within the airport perimeter and there are no public rights of way within 200 metres. We have no comments to make.

Highways Agency

Offers no objection

Highways Transport and Environment

The proposed development is a full application for the construction of a new link road between Northside and Southside, erection of 2.8m high security fencing, and associated infrastructure including change of use of agricultural land to ancillary operational airport land and creation of new commercial premises for B2/B8 purposes.

The applicant has submitted a Transport Assessment in support of the proposed application and this has demonstrated that:

- 1) The proposed internal link road can accommodate the Southside consent, and can therefore become the access route, replacing the remote consented new junction on the A67;
- 2) The specific implications of the Application's single B2/B8 building requires no off site highway works;
- 3) The existing local highway network can accommodate the combined Application and Northside considerations; and
- 4) There are no material off-AMPA adverse traffic impact considerations.

The Highways, Transport & Environment Manager therefore considers the impact of the proposed development on the local highway network to be acceptable.

Should the application be recommended for approval, the need to provide and agree a Construction Management Plan with the Highway Authority should be secured by planning condition to minimise the impact of any construction works on the public highway.

The new link road is required to provide access to the previously approved business park south of the runway given that the original proposed access route is now unachievable. The construction of the road will involve the removal of sections of species rich grassland which the development intends to relocate to a new area marked H on plan S2592/ 1B-08-06B, at the southern end of the road just north of the proposed business park. Given the importance of the access road, there are no objections to the removal and relocation of the grassland habitat providing minimal damage is caused to the grassland and all translocation techniques are agreed by qualified ecologists. It is understood that the existing style of airport security fencing will be used alongside the road.

The landscaping principles for industrial plot 1B, which will be redesigned to allow for the new access road, will follow the previous design approved as part of application ref.08/0728/FUL. This is acceptable subject to approved landscape details.

The Highways, Transport & Environment Manager agrees that the proposed development is unlikely to have a significant adverse impact on the landscape character of the area or surrounding visual receptors to require an Environmental Impact assessment.

The applicant has not provided sufficient information regarding the management of surface water runoff from the proposed development and this information should be secured by condition.

Taking the above into account the Highways, Transport & Environment Manager has no objection to the proposed development for the construction of a new link road between Northside and Southside, erection of 2.8m high security fencing, and associated infrastructure including change of use of agricultural land to ancillary operational airport land and creation of new commercial premises for B2/B8 purposes.

Environmental Health Unit

I have checked the documentation provided, I have no objection in principle to the development, however, I do have some concerns and would recommend the conditions as detailed be imposed on the development should it be approved.

Construction/Demolition Noise

The new Link Road to the Southside Phase 1 Business Park and the building development are distant from any noise sensitive amenities, and as such should not significantly impact on the distant neighbour. However, I am concerned about the short-term environmental impact on the surrounding dwellings during construction/Demolition, should the development be approved. My main concerns are potential noise, vibration from site operations and vehicles accessing the site, Should the application be 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. I would recommend working hours all Construction/Demolition operations including delivery/removal of materials on/off site shall be restricted to 08:00 ' 18:00Hrs on weekdays, 09.00 ' 13:00Hrs on a Saturday and no Sunday or Bank Holiday working.

Northern Gas Networks

No objection and standard mains record shown.

Hurworth Parish Council

Hurworth Parish Council would like to log their support for the planning application 15/1625/FUL, which relates to the new link roads between the North side and the South side of Durham Tees Valley Airport. We see this develop plan as being beneficial to Hurworth Parish and in the future creating job opportunities and work for Hurworth residents.

PUBLICITY

15. Local residents have been individually notified by the Local Planning Authority of the submission of the application and a summary of the comments received are set out below:

143 letters were received from the following addresses:-

Councillors Chris and John Hobson, 16 Buxton Avenue, Marton; Mr Kevin Rigby, 1 Denton Close Middlesbrough; Karen Adamson, 100 Westdyke Road, Redcar; G S Stapleton, Meadows End, 60 Cooper Lane; Alex Stewart, 22, Reef House, Knots Landing; John Weaver, 22, Reef House Knots Landing; Neil Middleton, 113 Harlsey Road Stockton-on-Tees; Paul Hartshorne, 3 Trenholme Road, Longlands; Peter Cherrett, 5 High Stell Middleton St George; Chris Laidler, 5 Sugar Loaf Close, Ingleby Barwick; Mr Luke Frost, 37 Diamond Road Thornaby; Oliver Latimer, 35 Oakwell Road, Norton; Simon Carey, 10 Claude Ave, Middlesbrough; Chris Hoggart, 5 Honister Walk, Egglecliffe; Michelle Boston, 9A Otterburn Gardens, Middlesbrough; Mr Alex Scott, 28 Woodlands Green Middleton St George; Lee Aaron Melvin, 26 Bielby Avenue, Billingham; Mark Hassack, 17 Spring Lodge Gardens Guisborough; Steven Chatterton, 1 Corona Court Stockton-on-Tees; Mr & Mrs Dunn, 34, Diamond Street, Saltburn By The Sea; Malcolm Bain, Fishburn, Stockton; Mr C T Griffiths, 43 Rostrevor Ave, Stockton-on-Tees; Mr C T Griffiths, 43 Rostrevor Ave; Chris Robinson, 15 Monarch Grove, Marton; Mrs H Gunn, 42 Canberra Rd, Marton; Natalie Pollock, 44 Sledmere Close, Billingham; Linda Moffat, 8 Limes Road, Middlesbrough; Lin Pilling, 133 High Street, Marske By The Sea; June Styles, 35 Grey Towers Drive, Nunthorpe; Ian Wilkinson, 20 Green Leas, Stockton On Tees; Paul Wilkinson, 17 Bunting Close, Ingleby Barwick;; Andrew Langton, 27 Meadowsweet Lane, Stockton On Tees;

Alison Farman, 23 South Side, Hutton Rudby; Paula Davis, 11 Hollinside Road, Billingham; John Cuthbert, 26 Scugdale Close, Yarm; Shirley Hewison, 26 Melrose Crescent, Guisborough; Beryl Ransom, 32 Ascot Road, Redcar; Mr Ian Dalgarno, 59 Bader Avenue, Thornaby; Chris Gregory; 5 Ramsey Gardens Ingleby Barwick; Elaine Headlam, 10 Church View Bishopton; Mr Jason Hadlow; 46 Spitalfields Yarm; Miss C Devlin, Grange Cottage Chop Gate; Zoe Metcalfe 62 Washington Avenue Middleton St George; William Corfield, 11 Highbury Avenue Acklam; Christine Barkess, 53 Greens Grove Hartburn; Stephen McGurk, 26 Lunedale Avenue Tollesby; Mrs Enid Jennings, New Cottage Tunstall Lane; Peter Brent, 44 Glaisdale Court Darlington; Valerie Stone, 14 Brechin Drive Thornaby; Sarah Unwin, 3 Roseberry Court Burlam Road; Mrs Heather Brewster, 97 Greathead Crescent Newton Aycliffe; Susan Harrison, Crossways Middlesbrough Rd; Mrs H Eagling, 84 Glendale Road Acclamation Hall; Joe Spark, 45 Sidlaw Road Billingham; Matthew Hall, 2B Saragso Walk, Thornaby; Yarm Residents Association, C/o 46 Spitalfields Yarm; Mrs Pat McSorley, 10 Alwin Close Ingleby Barwick; Mr Andy Margaroni, Sorrell Madeira Road, West Byfleet Surrey; C Clough, 181 Whitehouse Road, Billingham; Kevin Hynes, TFS House 7 Drake Court; Maureen Robertson, 3 Delaware Avenue, Evenwood; Amanda Stevenson, 359 Acklam Road Acklam; Barry Stevenson, 359 Acklam Road Acklam; Darren Smith, 96 Sir Douglas Park Thornaby; Mrs C Samuels, 18 Wroxton Avenue Middlesbrough; Mrs Kathryn Hall, 4 The Green Kirkclevington; E. Glover (Mrs), 11 Cedarwood Middleton St George; Anne Graham (Mrs) 40 Bedford Road Nunthorpe; Tracy Jacobs, 2 Guisborough Court Eston; Susan Proudfoot Rose Cottage, Over Dinsdale; Richard Henderson, 59 Bassleton Lane Thornaby; Ian Marston 1 Farnborough Court, MSG; Donna Busuttill, 12 Warcop Close Middlesbrough; Scott Busuttill 12 Warcop Close Nunthorpe; Joanne Bishop, 19 Newsam Crescent Eaglescliffe; Alan Martin Callaghan, 79, Heythrop Drive Acklam; Carole Bason, 30, High Row Melsonby; Kenny Seaman 3, Ipswich Avenue, Park End Estate; Annette Hedworth, Lucerne, Woodburn Drive; Margaret Luckus, 32, Keilder Rise, Hemlington; Penny Sinclair, 15 Colsterdale Close Billingham; Kevin Brack, 39 Bright Street Darlington; Victoria Emmerson, 14 Franklin Close Hartburn; Mrs Susan Hancock, 7 Spruce Road Stockton On Tees; Rebecca Henwood, 147 Harrowgate Lane, Stockton; Melanie Hannaway, 31 Hillbrook Crescent Ingleby Barwick; Robert Coupe 22 Rosemoor Close, Marton; S T Thomas, 15 Meadway, Redcar; Mr Richard Henderson, 35 Wynyard Road Wolviston; John Latimer, 1A Countisbury Road Norton; Mr G Matthews, 111 Kirkleatham Lane Redcar; Kevin Lillie, 20 West Wood Drive Middlesbrough; Mrs S Wilson, 9 Heathrow Close Middleton St. George; AE & GH Frith, The Mill Bampton; Linda Smith, 32 Lyonette Road Darlington; Paul Carlton, 220 Greenbank Road Darlington; Colin R Steel Bradley Farm Sandy Lane; Mrs J Court, 111 Auckland Way Hartburn; Andrew Clay, 7 Maidstone Drive Marton; Simon Bradley, 7 The Beeches Billingham; Laura Stead, 2 Rievaulx Avenue Billingham; Sandra Davies, 35 Dinsdale Drive Eaglescliffe; Mr Stephen Robert O'Hara, 47 Richardson Road Thornaby; Diane Rudd, 5 Swallow Close, Guisborough; Michael Rudd 5 Swallow Close Guisborough; Kayleigh Rudd, 24 Thompson Street, Guisborough; Kieran Williams 24 Thompson Street Guisborough; Allan Rudd, 10 Tedworth Close Guisborough; Beryl Rudd, 10 Tedworth Close Guisborough; Paul Tilley, 33 Hawkstone Close Guisborough; Elaine Tilley 33 Hawkstone Close Guisborough; Ian Rudd, 13 Baysdale Close Guisborough; Mrs Nicky Rudd 13 Baysdale Close Guisborough; Susan Latimer, 1A Countisbury Road, Norton; Mark Alder Kestrel Long Lane; Daniel Philip Fairclough, 6 Haughton Road Darlington; Claire Johnson 19 The Rigg Yarm; Loraine Carlin, 2 Hawkesbury Close Hartburn; Billy Stevenson 359 Acklam Road Acklam; L Bowler, 10 Surrey Terrace Billingham; Christine Franklin 21 Hird Road Yarm; Cllr Sandra Mcleavy, 32 Carew Close Yarm; FAS Smith 50 Hillbrook Crescent, Ingleby Barwick; Jeffrey Marr, 37 Durham Street Stockton On Tees; A Goodall, 3, Barnes Wallis Way, Marske By The Sea; Mr P M Povey, 80 Brougham Street, Darlington; Margaret and Rod Potter 28 Stanstead Way Thornaby; Elizabeth Devlin 32 Belmont Avenue Middlesbrough; Marilyn Richardson, 77 High Street Great Broughton; Caroline Swift, 7 The Beeches Billingham; Suzanne Foster, 18 Linden Road, Great Ayton; Stephen Mitchell, 194 West Dyke Road Redcar; Mr. Phil Thornton, 26 Hartburn Village, Stockton On Tees; Louis Siedle, 13 Bransdale Grove Redcar; Rosemary Hill, 3 Castlereagh Close Long Newton; Mrs Carole White, 21 Westbourne Grove Teesville; Mrs Anne Rudkin, 1 Glamis Road Darlington; Phil Lambert, 2 Guildford Close Darlington; Allan Keeler, 10 Queen Street Boosbeck;

Mrs L Dunbar, 29 Challacombe Crescent Ingleby Barwick; John Brookes, 74A Darlington Road Hartburn; Peter Cook, Now&Then Magazine Quoin Publishing Ltd; Mrs Marilyn Richardson 77 High Street Great Broughton.

16. The bulk of objections were made in pro-forma letters which are attached as Appendices.

17. In essence the main objections/concerns can be summarised as:

- The DTVA Master Plan does not have wide spread public and it was subject to limited public consultation
- No support for the decision to concentrate on the two existing business routes to Amsterdam and Aberdeen and "general aviation" (rather than providing frequent flights to popular destinations at realistic prices which is what the majority of local people want and other airports seem to have no problem providing);
- No support for the proposal to build 400 houses on airport land (as houses and airports do not mix and such housing is likely to constrain future aviation development at the airport);
- Object to the continued reliance on public funding (Peel seems to be reluctant to make significant capital investments itself);
- the road application should be rejected until the future of the north side land has been determined;
- If the 50 ha of airport related land could not be developed when the airport was thriving it is difficult to see where the demand will come from now it is operating under such reduced circumstances;
- There is the obvious suspicion that once the £5 million grant for the road is given and the road built it will be followed by planning applications seeking to change the status of this land;
- The existing access road and A67 roundabouts will now have to cater for traffic generated by the north side potential developments and the residential development of up to 400 houses. If the airport's fortunes were to revive (however unlikely under the present Master Plan) this one single access road would be catering for domestic, industrial, business and airport traffic as well as any emergency vehicles. It is unlikely to be anywhere near sufficient if the earlier forecasts of passenger and freight traffic at the airport were to be met;
- new road arrangement would impact on take-off and landings and no indication is given as to how disruptive this would be to traffic to and from the 1.9 million sq. ft. of development nor to the risk assessment to aircraft of those traffic control measures being ignored;
- The submitted information claims that the potential for railway sidings has been protected whereas the plan shows the area hemmed in between the railway line and the new access road and does not show any opportunity to extend a siding into the south side employment area;
- "The delivery of the Southside will be dependent on joint working between the HCA and the airport company". No explanation of this statement is given and no details of the Local Growth Funding are given. It is understood that the funding is to be provided through Tees Valley Unlimited and will be in the form of a grant. There is no explanation of the business case given by the airport leading to a grant being offered or why it is a grant and not a loan, what the terms of repayment, profit participation or clawback are, if any, and why public funds are being given at all to a company whose main shareholder has assets of over £6.6 billion;
- If the sale of the land is the key to the Master Plan and the £5 million grant is essential to the road being built then the consent for the housing land should be sought first, then the grant (or preferably a loan, if public funds are to be used in this way at all) and only then should the road scheme be considered, and if it is to be considered at all then the above issues should be dealt with and resolved;
- Planning application 15/1625/FUL should be a wholly stand alone application and not be linked in any way with the alleged extant permission, which relies on an unbroken line of decisions back to the decision in 95/1999/P. If Stockton BC, as Local Planning Authority, upholds the alleged extant planning permission, then the current application should be a variation on that alleged extant planning permission because it is seeking to amend the means of access to 95/1999/P and the

configuration of unit 1 of that alleged extant planning permission, with the remainder continuing as alleged extant planning permission;

-Save Teesside Airport members and others see this as a direction of travel to the ultimate loss of Teesside Airport as a functioning airport and aviation related business to solely industrial / commercial / housing use, for which it is being afforded preference in planning terms in a misguided effort to maintain minimal air services, i.e. current offer of Amsterdam and Aberdeen. Publically funded grants are assisting this process;

-The proposal for housing, made in Airport Master Plan to LPA, DBC, must be stopped in its tracks and removed from the Airport Master Plan prior to any more publically funded grant aid being awarded to the airport company.

PLANNING POLICY

18. 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 Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

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

National Planning Policy Framework

Paragraph 14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;

For decision-taking this means:

approving development proposals that accord with the development without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or-
- specific policies in this Framework indicate development should be restricted.

The NPPF is underpinned by a set of core land-use planning principles, which include the requirement to:

“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.”

The Government’s commitment to encourage jobs and prosperity, via the planning system, is also reflected in the Framework: “Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”

In relation to airport growth, the NPPF promotes a collaborative approach to secure sustainable development: “Local authorities should work with neighbouring authorities and transport providers

to develop strategies for the provision of viable infrastructure to support sustainable development, including... transport investment necessary to support strategies for the growth of... airports.”

“When planning for... airports... plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy frameworks and the Government Framework for UK Aviation.”

Core Strategy Policy 1 (CS1) - The Spatial Strategy

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.
2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.
3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.
4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.
5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.
6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.
2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.

4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:

- i) The Tees Valley Metro;
- ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
- iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
- iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

5. Improvements to the road network will be required, as follows:

- i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
- ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
- iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
- iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.

3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.

4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.

5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.

6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.

7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
- _ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
- _ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
- _ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

9. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan Documents.

Core Strategy Policy 4 (CS4) - Economic Regeneration

1. A range of opportunities will be provided within the employment land portfolio to meet the requirement set out in the Regional Spatial Strategy, as follows:

- _ General Employment Land 255 hectares (ha)
- _ Key Employment Location (Wynyard) 70 ha
- _ Durham Tees Valley Airport 50 ha
- _ Land for Chemical and Steel Industries, up to 445 ha

2. The main locations for general employment land will be:

- _ Durham Lane Industrial Estate. 40 ha
- _ Belasis Technology Park 20 ha
- _ Teesside Industrial Estate 30 ha
- _ Urray Nook 20 ha
- _ Core Area 10 ha

3. Land for general employment uses will be released in phases as follows:

- a. 2004 - 2011 0 ha
- b. 2011 - 2016 60 ha
- c. 2016 - 2021 60 ha
- d. 2021 - 2024 40 ha

4. The target for the annual average development of all types of employment land is 13 hectares over the life of the Core Strategy.

5. To maximise opportunities for the delivery of the Regional Spatial Strategy requirements land will be safeguarded for chemical production and processing, subject to environmental constraints, in the following locations:

- a. North Tees Pools up to 100 ha
- b. Seal Sands up to 175 ha
- c. Billingham Chemical Complex up to 65 ha

If evidence comes forward that the Billingham Chemical Complex (formerly known as the ICI Process Park) is not suitable for these purposes, other specialist uses will be considered, such as reprocessing industries and biotechnology laboratories. These are also suitable locations for the installation of new, or expansion of existing potentially hazardous or polluting industries, although these will need to be sensitively and safely located.

6. Land will also be safeguarded on the north bank of the River Tees in the Haverton Hill and Port Clarence areas. Priority will be given to developments requiring a port or river-based site. No port or river based development will be permitted on, or on land immediately adjacent to, the North Tees Mudflat component of the Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest (SSSI).

7. Employment sites which are viable and attractive to the market will be protected from increasing pressure for redevelopment for alternative uses which may secure higher land values, for example housing.

8. Additionally, support will be given to:

- i) Suitable enterprises that require a rural location and which support the rural economy and contribute to rural diversification; ii) The establishment of new enterprises, particularly where related to existing industries, assisting them to evolve with advancing green technologies; iii) The expansion of research-based businesses associated with Durham University's Queen's Campus;
- iv) Growth in sustainable tourism, particularly in the following locations:
 - a. The River Tees as a leisure, recreation and water sports destination, with regard given to the protection and enhancement of the character of tranquil areas along the river corridor between the towns of Stockton and Yarm;
 - b. Preston Park;
 - c. Sites linked to the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution; and
 - d. Saltholme Nature Reserve.
- v) The creation of employment and training opportunities for residents by developers and employers.

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:

- i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.
- ii) Green wedges within the conurbation, including:
 - _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
 - _ Leven Valley between Yarm and Ingleby Barwick;

- _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
 - _ Stainsby Beck Valley, Thornaby;
 - _ Billingham Beck Valley;
 - _ Between North Billingham and Cowpen Lane Industrial Estate.
- iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

- i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
- ii) Tees Heritage Park.

8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

10. When redevelopment of previously developed land is proposed, assessments will be required to establish:

- _ the risks associated with previous contaminative uses;
- _ the biodiversity and geological conservation value; and
- _ the advantages of bringing land back into more beneficial use.

Saved Policy TR21 of the adopted Stockton on Tees Local Plan,

Planning permission may be granted at Teesside airport for B1 and B2 uses related to aviation or for the operational needs of the airport provided that:-

- (i.) the development does not harm the nature conservation interest of the area; and
- (ii.) substantial landscaping is incorporated to screen and integrate new development; and
- (iii.) it can be shown that the development would not give rise to an amount of traffic which would adversely affect the amenity of residents in nearby villages or Eaglescliffe.

Stockton-On-Tees Regeneration and Environment Local Plan

The Draft Regeneration and Environmental Local Plan (RELP) which provides site specific and general development management policies for the Borough. The RELP includes two policies of specific relevance to the Airport:

Draft Policy EMP1 (General Employment Land) proposes to allocate land for economic development, this includes 20 hectares at Southside.

Draft Policy EMP4 (Durham Tees Valley Airport) is a site-specific policy for the future development of DTVA and identifies that 50 ha of employment land are allocated for airport related uses and a further 20 ha is allocated for general employment land. The policy goes on to clarify that appropriate airport related uses include, operational infrastructure; terminal facilities; car park facilities; maintenance facilities; offices; warehousing/distribution; ancillary training centres and hotel accommodation. The policy also acknowledges that transport improvements will be supported to enable future aviation and economic growth at the airport, including "...road access to the Southside employment site taking into consideration of [sic] the public safety zone at the eastern end of the runway".

MATERIAL PLANNING CONSIDERATIONS

19. The main planning considerations with respect to this application are the principle of development, the impact on the character and appearance of the surrounding area and the impact on existing landscaping features. Other considerations include the impact on the amenity of neighbouring land users, the impact on highway and pedestrian safety, ecology and flooding issues and any other residual matters.

Principle of Development

20. The Southside Business Park has been a longstanding employment allocation within the adopted (and emerging) Development Plans for Stockton and benefits from an extant full planning permission for 176,900 sq. m of warehousing and distribution floorspace and in respect of the proposed B2/B8 employment unit (Plot 1 of the Southside Business Park), the extant permission grants consent for this building; however due to changes to the link road there has been some changes to the siting of Plot 1 and the alignment of the access. It is therefore considered that the principle for this development has been established by extant planning permission.

21. This application seeks permission for a first phase of building and would allow delivery of remaining phases in accordance with the extant permission. The main difference between what is now proposed and what has planning permission is the route of the access. This application seeks permission for an alternative access around the eastern end of the runway. The majority of this route is within the current operational boundary of the Airport. A small part of it is currently in use as agricultural land.

22. Policy CS4 of the Core Strategy identifies 50 ha of land at Durham Tees Valley Airport for airport related uses. This position is also echoed in saved Local Plan policy TR21, although the policy relates generally to the northern side of the airport.

23. Policy CS4 also sets out a requirement for 255 hectares of general employment land, as set out in the Regional Spatial Strategy (RSS). The approach taken in CS4 was not to repeat policies in the RSS, one of which identified that 20 hectares of the 255 hectares of general employment land would be at Durham Tees Valley Airport.

24. The proposal also broadly accords with policy EMP4 of the emerging Regeneration and Environment LDD supports the Southside development proposal previously agreed in the area. The policy has regard to the Durham Tees Valley Airport Masterplan and specifically references the 20 ha of general employment land at the site, as well as supporting transport improvements, and an improved access to the Southside development, taking into consideration the public safety zone at the eastern end of the runway.

25. This emerging policy is a material consideration in the decision making process with paragraph 216 of the NPPF allowing weight to be given to emerging policies. Whilst there are a number of objections to the policy, that these can be considered insignificant as this element of the policy adopts an approach already set out in the established planning permission.

26. Given the above policy position and the established fall-back position for the site, it is considered that the proposed employment development is in accordance with the Development Plan.

Site characteristics, detailed design and relationship and impact on existing development

27. The proposed link road and the employment unit have been designed, taking into account the constraints of the site and the surroundings. The Airport is located on a lowland plateau in an area of landscape character that is undistinguished, open, and of ordinary landscape quality. The proposed link road and employment unit will take place within the existing visual envelope of the Airport and will respect the developed nature of the airport site.

28. Furthermore, the proposed employment unit is consistent with the extant Southside Business Park planning permission. The scheme will result in some minor revisions to this consented building. It will also incorporate the landscaped bund to the southern and western edges to help screen the development (as approved by the previous consent).

29. The Council's Landscape Architect has considered the proposal and concluded that the proposed development will not harm visual amenity and landscape character.

30. The proposed development would result in the change of use of agricultural land to form part of the operational airport. This land is not considered to be the best and most versatile agricultural land and it is noted that the quantum of agricultural land lost by virtue of the new link road is less than the land take of the extant link road which extended to the east across arable farm land.

Aviation Safety

31. There is a regulatory framework within which all international airports must operate. The primary regulator is the Civil Aviation Authority (CAA) which is responsible for all aspects of safety in relation to airport operations. The proposed link road and employment unit have been designed with regard to this regulatory framework. In particular, the siting of the road has been designed to maintain all necessary offset to maintain the operation of the airport and its safety. The proposed employment unit will be adjacent to the existing radar system. Accordingly, the height of the building has been designed to ensure that the development safeguards the radar and does not affect the safe and efficient operation of the Airport. The CAA has been consulted on the application and has raised no comments.

Means of Access, Parking and Traffic Issues

32. The applicant has submitted a Transport Assessment (TA), in support of the application, to demonstrate that changes to the access arrangements would not have an adverse effect on the highway network when compared to the previously consented approvals.

33. The TA also takes account of the traffic generation associated with the proposed new commercial premises for B2/B8 purposes. The impact of the proposed changes demonstrate a substantial reduction on the surrounding road network (approximately 65%) and this has been assessed at the following locations:

1) Estate road roundabout - 4 arm roundabout at the junction of Mill Lane, The Estate Road, St Georges Way and Yarm Road.

2) A67 roundabout - 4 arm roundabout at the junction of Mill Lane (north and south), and the A67 (east and west).

34. The results provided, within the TA, show that the impact of the proposed changes are acceptable as they can be accommodated at the junctions identified above and that both junctions continue to operate within capacity. Details of the proposed capacity of the internal link road have also been provided within the TA and this is considered acceptable.

35. The traffic analyses provided and comparisons with the extant consents have demonstrated that:

- The proposed internal link road can accommodate the Southside consent, and can therefore become the access route, replacing the remote consented new junction on the A67;
- The specific implications of the Application's single B2/B8 building requires no off site highway works;
- The existing local highway network can accommodate the combined Application and Northside considerations; and
- There are no material off-AMPA adverse traffic impact considerations.

36. The proposed site sits within the wider DTVA Master Plan Area (AMPA) and as such will benefit from good facilities for walk and cycle trips which will provide access to Northside which includes the Service Centre. The AMPA is connected to National Cycle route 14 via Yarm Road and advisory routes also connect the AMPA with Middleton St George and Dinsdale Railway Station. The AMPA is currently served by the number 12 bus service, which provides access to Darlington Railway Station and the wider bus network. The Highways, Transport and Environment Manager therefore considers the proposed development, when considered within the context of the wider AMPA, to be acceptable.

Flood Risk, Ecology and Nature Conservation

37. A Flood Risk Assessment accompanies the application and identified that the application site is located in Flood Zone 1, the zone of lowest flood risk. The assessment explains that surface water runoff from the northern extent of the link road will drain to a new pumping station and will then be pumped to an existing outfall; whilst water on the southern extent of the link road and the employment unit will drain via a gravity system into the drainage ditch system. This is largely in accordance with the drainage strategy approved under the extant permission for Southside Business Park.

38. It is concluded that the proposed development is located in an appropriate area for the proposed link road and employment unit which is not at risk of flooding. The Environment Agency, NWL and the Council's Surface Water Management Team have no objection to the proposal subject to an appropriate controlling condition.

39. An Ecological Appraisal of the land which is not already subject to planning permission for development (i.e. the route of the proposed link road) has been undertaken and submitted as part of the planning application. As the site of the proposed employment building already has planning permission, and ecological considerations were taken into account as part of that permission, it is not necessary to reconsider this matter as part of the current planning application.

40. The assessment has identified that the current proposal will result in the development of 2.03 ha of unimproved grassland which is not subject to the extant Southside permission and is of county ecology and nature conservation value. It is recognised that this impact is unavoidable in achieving an access which links the Northside and Southside. As such, consideration has been given to mitigate this loss.

41. There is an opportunity within the application site to set aside land on which grassland habitats could be created. This would provide mitigation and as the land would be incorporated within the Airport boundary it could be managed as part of the wider areas of Airport grassland which already exist alongside the runway and taxiways.

42. Accordingly, this application includes an area of compensatory habitat on adjacent arable farmland. This land allows not only for like-for-like replacement of the impacted grassland but for an overall net increase in the grassland habitat; ensuring a gain in biodiversity. The detailed specification of the habitat mitigation is subject to a condition.

43. The assessment has also confirmed that there are no protected species on the site; in particular an DNA survey has established that there are no water bodies on or adjacent to the site which could be suitable for Great Crested Newts.

44. The development is therefore consistent with the provisions of the extant planning permission and Natural England has examined the proposal and advises that the proposal is unlikely to have an adverse effect on protected species. Tees Valley Wildlife Trust initially objected to the proposal but has withdrawn their objection subject to the habitat mitigation condition. The application has also been assessed by the Darlington Borough Council Ecologist who is also satisfied with the proposed mitigation and controlling condition.

Other Matters

45. A Noise Assessment of the proposed development has been undertaken and has considered how noise from the proposed development will affect the existing environment, and how future noise from the Airport (including its Master Plan proposals) and local road traffic affects sensitive receptors within the proposed development. In particular, regard has been given to the implications of the link road and employment unit on the proposed residential uses on Northside which are set out in the Master Plan.

46. The noise assessment has acknowledged that the forecast road traffic from Southside will be significant. However, these flows will not occur initially and will relate to delivery of the entire development in the Master Plan – the proposed development only includes the first phase of the wider Southside development. In any case, it is clear that the new link road, which will divert traffic past the proposed residential development (as set out in the Master Plan) on Northside, will not prejudice the achievement of all necessary internal and outdoor noise standards to ensure the amenity of future occupiers.

47. In these circumstances, it is concluded that no existing or predicted noise issues arise from the proposals. The Environmental Health Unit has considered the proposals and raises no objection.

48. An Air Quality Assessment of the proposed development has been undertaken and assessed the effects of increased traffic on the local roads resulting from the proposed development and the proposed mixed use development on Northside (as set out in the Master Plan). The assessment has also considered the impacts to new residential properties arising from emissions from the Airport.

49. The operational impacts of increased traffic emissions arising from the additional traffic on local roads due to the proposed developments have been assessed. The impacts of local traffic and airport sources on the air quality for future occupiers of the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. The Environmental Health Unit has considered the proposal and raised no objection.

50. The application is supported by a Cultural Heritage Technical Note which identified that the site includes the levelled remains of former medieval ridge and furrow. Notwithstanding this, the assessment has explained that this feature is of low significance given that the remains are denuded and are set in a context of a modern airfield. Furthermore, wider geophysical surveys have not revealed any geophysical anomalies that could be archaeological in origin. The note has also highlights that there are some surviving WWII remains within the application site. The assessment has concluded that the development will protect the significance, setting and legibility of the surviving elements of the non-designated WWII remains.

51. Tees Archaeology has considered the proposal and raises no objection subject to appropriate controlling condition.

CONCLUSION

52. Overall the nature and scale of the development is acceptable and access is satisfactory and accords with the development policies and the National Planning Policy Framework. It is considered that the proposal will enhance the role of the airport as an economic driver in the Tees Valley area with employment creation and investment implications and it is recommended that the application be Approved with Conditions for the reasons specified above.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052**

WARD AND WARD COUNCILLORS

Ward	Eaglescliffe
Ward Councillor	Councillor Phillip Dennis
Ward	Eaglescliffe
Ward Councillor	Councillor Stefan Houghton
Ward	Eaglescliffe
Ward Councillor	Councillor Laura Tunney

IMPLICATIONS

Financial Implications:

Stockton on Tees Borough Council together with the other local authorities in the Tees Valley are minority shareholders in the airport. Any increase in the usage of the airport may have a financial implication on the value of the shareholding.

Environmental Implications:

As per 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:

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010

Regeneration and Environment Local Plan – Publication February 2015.