

DELEGATED

AGENDA NO

PLANNING COMMITTEE

21 May 2021

**REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

20/2481/EIS

**Land North Of Wynyard Business Park, North Chapell Lane, Wynyard
Erection of a class B8 storage and distribution unit with ancillary offices, parking, servicing,
landscaping and formation of new access roads plus associated ancillary works.**

SUMMARY

The proposed development is for a Use Class B8 storage and distribution warehouse, with associated parking and access.

The majority of the application site lies within an area designated in the Adopted Stockton Local Plan for general employment use. Policy EG1(c) identifies 37ha of land at Wynyard as a high quality strategic inward investment location for office (B1 Use Class) manufacturing and engineering (B2 Use Class) and logistics use (B8 Use Class) providing opportunities for major employers to locate in the Tees Valley. The development of a distribution centre therefore would be in accordance with this policy.

Outline planning permission was granted in December 1994 to One NorthEast for the development of an electronic components park on agricultural land to the north west of the A689 and A19 junction (Ref 94/2143/P). This included the majority of the application site (excluding the second access road). Since this permission a series of applications for full and reserved matters permissions have been granted.

A secondary point of access is also proposed to the north of the site and will adjoin the existing access road which provides vehicular access for the existing industrial units to the west of the site on Glenarm Road. This access point has been proposed in line with feedback from prospective occupiers to provide a dedicated second means of access which can be primarily used by staff. This allows segregation of HGVs (to access from Chapel Road North) and cars thereby enhancing the safe operation of the site. It will also provide a secondary route of access and egress in the event of a blockage within the site, or within the wider Wynyard Business Park.

The Wynyard Masterplan, adopted in November 2019, was prepared in support of Local Plan policy H3 'Wynyard Sustainable Settlement'. Its purpose is to provide a comprehensive approach to the delivery of the Local Plan allocations in both Stockton and Hartlepool, guiding future development to deliver the vision for a sustainable settlement at Wynyard.

The proposed secondary access road would be utilised as a staff access to the development with all HGV movements associated with the development accessing the site from the Wynyard Avenue / A689 junction via the existing business park. The alignment of the proposed road is broadly in accordance with the agreed Masterplan for Wynyard therefore the principle of a new road in this location, which would serve both the proposed B8 unit and future housing development within the

Wynyard Park area, has already been established and agreed. The road is designed in accordance with the street hierarchy set out in the masterplan and the landscape strategy for the road ensures compliance with placemaking aspects of the masterplan. Furthermore, it is considered that the secondary access will deliver the necessary infrastructure required to bring future residential parcels forward, therefore meeting both the connectivity objectives of the masterplan and the housing delivery needs of the local plan allocation.

The Highways Transport and Design Manager and Highways England have fully considered the proposal and raise no objection subject to appropriate controlling conditions.

The applicant has provided figures indicating the proposed development will have a substantial beneficial effect on the local economy and create in excess of 1000 jobs which is a significant material consideration.

Other key material planning considerations in relation to this application including the potential impact on the landscape, heritage, ecology, flood risk, highway safety matters; impact on neighbouring properties and other impacts of the proposal have been fully considered against national and local planning guidance and the development as proposed is considered to be in line with general planning policies set out in the Development Plan. It is considered that there are no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission in this case and the application is therefore recommended for approval with conditions as set out below.

RECOMMENDATION

That planning application 20/2481/EIS be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below;

Time Limit

- 01 The development hereby permitted shall be begun before the expiration of Three years from the date of this permission.

Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

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

Plan Reference Number	Date Received
NCL2-ARC-SW-XX-SK-AR-9003-S2-01	16 March 2021
STO-ARC-SW-XX-DR-AR-0001-S2-06	6 November 2020
STO-ARC-GH-ZZ-DR-AR-0011-S2-01	26 October 2020
STO-ARC-KI-ZZ-DR-AR-0013-S2-01	26 October 2020
STO-ARC-SW-XX-DR-AR-0002-S2-08	26 October 2020
STO-ARC-SW-XX-DR-AR-0004-S2-05	26 October 2020
STO-ARC-SW-XX-DR-AR-0005-S2-05	26 October 2020
STO-ARC-SW-XX-DR-AR-0006-S2-04	26 October 2020
STO-ARC-SW-XX-DR-AR-0007-S2-01	26 October 2020
STO-ARC-SW-XX-DR-CE-0014-01	26 October 2020
STO-ARC-SW-XX-DR-HE-0001	26 October 2020
STO-ARC-SW-XX-DR-HE-0002	26 October 2020

STO-ARC-SW-XX-DR-HE-0003.	26 October 2020
STO-ARC-SW-XX-DR-HE-0004.	26 October 2020
STO-ARC-SW-ZZ-DR-CE-0010-01	26 October 2020
STO-ARC-SW-ZZ-DR-CE-0011-01	26 October 2020
STO-ARC-SW-ZZ-DR-CE-0012-01	26 October 2020
STO-ARC-SW-ZZ-DR-CE-0013-01	26 October 2020
STO-ARC-XX-XX-DR-AR-0010-S2-02	26 October 2020
STO-ARC-ZZ-ZZ-DR-AR-3001-S2 Revision 03	26 October 2020
STO-ARC-ZZ-ZZ-DR-AR-4001-S2 Revision 03	26 October 2020
STO-ARC-ZZ-P1-DR-AR-1001-S2 REV 04	10 November 2020
STO-ARC-ZZ-P2-DR-AR-1002-S2 REV 02	10 November 2020
STO-ARC-ZZ-P3-DR-AR-1003-S2 REV 02	10 November 2020
STO-ARC-ZZ-P4-DR-AR-1004-S2 REV 02	10 November 2020
STO-ARC-ZZ-RF-DR-AR-1005-S2 REV 02	10 November 2020
STO-ARC-SW-XX-DR-HE-0005 Revision 02	4 December 2020

Reason: To define the consent.

Phasing

- 03 The development shall be carried out in accordance with the phasing plan [Ref STO-ARC-SW-XX-SK-AR-9003-S2 Rev 1] unless otherwise subsequently updated and first approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive, phased and co-ordinated approach to the site development to accord with the aims and objectives of the NPPF.

Unexpected Land Contamination

- 04 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, 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 prior to resumption of the works. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted in writing and approval by the Local Planning Authority.

Reason: Unexpected contamination may exist at the site which may pose a risk to human health and controlled waters

Construction Environment Management Plan (CEMP)

- 05 The development shall be carried out in accordance with the submitted Construction Environment Management Plan (CEMP) (reference: Land north of Wynyard Business Park, ISG, Rev 02 – 04/2021).

Reason : In the interest of highway safety and of protecting the amenities of the surrounding area and to prevent deterioration of the water bodies on site (North Burn from Source to Claxton Beck B103025072540) which for clarity includes the North Burn to the western boundary of the site and the unnamed tributary which traverses the development site.

Phase 1 LEMP

- 06 The approved Landscape and Ecological Management Plan (LEMP) (Ref LF-20-07, April 2021) for the Phase 1 area shall be fully implemented and adhered to throughout the construction period relating to that phase of the development, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason: In compliance with the requirements of the NPPF.

Phase 2 LEMP

- 07 Notwithstanding the submitted information, no development shall take place on the phase 2 area of the development until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the Local Planning Authority relevant to that area. The approved LEMP shall be adhered to throughout the construction period relating to that element of the development and shall provide details how the protected or otherwise notable species and habitats on site will be protected throughout the construction works. The LEMP and mitigation measures shall be fully implemented and adhered to as approved, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason: In compliance with the requirements of the NPPF.

Working Hours

- 08 External works in connection with the construction of the development shall be carried out only between 0700 hours and 2100 hours on Mondays to Fridays, only between 0800 hours and 1700 hours on Saturdays and there should be no audible intrusive works at any time on Sundays, Bank Holidays or Public Holidays.

Deliveries should be undertaken between 0800 hours and 1800 hours Monday to Saturday where reasonably possible.

Reason: To safeguard the amenities of nearby residents in accordance with the NPPF.

Noise Disturbance from New Plant

- 09 Noise levels will not exceed 55 dB LAeq(1 hr) during the daytime (07:00 – 23:00); or 45 dB LAeq(1 hr) during the night-time (23:00 – 07:00); or 60 dB LAmax(15 mins) during the night-time (23:00 – 07:00) as determined by measurement or calculation at free field locations representing facades of nearby residential dwellings.

Reason: In the interest of the amenity of adjacent properties and to accord with the NPPF.

Tree Protection

- 10 The approved Tree Protection Measures (Ref: FPCR, Arboricultural Method Statement Rev 2, February 2021) shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

Reason: To protect the all existing trees and hedges on and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.

Landscaping

- 11 Prior to occupation a fully detailed scheme for the landscaping of the site should be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details and proposed timing of hard landscaping, all existing trees and hedges to be retained, ground preparation and planting plans noting the species, plant sizes and planting densities for all new planting. The landscaping scheme shall be

implemented in accordance with the approved details within the first available planting season following the approval of details.

Reason: To ensure that a well laid out planting scheme is achieved in the interests of the visual amenity of the area.

Soft Landscape Management and Maintenance

- 12 Prior to occupation full details of proposed soft landscape management shall be submitted to and approved in writing by the Local Planning Authority.

The soft landscape management plan shall include, long term design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, (other than small privately owned domestic gardens), maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

Implementation of FRA

- 13 The development shall be carried out in accordance with the submitted flood risk assessment (ref Land North Of Wynyard Business Park Flood Risk and Drainage Risk Assessment October 2020) and the following mitigation measures it details:
- The proposed development shall not be built within flood zone 3 or flood zone 2 as outlined in Section 10.5 of Wynyard Distribution Centre, Volume 1: Environmental Statement (October 2020) Non-Technical Summary December 2020, Section 5.1.1 of Land North Of Wynyard Business Park Flood Risk and Drainage Risk Assessment October 2020
 - Finished floor levels shall be set no lower than 34.50 metres above Ordnance Datum (AOD) as outline in Section 2.2.2 of Land North of Wynyard Business Park Addendum to Flood Risk Assessment December 2020.
- These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere in accordance with paragraph 163 of the NPPF.

Travel Plan

- 14 Prior to occupation of the building hereby approved the owner and/or the occupier of the building shall submit a user specific travel plan to the Local Planning Authority for written approval. The user specific travel plan should control the management of the site during

operation from a traffic management and sustainable travel choices perspective. This should also include measures associated with the demand-led bus service for employees.

Evidence of each travel plans implementation over a minimum period of 12 months from first implementation shall be submitted to and approved in writing by the Local Planning Authority prior to formally discharging the condition.

Each travel plan shall be in place for the full time the end user occupies either part or all of the buildings hereby approved. The Travel Plan shall be implemented in accordance with the approved details or any changes made under the review process.

Reason: To promote sustainable travel choices to accord with the NPPF.

Cycle Parking

- 15 No cycle parking facilities shall be provided on the development until a scheme for the provision of cycle parking facilities has been submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall include :
- secure cycle parking provision for visitors
 - secure and weatherproof cycle parking provision for staff
 - secure motor cycle parking for staff and visitors. The cycle parking facilities approved shall be provided in accordance with the approved details prior to the building being occupied and be retained thereafter.

Reason: In order to ensure adequate provision for cyclists in accordance with the NPPF.

Lighting Phase 1

- 16 The external lighting within the Phase 1 area shall be implemented in accordance with the external lighting details set out in Appendix 2 of the Wynyard Distribution Centre Supplementary Environmental Statement (December 2020) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure an appropriate form of development in the interest of good design, residential amenity and ecology to accord with the NPPF.

Lighting Phase 2

- 17 No external lighting shall be provided on Phase 2 of the development until details of the number, type, position, design, dimensions and lighting levels of the lighting has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the external lighting at the site shall be implemented in accordance with the external lighting details approved.

Reason: To ensure an appropriate form of development in the interest of good design, residential amenity and ecology to accord with the NPPF.

Flood Warning

- 18 Prior to construction works commencing in the vicinity of the North Burn the contractor must be signed up to the EA flood warning and alerts service and an Emergency Evacuation Plan, is to be submitted to and approved in writing by the LPA, which will include evacuation routes and cluster points to be used in the event of a significant flood event during construction.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

Piling

- 19 All piling activities shall be carried out in accordance with (and adherence to any measures as required) the Piling Risk Assessment (ref 7-4.1 KF F2 CFA Work Package Plan, Rev 1) approved as part of this development.

Reason: To enable the Local Planning Authority to control details of the proposed development in the interests of the amenities of the area.

Drainage

- 20 The development hereby approved shall not be commenced on site except piling, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- Detailed design of the surface water management system;
- A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- A management plan detailing how surface water runoff from the site will be managed during the construction phase;

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, in accordance with the Local Plan Policies SD5 & ENV4 and the National Planning Policy Framework.

Drainage Management Plan

- 21 Prior to the building being occupied a Drainage Management Plan (including the SuDs features) shall be submitted to and approved in writing by the Local Planning Authority. The Drainage Management Plan shall include :
- (a) confirmation of who will be responsible for the maintenance of the drainage system
 - (b) description of the system and how each element is expected to work
 - (c) management objectives for the site
 - (d) inspection and maintenance schedules and specification
 - (e) confirmation of maintenance access points, easements and outfalls
 - (f) health and safety guidance for maintainers of drainage and landscape, and also utility companies.

The drainage scheme including SUDS features shall be managed and maintained in accordance with the Drainage Management Plan as approved.

Reason: To ensure to correct functioning of the drainage system for the lifetime of the development and to prevent the increased risk of flooding and pollution of the water environment in accordance with the NPPF.

Off-site pedestrian and cycle linkages

- 22 The occupation of the development authorised by this permission shall not begin until:
- a. the local planning authority has approved in writing a full scheme of works for the provision of an improved pedestrian and cycle link between the application site and the A19/A689 junction and Hanzard Drive/Glenarm Road.
 - b. the approved works have been completed in accordance with the local planning authority's written approval and have been certified in writing as complete on behalf of the local planning authority; unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

Reason: To promote sustainable travel choices to accord with the NPPF and policies ...

Materials

- 23 No development above damp proof course level shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area.

Secondary Access Route

- 24 The detailed design of the secondary access route and the design of the Glenarm Road / Hanzard Avenue roundabout shall be submitted to and approved in writing by the local planning authority prior to the construction of the road commencing (excluding site clearance and enabling work). Thereafter construction of the road shall be carried out in accordance with the approved details and prior to the building hereby approved being occupied.

Reason: In the interest of amenity and highway safety.

Operational Management Plan

- 25 No building hereby approved shall be occupied until an Operational Management Plan for that building has been submitted to and approved in writing by the Local Planning Authority. Each Operational Management Plan shall specify the proposed shift patterns and predicted trip generation for the building giving full consideration to the figures within the Transport Assessment which have been assessed and accepted. All buildings within the site shall operate in accordance with the approved Operational Management Plan. No deviation shall be made from the approved Operational Management Plans, including the shift patterns, without the prior written approval of the Local Planning Authority.

Reason In the interest of highway safety and the free flow of traffic in accordance with the NPPF.

Use of Building

- 26 The development hereby approved shall only be used/occupied for the B8 storage and distribution of the Town & Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and for no other purpose.

Reason: To ensure that the primary function of the site is for B8 in accordance with the NPPF.

Scheme for in-culvert mitigations

- 27 Prior to culverting and realignment of the unnamed tributary of the North Burn, a scheme for in-culvert mitigation in respect to loss of riparian habitat and barriers to fish and eel shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include the following:
- Details of bankside vegetation planting to be reinstated at the culvert entrance and exit;
 - Details of resting pools for fish.
 - Finalised plans for the culvert.

These mitigation measures shall be fully implemented in accordance with the scheme's timing/phasing arrangements.

Reason: The proposal would realign and culvert up to 300m of a monitored WFD watercourse. It is considered that this proposal would cause a deterioration in ecological

status, in respect to morphological, fish and biological elements, if adequate mitigation and compensation is not secured. The application acknowledges that there is the potential for fish and eel to use the unnamed tributary and that the culverting of the watercourse would therefore have a potential to cause a barrier to fish and eel migration.

Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 states that local planning authorities must have regard to biodiversity conservation. Any obstructions to fish and eel migration must be avoided as stated in both the Salmon and Freshwater Fisheries Act (1975) and the European Eel Regulations (2009). The North Burn from Source to Claxton Beck is currently failing in respect to fish with an overall status of bad in 2019.

Scheme for compensation and enhancement of downstream reach of tributary.

28 Prior to occupation of the development, a scheme for the provision of compensatory habitat and enhanced habitat creation shall be submitted to, and agreed in writing by, the local planning authority. The scheme shall include the following:

- Details of any new and enhanced habitat created
- Geomorphological considerations such as the riparian habitat, connectivity to functional floodplain and no net loss of river units

The scheme shall be implemented in accordance with the approved scheme's timing/phasing arrangements.

Reason: The proposal would realign and culvert up to 300m of a monitored WFD watercourse. It is considered that this proposal would cause a deterioration in ecological status, in respect to morphological, fish and biological elements, if adequate mitigation and compensation is not secured. Without this condition, we would object to the proposal because it cannot be guaranteed that the development would adequately compensate for the harms of the development and that it would not result in significant harm to morphological processes of the channel.

The WFD Screening Report notes that riparian zone of the tributary would be impacted by the realignment and culverting works and that compensation for this is proposed. Further, this states that mitigation measures could facilitate the improvements of WFD status through net gain biodiversity measures on the stretch of natural open channel of the unnamed tributary downstream of the proposed culvert. This land is within the ownership of the applicant therefore is an achievable solution however we would seek to secure this.

Post-construction monitoring and maintenance plan.

29 Prior to occupation of the proposed development, details of the monitoring and maintenance of the compensatory habitat scheme is to be submitted to and approved in writing by, the local planning authority. The post-construction monitoring plan shall include:

- Functional riparian habitat monitoring.
- Geomorphological monitoring

The monitoring and reporting shall be carried out by qualified persons. Thereafter, the development shall be implemented in accordance with the approved scheme and any defects within the monitoring will be rectified as per the maintenance plan.

Reason: The above condition will secure the benefits of the compensatory habitat in the long term. Development that impacts upon waterbodies may severely affect their value and quality. The National Planning Policy Framework (paragraph 175) states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Energy Statement

- 30 The development hereby approved, shall be built out in full accordance with the recommendations of the Energy statement and LZC Report Revision 01 dated January 2020.

Reason: In compliance with the requirements of policy ENV1 of the Local Plan and the NPPF.

Foul Disposal

- 31 Development shall not commence except piling until a detailed scheme for the disposal of foul water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

Construction Management Plan

- 32 Each phase of the development shall be implemented in accordance with a correctly referenced, approved Construction Management Plan (CMP), including revision reference and date, measures for that phase of the development.

Reason: To ensure that during that the A19 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of highway safety.

Service Management Plan

- 33 No building hereby approved shall be occupied until a servicing management plan for that building has been submitted to and approved in writing by the Local Planning Authority. The servicing management plan shall provide a strategy on how the use of the servicing areas together with the individual access points will be utilised to manage inbound HGV movements to minimise the impact on the local highway. All buildings within the site shall operate in accordance with the servicing management plan approved as part of this condition.

Reason: To ensure that during that the A19 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of highway safety.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by gaining additional information required to assess the scheme and by the identification and imposition of appropriate planning conditions.

Informative: Northern Gas Networks

There may be apparatus in the area that may be at risk during construction works and NGN require the promoter of these works to contact NGN directly to discuss their requirements in detail. Should diversionary works be required these will be fully chargeable.

Informative: NWL

We can inform you that a water main stub crosses the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus. We will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site. For further information is available at <https://www.nwl.co.uk/services/developers/>

Informative: Code of Practice

All materials re-used or imported to site should follow the CL:AIRE Code of Practice (CoP) and Aggregate quality protocols to include an approved Material Management Plan (MMP). No material other than those classified as inert should be brought onto site and are subject to these protocols. Any materials re-used on site must also be subject to WAC testing. Appropriate PPE for construction personnel and due regard to be taken for the possibility of asbestos on site.

Informative: Cleveland Fire Brigade

Cleveland Fire Brigade is fully committed to the installation of Automatic Fire Suppression Systems (AFSS) in all premises where their inclusion will support fire safety, we therefore recommend that as part of the submission the client consider the installation of sprinklers or a suitable alternative AFS system

Informative: Environment Agency

We do note that loss of bankside habitat is proposed to be captured in the net gain measures. It is not our remit to require biodiversity net gains (BNG) from a proposal although we will always support applications that do this. In review of the BNG assessment, we have noted that the assessment states that there would be no loss of river units which is not the case. It does not appear the unnamed tributary has been included in this quantification and within the section "A-2 Site Habitat Creation" no river habitats are proposed, which I appreciate may need to be updated. The quantification of the North Burn of 7.73 units appears to have been based on the assessment in the ES and not on MoRPH.

If adopting this approach and seeking to use the net gain metric to inform compensation, the applicant will need to consider the loss of the unnamed tributary through the metric and understand what needs to be compensated for and show, where possible, net gains can be achieved. This assessment will need to be carried out prior to works to the watercourse to act as a baseline.

For geomorphological monitoring, we recommend that yearly inspections are undertaken for a period of 5 years, with defined actions and responsibilities. It is recommended to include seasonal monitoring, fixed point and after significant rainfall or flooding events.

Informative: LLFA

No works can be undertaken on the ordinary Watercourse until the ongoing Land Drainage Consent application has been determined by the Lead Local Flood Authority.

The CIRIA SuDS Manual states that the maximum water depth for 1 in 100-year event is 1m and the LLFA will not accept any deviation from this standard.

HEADS OF TERMS

1. To enter into a Local Employment and Training Agreement.

BACKGROUND

1. Outline planning permission was granted by Stockton Borough Council in December 1994 to One NorthEast for the development of an electronic components park on agricultural land to the

north west of the A689 and A19 junction, known as Annigate (Ref 94/2143/P). This included the majority of the application site (excluding the second access road).

2. The masterplan that accompanied the application showed the creation of 227,200 sqm of floorspace across the site (see Figure 2.2). Stage 1 envisaged 12,000 sqm of office space and two production buildings of 5,200 sqm and 10,000 sqm respectively. Stage 2 showed two large production buildings of 100,000 sqm each whilst stage 3 indicated a series of six undefined buildings with a combined area of 200,000 sqm that could provide future expansion. The masterplan also proposed the creation of a new access from the A19.
3. The site extended into Hartlepool and so a similar permission was obtained from Hartlepool Borough Council.
4. In order to keep both permissions alive, new applications were submitted in 1999 to both authorities (Ref 99/1907/P in Stockton) and approved in 2000 varying the original permissions to allow an additional 10 years for the submission of reserved matters. Various permissions were subsequently granted on the southern section of the site, including for Samsung Ltd. However, following the closure of Samsung Ltd in 2004, an application for planning permission made under section 73 (Ref 04/2600/FUL) was approved in April 2005 which allowed the rewording of condition 1 on the original permission (Ref 99/1907/P) which restricted development to activities related to electronic components. The restriction was retained for B2 uses but removed for B1 and B8 uses.
5. Since the 2005 permission a series of applications for full and reserved matters permissions have been granted including application 05/2777/CPE, which was submitted to address a potential legal argument that the varied permission only applied to new development and not to existing uses. The application was approved on the basis that *“the applicant has satisfactorily demonstrated that the proposed development has an open (as distinct from restricted) first occupation of B1 or B8 uses and a restricted occupation for new B2 uses which is limited to the manufacture of electronic components and products only.”*
6. In June 2008 application 08/0537/REM was approved, which granted reserved matters consent for business park development pursuant to the 04/2600/FUL outline consent. This RM application provided phasing plans demonstrating how a total of 29,429sqm could be provided across the site, made up of 17,279sqm office space and 12,150sqm industrial space within a total of 39 separate units.

SITE AND SURROUNDINGS

7. The site covers an area of 34.5 hectares located directly to the north of Wynyard Business Park, just over a mile to the east of Wynyard and about 3 miles to the north west of the town of Billingham. The main site is roughly triangular in nature, is undeveloped and consists primarily of arable fields intersected by hedgerows. There is an existing road access to the site entrance from the wider Wynyard Business Park and an unmade track that extends into the site in a northwards direction for approximately 150 metres before ending. The main site is bound by Wynyard Business Park to the south, Whinny Moor Plantation to the west and north, and North Burn to the east. A small tributary to North Burn also runs on an east-west alignment in the south of the site.
8. The development also includes the creation of a secondary access. The secondary access route will run through Whinny Moor Plantation before heading in a south/westerly direction through land that is currently being developed for housing and connecting to the existing Glenarm Road that serves existing business units.
9. Hanzard Drive, Glenarm Road, Wynyard Avenue and North Chapell Lane have all been constructed to adoptable standards but the adoption process is not yet complete. Therefore,

whilst no works are proposed to Glenarm Road or along the line of Hanzard Drive these stretches of highway have been included with the application site in order to demonstrate the existence of a vehicular link between the development site and the currently adopted highway.

10. Access into the site is currently from Wynyard Avenue, which forms an access spine road through Wynyard Business Park and meets a roundabout on Coal Lane (the A689). The A689 then joins the A19 at a further roundabout junction approximately 500 metres south east, and Junction 60 of the A1(M) some 14km to the west.
11. The site predominantly has a Grade 3b agricultural land classification with small areas of Grade 4 land. Grade 3b land is moderate quality agricultural land that is capable of producing moderate yields of a narrow range of crops or high yields of grass. Grade 4 land is poor quality agricultural land. Best and most versatile agricultural land that is most productive and fertile falls into Grades 1, 2 and 3a. Grade 3b and 4 land is most common, accounting for about half of agricultural land in England and Wales.
12. Most of the site is within Flood Zone 1 and has a low probability of flooding. Land that follows the eastern site boundary (which follows the alignment of North Burn) is within Flood Zone 3 and has a high probability of flooding. The Flood Map for Planning shows that this does not extend far into the site and is limited to land either side of the Burn.
13. The overall topography of the main site falls from west to east, with significant level differences. A woodland plantation bounds the entirety of the western boundary of the proposed site and adjacent business park and creates a natural screen between the main site and the residential development area that lies beyond. To the east of the Whinny Moor Plantation is Wynyard Park which is a smaller business park and an area under construction for housing. Within the Whinny Moor Plantation, directly to the west of the northern edge of the site, there is an electricity sub-station.
14. Wynyard village is located to the south west of the site, on the southern side of the A689, which mainly comprises executive homes as well as a care home and a primary school. To the east of the village there is a golf course and Wynyard Hall and Gardens.
15. There are no ecological designations on the site, however, it is within the Impact Risk Zone of Teesmouth and Cleveland Coast Site of Special Scientific Interest ('SSSI'), which is around 3.3km east of the site. Parts of the Teesmouth and Cleveland Coast are also designated as a Ramsar site, a Special Area of Conservation (SAC) and Special Protection Area ('SPA'); these designations are approximately 3.9km to the east of the site at their closest point.
16. There are three Local Nature Reserves ('LNRs') within 5km of the site: Cowpen Bewley Woodland Country Park LNR (2.5km south east); Billingham Beck Valley LNR (3.5km south) Charlton's Pond LNR (4km south east); and Thorpe Wood LNR (4km south west).
17. Approximately 200 metres north of the site, on the opposite side of North Burn, land is designated as a Scheduled Monument, known as "Medieval farmstead and irregular open field system at High Burntoft Farm".
18. Wynyard Park is a Grade II* Registered Park and Garden located approximately 1.7km to the south west of the site. The designation covers c.308 hectares and also includes a number of Grade II and Grade II* listed buildings.
19. The closest listed building to the site is located around 1.1km to the south east of the site, beyond the A19 and the A689. This Grade II listed building is located at 48 Durham Road, Wolviston, however there are also many other Grade II listed buildings and a Grade II* listed building within the village.

20. The nearest Conservation Area is the Wolviston Conservation Area located approximately 1km south east of the site on the other side of A19 and the A689.

PROPOSAL

21. The storage and distribution warehouse will provide approximately 187,000 sq m (GIA) of floorspace in a four-storey building with a footprint of around 50,800 sq m. The building, which will be just under 23 metres in height, will be of modern design, clad in a palette of greys and will incorporate the latest design specifications for energy efficiency and the use of sustainable resources. It will be similar in design and character to existing commercial buildings in the adjacent Wynyard Business Park. Other ancillary buildings within the site provide a series of guardhouses for security and site management purposes.
22. The proposed development will operate 24 hours a day, 7 days a week. The building will incorporate a range of sustainability features into its design in order to minimise water consumption and maximise energy efficiency. This includes the use of insulated cladding, good levels of natural daylight and the use of high performance glazing, energy efficient heating and lighting and the use of intelligent lighting systems.
23. The landscaping strategy includes new planting of broadleaved woodland, trees, hedges which will provide continuity with the existing woodland at Whinny Moor Plantation and the trees along North Burn, as well as tree planting alongside the secondary access road. Multifunctional green space is planned into the development which will deliver benefits for recreation, biodiversity, drainage and climate change.
24. The development includes 207 truck parking spaces with queuing for 20 HGVs along the site access road to the main gatehouse. 791 car parking spaces will be provided, of which 36 spaces will be for disabled use, and 60 electric vehicle charging points will be accommodated within the car parking area. There will also be 41 motorbike parking spaces and 80 cycle spaces. A bus interchange has also been provided to the south west of the building to accommodate a shuttle bus service for future workers. The main vehicle, pedestrian and cycle access into the site is from Chapel Lane North and Wynyard Avenue, which forms the spine road through Wynyard Business Park. A secondary vehicular access for cars is included from the north west corner of the site, routed through the plantation and joins Glenarm Road (Wynyard Park) to the south west of the site. Whilst the secondary access will be for car use, it may also be used by HGVs in the event of an emergency should the main access into the site be blocked. Where Glenarm Road meets Hanzard Drive the existing T-junction will be upgraded to a roundabout.
25. A Sustainable Drainage System ('SuDS') drainage strategy is proposed within the site that includes ponds and basins, as well as storm cell water retention tanks beneath the car and truck parking areas. An unnamed watercourse that runs through the south of the site will be realigned and culverted through the car parking area. The secondary access will have its own SuDS system. The Drainage Strategy also incorporates a foul drainage system that includes the installation of a pumping station and rising main to allow the system to connect to the public foul drainage network.

CONSULTATIONS

26. The following Consultations were notified and any comments received are set out below (in summary):-
27. The Environment Agency - We have reviewed the additional Water Framework Directive (WFD) Screening Report (report no. 10042440, March 2021, Arcadis) and the Watercourse Assessment (21041, V3 (Final) March 2021, OS Ecology).

In respect to the culverting and realignment of the unnamed tributary of the North Burn and the WFD assessment we are satisfied that there are no other alternatives to the culverting of this tributary, provided in additional optioneering information submitted 29 March 2021, and are agreeable in principle to this. We WITHDRAW our earlier objection subject to suggested conditions.

In respect to fisheries we WITHDRAW our earlier objection subject to suggested conditions.

- Condition – Scheme for in-culvert mitigations
- Condition – Scheme for compensation and enhancement of downstream reach of tributary

The WFD Screening Report notes that riparian zone of the tributary would be impacted by the realignment and culverting works and that compensation for this is proposed. Further, this states that mitigation measures could facilitate the improvements of WFD status through net gain biodiversity measures on the stretch of natural open channel of the unnamed tributary downstream of the proposed culvert. This land is within the ownership of the applicant therefore is an achievable solution however we would seek to secure this.

Biodiversity net gain – Advice to LPA/Applicant

We do note that loss of bankside habitat is proposed to be captured in the net gain measures. It is not our remit to require biodiversity net gains (BNG) from a proposal although we will always support applications that do this.

Geomorphological monitoring – Advice to LPA/Applicant

For geomorphological monitoring, we recommend that yearly inspections are undertaken for a period of 5 years, with defined actions and responsibilities. It is recommended to include seasonal monitoring, fixed point and after significant rainfall or flooding events.

28. Highways Transport & Design Manager – Subject to the conditions and s106 obligations, set out below, the Highways, Transport and Design Manager has no objections to the proposals.

Traffic Impact

The impact of the proposed development has been assessed at key junctions, on the A689, and on the wider highways network utilising the Wynyard VISSIM model.

The junctions that have been assessed are as follows:

- A689 / Hanzard Drive junction,
- A689 / Wynyard Avenue junction,
- A689 / A19 interchange.

The results for each junction assessment demonstrate that, during the AM and PM peak period, when all committed developments and approved mitigation are included that there is no material impact on the local highway network.

The findings of the local junction assessments are also verified by the results from the Wynyard VISSIM model which indicate that, in the with development scenario, the journey times along the A689 corridor remain below the 10 minute threshold that has been used to establish the severity of the traffic impact for all applications in Wynyard in line with the NPPF and as agreed between Stockton and Hartlepool Borough Councils and Highways England.

Site Access / Layout

The site would be accessed from the A689 at the following locations:

- A689 / Wynyard Avenue via Wynyard Avenue and an extension to Chapel Lane North.
- A689 / Hanzard Drive junction via Hanzard Drive and an extension to Glenarm Road.

The route to the development via Wynyard Avenue and an extension to Chapel Lane North would be utilised by HGVs associated with the proposals.

The route to the development via Hanzard Drive and an extension to Glenarm Road would be utilised by staff associated with the proposals. The extension to Glenarm Road is broadly in accordance with the approved Wynyard Masterplan and is therefore considered to be acceptable. It should be noted that the access via Hanzard Drive and an extension to Glenarm Road could be utilised by HGVs however, this would only be necessary in the case of an emergency such as the primary access, via Wynyard Avenue, being blocked.

The use of the access by HGVs, via Hanzard Drive and an extension to Glenarm Road, will be controlled by an operation management plan which will be secured by condition. The operational management plan should specify the proposed shift patterns and predicted trip generation for the building in line with the information contained within the Transport Assessment Addendum.

In order to facilitate the additional movements, associated with the proposals, a roundabout is proposed at the junction of Glenarm Road and Hanzard Drive which is in accordance with the Wynyard Masterplan. A design check has been undertaken of the proposed roundabout and it is considered that some amendments are required, however, a condition can be imposed to secure those details prior to the occupation of the development.

Sustainable Connections

In order to ensure the proposed development is sustainable the applicant will provide a continuous walking and cycling connection from Glenarm Road, through the site as a part of the site access road, to the A689.

An on-site bus interchange has also been incorporated into the proposed site layout. From this a demand-led service for workers will be operated in alignment with shift start/finish times. The service will route between the site and key settlements depending on demand. Full details will be conditioned for approval as part of the Travel Plan.

Construction Traffic Management

A construction environmental management plan (CEMP) has also been submitted, in support of the proposals, which is considered to be broadly acceptable. Compliance with the CEMP should be secured via condition.

Landscape & Visual Comments

The development site is located on the northern edge of the borough adjacent to Wynyard Business Park and is designated as employment land within the Stockton On Tees Local Plan. The site is currently agricultural fields broken up by hedgerows and occasional trees. To the north and west the site is bounded by a mature woodland plantation, to the east lie further fields and the A19 running north to south past the site. Wynyard Business Park to the south already includes a number of large shed units which has some similarities in terms of scale and mass to the proposed development.

The proposed development comprises a single large building, with associated car parking, access roads, SUDS and extensive soft landscaping to the site perimeter. A Landscape and Visual Impact Assessment (LVIA) in accordance with current guidance has been provided as part of the submission.

The LVIA notes that while there are locations where views of Wynyard Business Park can be seen, there are actually very few viewpoints with clear views of the development site. Whilst the proposal will represent a notable change in the landscape from agricultural fields to a developed site including a large building. The Highways Transport and Design Manager notes the existing designation of the site within the local plan combined with the limited landscape value and views of the site which already include the existing large buildings within Wynyard Business Park. Therefore, there are no landscape and visual objections to the proposals.

The details of the submitted soft landscape proposals are acceptable, and no significant amendments or changes to the plans will be necessary. However, further details will be required in relation to the drainage design which affects the soft landscaping proposals. The proposed soft landscaping treatment must take account of this frequency of flooding and allow for the necessary maintenance. A condition should be applied to secure these details.

Flood Risk Management

The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

29. Natural England – No objections, based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

My previous response advised that the environmental impacts and landscaping proposals be quantified using the Defra 2.0 Biodiversity Metric Calculator, and it is pleasing to note that this has been done, and a measurable increase in biodiversity value will result from the proposal. We advise that the landscaping proposals are secured via condition to ensure that these improvements are realised.

30. Campaign Protection Rural England - I refer to the planning application for a major distribution building on the Wynyard Business Park. We note the application is made by current landowners but we have little doubt that it is for an Amazon building. We note the building is very similar in design to the Amazon building at Bowburn. Amazon always sought to suppress speculation that they were the developers in that case and it appears the same tactics may be being used here. For reasons given below, we believe this is an important issue.

We note that, in the main, the site at Wynyard Business Park is allocated for business purposes in the Stockton Development Plan. As such we do not object to the principle of this application. Indeed, we note that, while certain features such as hedges will be permanently removed from the site, there will be compensation that should adequately replace, and possibly even enhance, these features. We also note the provisions for drainage ponds and that they will be designed for the benefit of wildlife.

While we note that there do not appear to be many wildlife records for this area, there are some which show that important wildlife, including red-listed birds, is found here or on adjoining land. In order to comply with paragraph 170 of the NPPF, we represent that compensation proposals must at least ensure that habitat must be of a type that will be suitable for such wildlife.

We support the mitigation and compensation proposals but represent that there must be conditions to ensure these biodiversity benefits are constructed as planned and as mentioned above.

We note the secondary access road is not within the area allocated for business and will require the removal of trees in the adjoining woodland. Clearly this is a matter of concern but again we note compensation proposals. We do note however the proposed road will provide a link for residents in the nearby Wynyard Park estate and will provide a cycle route.

The compensation proposed will not overcome the division of this wooded area into two, an issue which we believe is important. However, in view of the likely benefits of this road, we do not oppose it provided conditions ensure it is constructed as proposed and the best possible compensation is provided, taking into account the points mentioned above.

However, two issues relating to this application concern us as follows

1) While pedestrian and cycle provision within the Business Park and linking to Wynyard Park may be adequate or even better, this site is separated from the main urban part of Stockton. Access to it comes from the busy A689 and nearby A19. The application refers to the deficiency of walking and cycling facilities along these roads and it does not appear that there is any proposal to improve them.

Given the potential importance of this development and the number of employees it is likely to attract, we represent that sustainable transport to the site must also be considered. This must include suitable and safe walking and cycling routes that link to the existing network.

In respect of the policy for housing at Wynyard Park, there is a provision for a link to the Castle Eden Walkway. Transport policies for walking and cycling appear to promote routes in other parts of the borough but not here.

Given the government's stated proposals for walking and cycling, as only announced this month, we represent that if there is to be such an important building at Wynyard, serious consideration now needs to be given to improving walking and cycling access to the site that links up with the network elsewhere in the borough. We note that, in many parts of Stockton, there is in fact a good network for this purpose.

2) For some time, CPRE has argued for new buildings, especially of this type, to reduce their CO2 footprint. We represent that such buildings should have solar panels on the roof. This is indeed consistent with the speech of the Rt Hon Greg Barker referred to in paragraph 012 Reference ID: 5-012-20140306 of the Planning Practice Guidance. Although this speech was given some time ago, it is still contained in the Guidance. Amazon have been advertising recently to emphasise their proposals to be carbon neutral. It is surely critical that they should be seen to be practicing this wherever possible and that solar panels on the roof of this building would significantly help to

- Reduce their CO2 footprint
- Help to protect valuable agricultural greenfield sites from a proliferation of solar farms (this year we are aware of 3 proposals nearby in county Durham for solar farms each of 49.9 MW, taking up significant areas of valuable agricultural land)
- Be aesthetically not so intrusive on the landscape as green field sites

While this point is relevant whoever ultimately occupies this building, if (as we suspect) it is in fact Amazon, we represent that it would be hypocritical if they do not address this issue.

While we do not object to this application, we strongly represent that the above representations be taken into account and suitable conditions be placed on any planning permission, or, if appropriate, suitable agreements be made, to ensure that they are undertaken

31. Chief Fire Officer (Cleveland Fire Brigade) – No comments regarding the development, although access and water supply should meet the requirements Approved Document B Volume 2: 2019.
32. Canal & River Trust (Former British Waterways) - This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.
33. PADHI Health & Safety Executive - Do not advise against.
34. Hartlepool Civic Society - Whilst this application is not within our town boundary it will dominate the area around Hartlepool and request any external cladding be of a muted colour that will blend into the dark background of the surrounding woodland. Also, that a considerable level of screening be required to include the largest of native trees.
35. Historic England - The proposed development lies within the setting of a scheduled monument known as "Medieval farmstead and irregular open field system at High Burntoft Farm". However, the impact is limited and will be screened by local topography and woodland such that we are not concerned.

The large scale and mass of the proposed development will have an impact on the setting of the scheduled monument known as High Burntoft Farm as well as potentially on currently unknown non-designated heritage assets. However, the impact on the setting of the monument will be screened by its location to the SW of the monument where the local topography and existing woodland will be enhanced by proposed new planting.

Historic England has no objection to the application on heritage grounds.

We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 184 and 189; however, until the archaeological evaluation results are submitted it does not yet meet the requirements of paragraph 197. The local authority Archaeological Advisor is best placed to advise you and comment on that aspect.

36. Tees Archaeology - Thank you for your re-consultation following submission of additional information. We note the submission of the archaeological evaluation report and the Written Scheme of Investigation for the archaeological mitigation of the site. We have approved the Written Scheme of Investigation for the archaeological mitigation, fulfilling Part A of the archaeological condition (3) for related landscaping application 20/2483/FUL. I remind the developer of the need to implement this in order to fulfil the remainder of the condition.
37. Teesside Astronomical Society -The Planning Application is for a "Fulfilment Centre" to be located in the Northeast quadrant of land adjacent the junction between the A19 and the A689 between Wolviston and Wynyard. The planned Fulfilment Centre is about 5km Northeast of the Observatory and Planetarium in Wynyard Woodland Park. The plans envisage a large warehouse type building having a height (from the plans) of 23 metres above site ground level - which from Ordnance Survey maps on the proposed site is close to 40 metres above sea level.

The intention to operate the Fulfilment Centre on a 24 hours a day 7 days a week basis makes it clear that the site would be brightly lit during the hours of darkness. This is confirmed by the plans of the proposed external lighting and the specification of the luminaires proposed. The distance between the two locations might ordinarily be considered adequate to avoid any interference from lighting at the site proposed for the development. However, unless the lighting for the buildings and the whole site is carefully selected, sited and directed it could readily become the source of considerable light pollution by direct, reflected or scattered illumination from the site lighting. While the plans state that the applicants have paid attention to "minimising

light spill" from the proposed external luminaires, this addresses only direct illumination and completely neglects the effects of reflected and scattered light from the luminaires and other light sources on the site during planned operations. In particular, it appears to be assumed that "minimising light spill" from the luminaires is an adequate mechanism to preventing light pollution off site. However, for a site including parking for over 800 cars or similar vehicles, over 40 motorcycles and over 200 HGVs in addition to over 50 HGV loading bays, it is clear that the level of site illumination at ground level would give rise to significant light pollution from reflected and scattered light even if direct light spill is avoided completely. Light from vehicles would add to this.

Light pollution from the proposed development could adversely affect astronomical observation from Wynyard Woodland Park (which is one of the aims of our lease from SBC) including particularly from the Observatory. The use of light sources such as "white" LED lighting as is proposed is particularly prone to generate sky light pollution, by direct, reflected or scattered illumination, because such sources produce light over an extended bandwidth across the visible spectrum.

The papers filed with the application appear to assume that the development site would be well screened when viewed from Wynyard Woodland Park. In fact examination of the local Ordnance Survey maps shows that there is a direct line of sight alignment from observing level in the Observatory (at a ground level of about 52 metres above sea level with the effective observing height about 2.5 metres above ground level) and upper levels of the proposed development (ignoring intermediate tree cover which will be largely lacking leaf cover during winter months).

On this basis we object to the proposed development as presently proposed and request that we are kept advised in a timely fashion of any relevant amendment of the application. Further, although we cannot speak directly for CaDAS (Cleveland and Darlington Astronomical Society) which is the FAS (Federation of Astronomical Societies) affiliated local Astronomical Society, senior members of their committee have seen these observations and have confirmed that they concur with them.

38. Northern Gas Networks - no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail.

39. Environmental Health Unit - I have no objection to the proposed hours of subject to noise levels being conditioned as follows;

- Construction/Demolition Noise
- Noise from Deliveries
- Noise from construction activities.
- Unexpected Land Contamination

40. Hartlepool Borough Council – Hartlepool Borough Council previously responded stating that they have no objection, but asked for confirmation that the application be inputted into the Wynyard VISSIM model that exists, to examine the impact upon the local road network and to ensure that adequate mitigation is secured.

Hartlepool Borough Council has considered the additional information, but it seems that it has not included an updated Wynyard VISSIM Model. There appears no extra mitigation measures proposed for the development on the A689, or at its junctions with A19 and there seems to be a reliance on mitigation measures being brought forward for the various housing developments to ensure a satisfactory mitigation. We therefore encourage the Stockton Borough Council to seek

the inclusion of this development within the Wynyard VISSIM Model so that its impact can be fully understood.

41. Highways England – We request that the following planning conditions could be applied to the planning application (reference: 20/2481/EIS) to resolve the outstanding issues regarding the construction and operation of the proposed development:

1, Each phase of the development shall be implemented in accordance with a correctly referenced, approved Construction Management Plan (CMP), including revision reference and date, measures for that phase of the development.”.

2, No building hereby approved shall be occupied until a servicing management plan for that building has been submitted to and approved in writing by the Local Planning Authority. The servicing management plan shall provide a strategy on how the use of the servicing areas together with the individual access points will be utilised to manage inbound HGV movements to minimise the impact on the local highway. All buildings within the site shall operate in accordance with the servicing management plan approved as part of this condition.

3, No building hereby approved shall be occupied until an Operational Management Plan for that building has been submitted to and approved in writing by the Local Planning Authority. Each Operational Management Plan shall specify the proposed shift patterns and predicted trip generation for the building giving full consideration to the figures within the Transport Assessment and its addenda which have been assessed and accepted. All buildings within the site shall operate in accordance with the approved Operational Management Plan. No deviation shall be made from the approved Operational Management Plans, including the shift patterns, without the prior written approval of the Local Planning Authority.

Reason(s) for the recommendation above:

1-3, To ensure that during that the A19 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of highway safety.

42. Northumbrian Water Limited - Having assessed the proposed development the planning application does not provide sufficient detail with regards to the management of foul water from the development for Northumbrian Water to be able to assess our capacity to treat the flows from the development. We would therefore request the following condition:

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

43. Sabic UK Petrochemicals - The proposed development will not affect SABIC UK/Ineos ethylene pipeline apparatus.

44. Northern Powergrid - Enclosed mains records shown.

45. Gardens Trust - We have considered the information provided in support of the application and liaised with our colleagues in Northumbria Gardens Trust. On the basis of this we confirm we do not wish to comment on the proposals at this stage. We would however emphasise that this does not in any way signify either our approval or disapproval of the proposals.
46. Councillor J Gardner - There are many comments already concerning the increase in emissions due to the proposed secondary access road along Glenarm Road linking to Hanzard Drive and I would add my objection. To allow this road this will increase carbon emissions and noise impact on the surrounding residential area. Hanzard Drive is not a suitable access / exit road for the proposed volume and size, HGV included, of traffic. This volume of traffic could lead to health issues and breathing problems due to the increase in volume. Hanzard Drive is also proposed as a link road for the Hartlepool section of development which will add further residential traffic to Hanzard which could lead to accidents and traffic snarl up.

I have also looked at the proposed plans and cannot find facilities for visiting drivers. Toilet / wash / refreshment area needs to be in place so the surrounding area is not impacted. Conditions could be imposed requiring an operational management plan to be submitted and approved which sets out shift patterns and trip generation to the figures in the Transport Assessment for the building and restricts use of the secondary access to staff only, to minimise the impact on the local highway.

An S106 agreement needs to be in place to ensure the developer contributes to an additional exit / access from the A19.

PUBLICITY

47. Local residents have been individually notified of the application and it has also been advertised on site and in the local press.
48. Letters of objection were received from the following addresses and a summary of the comments received are set out below. The full details of the objections can be viewed on line at the following web address:-

<http://www.developmentmanagement.stockton.gov.uk/online-applications/>

1. Mrs Karen Hill 4 Goshawk Court Wynyard Billingham TS22 5FW
2. Mr Marcin Kornatowski 8 Nuthatch Close Wynyard TS22 5FU
3. Mrs Lynsey Thomas 19 Silvermede Road Wynyard Billingham TS22 5FR
4. Miss Julie Sparrow 33 Goldcrest Crescent Wynyard Billingham TS22 5FT
5. Mrs Diane Caldwell 96 Dunedin Avenue Stockton-on-Tees TS18 5JQ
6. Miss Roxanne Yare 2 Nuthatch Close Wynyard TS22 5FU
7. Mr Anthony Jones 4 Foxglove Lane Wynyard TS22 5FH
8. Mrs Sophie Baker 43 Goldcrest Crescent Wynyard Billingham TS22 5FT
9. Mrs Emma Thompson 17 Silvermede Road Wynyard Billingham TS22 5FR
10. Mrs K Nicholson 31 Bloomfield Drive Wynyard Billingham TS22 5FN
11. Mrs Tina Atkinson 8 Foxglove Lane Wynyard TS22 5FH
12. Mrs Gemma Todd 12 Lynnwood Drive Wynyard Billingham TS22 5FQ
13. Mrs Susanne Schofield 2 The Wynd Wynyard Billingham TS22 5QE
14. Mrs Susan Porteous 47 Goldcrest Crescent Wynyard Billingham TS22 5FT
15. Mr Liam Ainsley 16 Mulberry Way Wynyard Billingham TS22 5FL
16. Mr Steve Harvey 64 Bloomfield Drive Wynyard Billingham TS22 5FA
17. Mr Brian Boston 4 Drayton Gardens Wynyard Billingham TS22 5FP
18. Mr Barry Jobson 2 Nuneaton Drive Middlesbrough TS8 9PR
19. Mrs Emma McCullagh 17 Mulberry Way Wynyard Billingham TS22 5FL
20. Mrs Heather Corkin Whinney Moor Cottage Coal Lane Wynyard Billingham TS22 5NH
21. Mr John Elderkin 57 Bloomfield Drive Wynyard Billingham TS22 5FN

22. Mr Craig Honeyman 16 Applecross Grove Wynyard Billingham TS22 5FF
23. Mr Martin Allen 4A Samaria Gardens Middlesbrough TS5 8DF
24. Ms Laura Zielinski 10 Mulberry Way Wynyard Billingham TS22 5FL
25. Mr David Bigerstaff 22 Mulberry Way Wynyard TS22 5FL
26. Mr Paul Allison 17 Applecross Grove Wynyard Billingham TS22 5FF
27. Mr David Greaves 53 Bloomfield Drive Wynyard Billingham TS22 5FN
28. Mr Simon Richardson 8 Silvermede Road Wynyard Billingham TS22 5FR
29. Mr Scott Urwin 7 Bloomfield Drive Wynyard Billingham TS22 5FN
30. Mrs Katy Palmer 14 Foxglove Lane Wynyard Billingham TS22 5FH
31. Mr Jamie Caldwell 2 Nuthatch Close Wynyard TS22 5FU
32. Miss Vicky Graham 9 Foxglove Lane Wynyard Billingham TS22 5FH
33. Mr Kevin Judson 9 Foxglove Lane Wynyard Billingham TS22 5FH
34. Mrs Jordan Curtis 12 Ambleside The Orchards Durham DH3 2EB
35. Mr Dan Kitchen 2 Chapell Lane Wynyard Park Business Village Wynyard TS22 5FG
36. Mrs Rebecca Yoxall 7 Drayton Gardens Wynyard Billingham TS22 5FP
37. Mr Wayne Percy 25 Silvermede Road Wynyard Billingham TS22 5FR
38. Mrs Kat Martin 3 Trent Avenue Thornaby Stockton-on-Tees TS17 8HS
39. Dr Gustavo Figueiredo 16 Brambling Grove Wynyard Billingham TS22 5FX
40. Ms Karen Naunton 4 Woodend Court The Wynd Wynyard Billingham TS22 5TZ
41. Dr SHAWN HUSSAIN 14 Goshawk Court Wynyard Billingham TS22 5FW
42. Mrs K Bell 6 Goldcrest Crescent Wynyard Billingham TS22 5FT
43. Miss Nicola Duffey 11 Lynnwood Drive Wynyard Billingham TS22 5FQ
44. Mrs Elizabeth Hurst 12 Summer Lane Wynyard Billingham TS22 5PY
45. Mr Norman Thacker 30 Goldcrest Crescent Wynyard Billingham TS22 5FT
46. Mr Daniel Carney 5 Lynnwood Drive Wynyard Billingham TS22 5FQ
47. Mr Richard Fawcett 2 Drayton Gardens Wynyard Billingham TS22 5FP
48. Mrs Clair Bingham 3 Rose Vale Wynyard Billingham TS22 5FJ
49. Mrs Lyndsey Symington 1 Drayton Gardens Wynyard Billingham TS22 5FP
50. Ms Kelly Lupton 64 Bloomfield Drive Wynyard Billingham TS22 5FA
51. Dr Ewa Ochodzka 8 Nuthatch Close Wynyard TS22 5FU
52. Mrs Wendy Harty 13 Summer Lane Wynyard Billingham TS22 5py
53. Mr Graeme Hill 4 Goshawk Court Wynyard Billingham TS22 5FW
54. Mr Peter Nicholson 31 Bloomfield Drive Wynyard Billingham TS22 5FN
55. Mrs Michele Richardson 8 Silvermede Road Wynyard Billingham TS22 5FR
56. Mr Peter Clark 10 Rose Vale Wynyard Billingham TS22 5FJ
57. Mrs Laura Williams 34 Mulberry Way Wynyard Billingham TS22 5FL
58. Mrs Donna Mckittrick 21 Silvermede Road Wynyard Billingham TS22 5FR
59. Mrs K Hall 9 Mulberry Way Wynyard Billingham TS22 5FL
60. Mrs Katy Robertson 15 Silvermede Road Wynyard Billingham TS22 5FR
61. Mr Gary Baker 43 Goldcrest Crescent Wynyard Billingham TS22 5FT
62. Mr Malcolm Mackay 51 Bloomfield Drive Wynyard Billingham TS22 5FN

53. The main concerns raised were: -

- Traffic congestion
- Impact on air quality
- Highway safety particularly for school children
- Impact on the character
- Increase in anti-social behaviour
- Loss of wildlife and impact on protected species
- Noise and litter
- Devalue house prices
- The removal trees
- Pollution rise due to cars being stuck in queues
- Overdevelopment

- Smell/fumes
- Noise
- Unacceptable impact on local road network
- Prejudice the delivery of future housing
- Access should be directly onto the A19
- Visual impact
- Result in trespass
- Light pollution
- Conflict with residential area
- Not suitable for family residential area
- Contrary to masterplan
- Contrary to local plan.
- Freelance drivers using area as toilet
- Compromise children's health and wellbeing
- The proposed secondary route via a residential area totally unnecessary and unsuitable
- The road will cut through a proposed play area
- No highway mitigation proposed
- Inadequate infrastructure
- Defecation at roadside, extra litter, pollution, oil in road etc
- Trespass and anti social behaviour.

PLANNING POLICY

49. 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 Stockton on Tees Borough Council Local Plan 2019.
50. Section 143 of the Localism Act came into force on the 15 January 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 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.

National Planning Policy Framework

51. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic social and environmental objectives.
52. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11) which for decision making means;
- approving development proposals that accord with an up-to-date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. 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.

Local Planning Policy

53. The following planning policies are considered to be relevant to the consideration of this application

Policy SD1 - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,
- Specific policies in that Framework indicate that development should be restricted.

Policy SD4 - Economic Growth Strategy

1. Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth. 2. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.

Employment land at Wynyard Park provides high quality strategic inward investment opportunities for major employers to locate in the Tees Valley.

Policy SD6 – Transport and Infrastructure Strategy

1. To provide realistic alternatives to the private car, the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users, and to local services, facilities and local amenities 2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network. 3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard Sustainable Settlement and West Stockton Sustainable Urban Extension. 4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which: a. Provide for the expansion and delivery of education and training facilities. b. Provide and improve health facilities. c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer. 5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

EG1 - General Employment Sites

1. New general employment proposals will be directed to existing premises and allocated sites in the following locations: Site Area (ha) Uses Permitted Gross a. North Shore 3 ha Mixed use development which could include residential and commercial uses. Retail and leisure uses will be prioritised in the part of the site within Stockton Town Centre. The area is classed as a Principal Office Location where office based development will be encouraged to locate. b. Teesdale and 2 ha Mixed use site which could include residential and office Thornaby Place opportunities. The area is identified as a Principal Office Location providing large scale opportunities for office based businesses. c. Wynyard 37 ha High quality strategic inward investment location for office (B1 Use Class) manufacturing and engineering (B2 Use Class) and logistics use (B8 Use Class) providing opportunities for major employers to locate in the Tees Valley.

Policy SD5 –Natural, Built and Historic Environment

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

a. Ensuring that development proposals adhere to the sustainable design principles identified within policy SD8.

c. Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.

e. Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within policies SD3 and SD4.

f. Ensuring any new development within the countryside retains the physical identity and character of individual settlements.

i. Considering development proposals within green wedges against policy ENV6.

j. Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

k. Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:

a. Directing development in accordance with policies SD3 and SD4.

d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.

Policy SD7- Infrastructure Delivery and Viability

1. The Council will ensure appropriate infrastructure is delivered when it is required so it can support new development. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of infrastructure provision. The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure.

2. New development will be required to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where:

a. It is not possible to address unacceptable impacts through the use of a condition; and,

b. The contributions are:

i Necessary to make the development acceptable in planning terms;

- ii Directly related to the development; and
- iii Fairly and reasonably related in scale and kind to the development.

Policy SD8 – Sustainable Design Principles

1. The Council will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the:
 - a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;
 - b. Landscape character of the area, including the contribution made by existing trees and landscaping;
 - c. Need to protect and enhance ecological and green infrastructure networks and assets;
 - d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;
 - e. Privacy and amenity of all existing and future occupants of land and buildings;
 - f. Existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport;
 - g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions, and
 - h. Need for all development to be designed inclusively to ensure that buildings and spaces are accessible for all, including people with disabilities.
2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

Policy ENV4 - Reducing and Mitigating Flood Risk

1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.
5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:
 - a. To an infiltration or soak away system; then,
 - b. To a watercourse open or closed; then,
 - c. To a sewer.
6. Disposal to combined sewers should be the last resort once all other methods have been explored.

Policy ENV5 – Preserve, protect and enhance ecological networks, biodiversity and geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.
2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.
3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.
 - c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or

where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable replacement of appropriate scale and species will be sought on site, where practicable.

Policy ENV6 – Green infrastructure, open space, green wedges and agricultural land

1. Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.

2. Where appropriate, development proposals will be required to make contributions towards green infrastructure having regard to standards and guidance provided within the Open Space, Recreation and Landscaping SPD or any successor. Green infrastructure should be integrated, where practicable, into new developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network.

4. Development within green wedges will only be supported where:

- a. it would not result in physical or visual coalescence of built-up areas;
- b. it would not adversely impact on local character or the separate identity of communities;
- c. it would not adversely impact on recreational opportunities; and
- d. it would not adversely impact on biodiversity.

Policy HE2 - Conserving and Enhancing Stockton's Heritage Assets

1. In order to promote and enhance local distinctiveness, the Council will support proposals which positively respond to and enhance heritage assets.

6. The following are designated heritage assets:

- c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglecliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
- d. Listed Buildings

9. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest, it will be considered a heritage asset.

MATERIAL PLANNING CONSIDERATIONS

54. The main material planning considerations in relation to this application are the potential impacts on the landscape, ecology, heritage, flood risk, highway safety matters and other material planning considerations.

Principle of Development

55. As detailed within the NPPF there is a presumption in favour of sustainable development. One of the core planning principles sets out the desire to proactively drive and support sustainable economic development. In considering this proposal it is acknowledged that there are some economic benefits through private investment and job creation (during and post construction). In line with guidance contained within the NPPF, these are material planning considerations which weigh in favour of the proposed development.

56. In terms of local planning policies, the vast majority of the application site lies within an area designated in the Adopted Stockton Local Plan for general employment use. Policy EG1(c)

identifies 37ha of land at Wynyard as a high quality strategic inward investment location for office (B1 Use Class) manufacturing and engineering (B2 Use Class) and logistics use (B8 Use Class) providing opportunities for major employers to locate in the Tees Valley. The development of a distribution centre (B8 use class) would therefore be in accordance with this policy.

57. Outline planning permission was granted in December 1994 to One NorthEast for the development of an electronic components park on agricultural land to the north west of the A689 and A19 junction, known as Annigate (Ref 94/2143/P). This included the majority of the application site (excluding the second access road). Since this permission a series of applications for full and reserved matters permissions have been granted.
58. Given the policy context above, the application is considered to be acceptable in principle subject to further considerations as identified below.

Impact on the Surrounding Landscape

59. The application site is designated as employment land within the Stockton-on-Tees Local Plan. The main bulk of the application site is visually contained within the local and wider landscape by mature woodland at Whinny Moor Plantation, which wraps around the site to the west and north; established vegetation of tree cover along North Burn to the east which connects with a linear belt of woodland at Sunderland Lodge to the north; and by the large buildings within the Wynyard Business Park to the south.
60. The proposal involves work to level and regrade the site to form a development plateau requires the loss of some trees, and hedgerows. An arboricultural survey and impact assessment has been undertaken, and the majority of the vegetation losses are considered to be '...of low or unsuitable quality...' and therefore should not constrain development of the site. Extensive replacement tree, hedgerow and woodland planting is proposed as part of the development proposals for the site. It is not considered that these works in the context of the existing business park and surrounding landscape setting together with new compensatory planting and landscape habitats will adversely affect heritage assets and visual receptors in the wider area.
61. The scale, mass and height for new buildings are considered to be appropriate within the immediate context at Wynyard Business Park, and commercial buildings of this type and the palette of materials and an appropriate colour range assists in assimilating the buildings within the landscape context.
62. The Council's Landscape Officer has considered the proposed works and has no landscape and visual objections to the proposal stating whilst the proposal will represent a notable change in the landscape from agricultural fields to a developed site. However, given the existing designation of the site within the local plan combined with the limited landscape value and views of the site which already include the existing large buildings within Wynyard Business Park. Therefore, there are no landscape and visual objections to the proposals.

Flood Risk and Drainage Considerations

63. A flood risk assessment (FRA) has been undertaken and surface water drainage from the proposed development site would be managed using a drainage system designed to minimise impacts on the water environment and to comply with national and local policy requirements.
64. The Environment Agency and the Council's Flood Risk Management Team have considered the proposal and raise no objection subject to appropriate controlling conditions.

Highway Safety Considerations

65. The impact of the proposed development has been assessed at key junctions, on the A689, and on the wider highways network utilising the Wynyard VISSIM model. The junctions that have been assessed are as follows:

- A689 / Hanzard Drive junction,
- A689 / Wynyard Avenue junction,
- A689 / A19 interchange.

66. The results for each junction assessment demonstrate that, during the AM and PM peak period, when all committed developments and approved mitigation are included that there is no material impact on the local highway network.
67. The findings of the local junction assessments are also verified by the results from the Wynyard VISSIM model which indicate that, in the with development scenario, the journey times along the A689 corridor remain below the 10 minute threshold that has been used to establish the severity of the traffic impact for all applications in Wynyard in line with the NPPF and as agreed between Stockton and Hartlepool Borough Councils and Highways England.
68. A number of objections have been raised by local residents which are summarised earlier in this report and which are considered to relate primarily to the proposed secondary access. The main vehicle, pedestrian and cycle access into the site is from Chapell Lane North and Wynyard Avenue, which forms the spine road through Wynyard Business Park and provides direct access to the A689/Coal Lane. The secondary access has been proposed to allow segregation of HGVs (to access from Chapell North Road) and cars, thereby enhancing the safe operation of the site. It will also provide a secondary route of access and egress in the event of a blockage within the site, or within the wider Wynyard Business Park. This is anticipated to be an extremely rare event. There will, therefore, be no parking of HGVs along the secondary access.
69. The secondary access, which is routed to the north of the electricity sub-station due to land ownership constraints, has been sensitively designed through the Whinny Moor Plantation to minimise impacts on the woodland. A detailed lighting strategy was prepared to accompany the planning application and this has been designed to ensure the impact on the woodland is minimised. The proposed external lighting uses lighting specifications suitable for the proposed development, with a view to minimising light spillage including consideration of directionality and angle of lights. The lighting design and specification has been carefully selected and modelling results demonstrate that there will not be adverse impacts in terms of light spillage from the development, including from sky glow and ensure there is no unacceptable impact on foraging and commuting bats at a site level. Furthermore, the lighting design and specification has been carefully considered with a view to minimising sky light pollution and it is considered that the significant distance between the development site and the Teesside Astronomical Centre means that the proposed development lighting scheme will not have an impact on the Astronomical Centre.
70. The secondary access does not connect into any of the residential estate roads and has been positioned adjacent to the woodland away from the existing residential properties. As a result there are no road safety concerns or any resultant harm to residential amenity. Concern has been expressed that the proposed second access road runs immediately adjacent to the edge of the woodland. In this regard the Wynyard Masterplan allocates the land to the west of the proposed secondary access road for development and proposals for further residential development in this area are well advanced and impact on ecological receptors was fully considered.
71. The alignment of the proposed road is broadly in accordance with the agreed Masterplan for Wynyard therefore the principle of a new road in this location, which would serve both the proposed B8 unit and future housing development within the Wynyard Park area, has already been established and agreed. The road is designed in accordance with the street hierarchy set out in the masterplan and the landscape strategy for the road ensures compliance with

placemaking aspects of the masterplan. Furthermore it is considered that the secondary access will deliver the necessary infrastructure required to bring future residential parcels forward, therefore meeting both the connectivity objectives of the masterplan, and the housing delivery needs of the local plan allocation.

72. In terms of traffic generation and its impact on local residents, the detailed highway modelling undertaken by Systra and Vectos concluded that the anticipated level of traffic generation will not result in an unacceptable increase in waiting times or air pollution. A full air quality assessment was also undertaken as part of the application, which concluded there will be no harm to existing or future residents.

Site Access / Layout

73. The site would be accessed from the A689 at the following locations:

- A689 / Wynyard Avenue via Wynyard Avenue and an extension to Chapel Lane North.
- A689 / Hanzard Drive junction via Hanzard Drive and an extension to Glenarm Road.

74. The route to the development via Wynyard Avenue and an extension to Chapel Lane North would be utilised by HGVs associated with the proposals.

75. The route to the development via Hanzard Drive and an extension to Glenarm Road would be utilised by staff associated with the proposals. The extension to Glenarm Road is broadly in accordance with the approved Wynyard Masterplan and is therefore considered to be acceptable. It should be noted that the access via Hanzard Drive and an extension to Glenarm Road could be utilised by HGVs however, this would only be necessary in the case of an emergency such as the primary access, via Wynyard Avenue, being blocked.

76. The use of the access by HGVs, via Hanzard Drive and an extension to Glenarm Road, will be controlled by an operation management plan which will be secured by condition. The operational management plan should specify the proposed shift patterns and predicted trip generation for the building in line with the information contained within the Transport Assessment Addendum.

77. In order to facilitate the additional movements, associated with the proposals, a roundabout is proposed at the junction of Glenarm Road and Hanzard Drive which is in accordance with the Wynyard Masterplan.

78. An indicative layout for the proposed roundabout has been provided. A design check has been undertaken of the proposed roundabout and it is considered that the layout as shown above is not currently acceptable however, a roundabout design that is in accordance with the required standards is achievable in this location. Therefore, should the application be approved, a condition should be attached requiring the detailed design of the roundabout to be agreed and implemented prior to the occupation of the development.

79. The proposed site layout, as shown on drawing STO-ARC-SW-ZZ-DR-CE-0010 Rev 01, has been reviewed against the Councils design guide and SPD3: Parking Provision for Developments 2011 and is considered to be acceptable.

80. In order to ensure the proposed development is sustainable the applicant will provide a continuous walking and cycling connection from Glenarm Road, through the site as a part of the site access road, to the A689. As set out above the infrastructure within the site will be provided as a part of the works to construct the site access road however, the following 'off site' connections will need to be secured via a condition.

- The link from the site, via Chapel Road North, to the A689 and

- The link, at the eastern end of Glenarm Road (as shown in image 3 below).

81. An on-site bus interchange has also been incorporated into the proposed site layout. From this a demand-led service for workers will be operated in alignment with shift start/finish times. The service will route between the site and key settlements depending on demand. Full details will be conditioned for approval as part of the Travel Plan.

Construction Traffic Management

82. A construction environmental management plan (CEMP) has also been submitted, in support of the proposals, which is considered to be broadly acceptable. Compliance with the CEMP should be secured via condition.

83. In conclusion the Highways Transport and Design Manager has considered the highway arrangements in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal.

Other Matters

84. In respect of archaeology the proposal has been considered by Tees Archaeology who raise no objection to the proposal.

85. A noise assessment has been undertaken which concludes that the combined noise from all operational sources during daytime and night-time will be within the acceptable criteria at all residential receptors and Environmental Health has considered the proposal in respect of potential impact and raises no objection subject to appropriate controlling conditions.

86. In terms of ecology an assessment has been undertaken to assess the potential impacts of the development on ecology and nature conservation. The assessment comprised a desktop study and a series of site surveys. The assessment considered impacts to protected and notable species and habitats that may be incurred during both the construction and operational phases of the development and advised how these should be mitigated and compensated for.

87. The site was found to be dominated by managed agricultural farmland, which is considered to be of overall low ecological value. The main important ecological features identified that will be impacted by the works included the existing woodland, woodland edge, hedgerow and stream habitats, which were found to offer suitable habitat for a range of wildlife and provide commuting and foraging habitat for bats and nesting habitat for birds.

88. In order to minimise any significant ecological effects both during construction and once operational, a series of mitigation, compensation and enhancement measures are proposed.

89. Natural England and the Environment Agency have considered the proposal and raise no objection subject to appropriate controlling conditions.

90. In terms of agricultural land, Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, Local Planning Authorities should seek to use areas of poorer quality land in preference to that of higher quality.

91. The best and most versatile agricultural land is defined as being Grades 1, 2 and 3a. The majority of the application site is in agricultural use on land which comprises Grade 3b and 4 agricultural land, which is classified as being of moderate to poor quality (it is not classified as Best and Most Versatile land). Whilst the majority of the site has a history of agricultural land use, the loss of these fields is unlikely to be significant due to the existence of other fields close to the site and the abundance of Grade 3b and 4 agricultural land in the vicinity of the site and in England and Wales as a whole. In conclusion the proposal will not therefore lead to the loss of land of the

highest agricultural quality. Whilst the proposed development would result in the loss of agricultural land from production the loss is not considered to be significant enough to warrant refusal on this ground alone.

92. An Air Quality Assessment has been undertaken to determine the likely effects of the development on the surrounding environment with respect to air quality and the impact of dust generation during the construction phase of the development. Environmental Health has considered the proposal in respect of potential impact and raises no objection.
93. The NPPF and Local Policy HE2 require that where development has the potential to affect heritage assets the Council requires applicants to undertake an assessment that describes the significance of the assets affected, including any contribution made by their setting. A desk based heritage assessment has been undertaken to help inform the design of the development. This has involved a review of known heritage assets, an assessment of the potential for as yet unidentified heritage assets to exist and an assessment of the likely impacts on these assets as a result of the development.
94. It is not considered that these works in the context of the existing business park and surrounding landscape setting together with new compensatory planting and landscape habitats will adversely affect heritage assets and visual receptors in the wider area. Historic England and Tees Archaeology have considered the proposal and raise no objection subject to appropriate controlling conditions.
95. In terms of Policy ENV1 – Energy Efficiency and the reference to integrating of climate change mitigation and adaptation into design, in order to fully reflect the objectives of ENV1, the applicant has submitted an Energy Statement that demonstrates appropriate energy savings through sustainable design and good practice building standards are incorporated through various aspects of the scheme design including reductions in water and energy consumption.
96. In accordance with Policy TI1 the development incorporates facilities for charging plug-in and other ultra-low emission vehicles.

CONCLUSION

97. The impacts of the proposal have been considered against national and local planning guidance and the development as proposed is considered to be in line with general planning policies set out in the Development Plan, is acceptable in terms of highway safety, does not adversely impact on the neighbouring properties, heritage assets, ecological habitat, archaeology, flooding and is recommended for approval with conditions set out in the report.
98. It is considered that there are no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission in this case.

Director of Finance, Development and Business Services
Contact Officer Gregory Archer Telephone No 01642 526052

WARD AND WARD COUNCILLORS

Ward Northern Parishes
Ward Councillor Councillor John Gardner

IMPLICATIONS

Financial Implications: As Report

Environmental Implications: As 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