

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
4 AUGUST 2021
REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

20/2759/FUL

**Land South of Lockheed Close, Preston Farm Industrial Estate, Stockton-on-Tees
Erection of class B8 industrial warehouse unit with ancillary office and associated parking,
decked van storage, van staging areas and associated ancillary infrastructure, including the
provision of a roundabout on Queen Elizabeth Way**

Expiry Date 3 September 2021

SUMMARY

The application seeks permission for the erection of a class B8 industrial warehouse unit (storage and distribution) with ancillary office and associated parking, decked van storage, van staging areas and associated ancillary infrastructure, including the provision of a roundabout on Queen Elizabeth Way.

The site is allocated in the local plan for General employment development focusing on manufacturing and engineering (B2 Use Class) storage and distribution (B8 Use Class) and car sales.

A number of objections have been received to the development which have been fully considered in the report. There are still a number of outstanding matters such as the design of the roundabout and the retaining wall, however these will be considered further during the detailed design process and as part of the Section 278 works.

The proposed development will provide significant economic benefits to the local area with the estimated construction costs being in the region of £35-£40 million pounds. Whilst full details have of job numbers during construction have not been provided, opportunities for local trades and businesses will be available through the appointed general contractor. Once operational, due to the shift patterns the full time employees calculation results in a figure of 381, although in reality the facility would require approximately 190 people working at the site, with a seasonal peak of circa 240 employees.

Overall, it is considered that the proposed development is a significant scale and will change the visual landscape of this site especially when viewed from the south of the site, albeit seen against the background of the wider Preston Farm estate. The landscaping proposed will help also help screen the building however this will still be a highly visible structure. Nevertheless, the Highways Transport and Design Manager does not object to the principle of the proposals on highway or landscaping grounds.

All associated impacts need to be weighed against the benefits when considering the scheme. It is considered that although there will be a change in appearance it will be seen in the context of the area which is an industrial/commercial estate. There is a large gap to the south towards Preston Lane and the River Tees and a main road to east all which create a degree of separation.

The benefits of the scheme would be the development of a long-standing allocation in the local plan and also the level of substantial job creation and investment that the proposal will bring to the area, which will be a significant boost to the local economy.

In weighing the overall planning balance, it is not considered that change to the landscape would be so significant that it would outweigh the benefits of granting planning permission in this case. The application is recommended for approval subject to a number of conditions and a Section 106 Agreement.

RECOMMENDATION

That planning application be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement as detailed in the Heads of Terms below;

1. Time Limit

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).

2. Approved Plans

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

Plan Reference Number	Date Received
20120-ASA-XX-ZZ-DR-A-P01-S4 P2	23 August 2021
20120-ASA-XX-ZZ-DR-A-P03	14 December 2020
20120-ASA-XX-M1-DR-A-P04	14 December 2020
20120-ASA-XX-ZZ-DR-A-P06-S4 P1	14 December 2020
20120-ASA-XX-ZZ-DR-A-P13	14 December 2020
20120-ASA-XX-ZZ-DR-A-P02-P16	16 August 2021
20120-ASA-XX-ZZ-DR-A-P05-(P5)	28 June 2021
20120-ASA-XX-ZZ-DR-A-P07-(P5)	28 June 2021
20120-ASA-XX-ZZ-DR-A-P08-(P6)	28 June 2021
20120-ASA-XX-SI-DR-A-P09	14 December 2020
20120-ASA-XX-ZZ-DR-A-P10-P7	16 August 2021
20120-ASA-V4-ZZ-DR-A-P12-S4 – P4	28 June 2021
20120-ASA-XX-ZZ-DR-A-P11-P8	16 August 2021
20120-ASA-XX-ZZ-DR-A-P15-P4	16 August 2021
P.016448-RED-XX-XX-DR-E-2301-A	28 June 2021
5884-JPG-XX-XX-DR-D-1400-S4-P07	16 August 2021
9757-L-01H	16 August 2021
5884-JPG-SW-XX-DR-C-1201-S4-P10	23 August 2021

3. Materials

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.

4. Boundary Details

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, (whichever is applicable) prior to the commencement of development, details of the enclosure along the Queen Elizabeth Way frontage shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.

Reason: In the interests of the visual amenities of the locality.

5. Arboricultural Method Statement and Tree Protection Plan

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until an Arboricultural Method Statement and Tree Protection Plan is approved in writing by the Local Planning Authority. This must be in close accordance with:

1. BRITISH STANDARD 5837:2012 Trees in relation to design, demolition and construction – Recommendations

2. BRITISH STANDARD 3998:2010 Tree Work - Recommendations

3. NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007

Any such scheme agreed in writing by the Local Planning Authority 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 on and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.

6. Soft Landscape Management Plan

No development shall commence until full details of proposed soft landscape management has been 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, 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.

7. Landscape Details for the Roundabout

Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of work on the proposed roundabout, details of the landscape treatment of the roundabout shall be submitted to and approved in writing by the Local Planning Authority. A high quality treatment will

be delivered including hard and soft landscaping which reflects the quality of other similar features within Preston Farm Industrial Estate.

Reason: In the interests of the visual amenities of the locality and to aid in wayfinding.

8. Retaining Wall

Prior to commencement of work on the retaining walls to the entrance, full construction details of the wall, including appearance, materials, safety and drainage measures shall be submitted to and approved in writing by the local planning authority. Work shall be undertaken in accordance with the approved plans.

Reason; In the interests of the visual amenities of the surrounding area and to ensure that surface water runoff from the development site and the retaining wall does not impact on the safety of the highway.

9. Surface Water Drainage Scheme

The development hereby approved shall not be commenced on site, 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.

- I. Detailed design of the surface water management system;
- II. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- III. 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.

10. Drainage Management Plan

the building hereby approved shall not be brought into use until a Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development

11. Drainage – NWL

Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Proposed Drainage Layout" dated "17/06/2021". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 9301 and ensure that surface water discharges to the surface water sewer at manhole 9201. The surface water discharge rate shall not exceed the available capacity of 18.7l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

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

12. Roundabout – Queen Elizabeth Way

No development shall commence until a scheme for off site highways works, including the provision of a roundabout on Queen Elizabeth Way and associated infrastructure works has been submitted to and approved in writing by the local planning authority. The approved works shall be completed in accordance with the local planning authority's written approval and shall have been

certified in writing as complete on behalf of the Local Planning Authority before the site is brought into operation; unless alternative arrangements to secure the specified works have been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure a satisfactory access to the site is achieved.

13. Construction Environment Management Plan (CEMP)

The development shall be carried out in accordance with the submitted Construction Environment Management Plan (CEMP) by isg, received on the 14th December 2021.

Reason : In the interest of highway safety and of protecting the amenities of the surrounding area.

14. Operational Management Plan

The building(s) hereby approved shall be occupied until an Operational Management Plan has been submitted to and approved in writing by the Local Planning Authority. The 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.

15. Travel Plan

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.

16. Cycle Parking

The cycle parking spaces to be provided shall be in accordance with the design advice contained within Supplementary Planning Document 3: Parking Provision for Developments. 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 prior to the building being occupied and be retained thereafter.

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

17. External Lighting

The external lighting shall be implemented in accordance with the external lighting details set out in Lighting Impact Assessment dated 11 June 2021 (REF P.016448 – Middlesbrough) by Engie. In

addition, the lighting on the top of the vehicle deck will be switched off during night time hours of 12 midnight to 6am' with the exception of emergencies and for maintenance purposes.

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

18. Noise Mitigation

The site shall be operated in accordance with the Operational Noise Management Plan contained in the Noise assessment by Gleave Partnership (October 2020) and the mitigation outlined in the Report shall be installed prior to occupation of the units (a 4.0m barrier along the northern and eastern boundaries of the HGV service area).

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

19. Air Quality

The site-specific mitigation measures as detailed in Section 7 of the Air Quality Assessment by Gleave Partnership (December 2020) shall be implemented during construction phase.

Reason: In the interests of the residential amenities of the area.

20. Ecology

Work shall be undertaken in complete accordance with the recommendation and mitigation as detailed in Section 3 and 4 of the Ecological Impact Assessment Report dated 24th February 2021 by Tyler Grange.

Reason: In the interests of ecology and biodiversity

21. LEMP

Work on the off-site compensation land shall be broadly in accordance with the Landscape and Ecological Management Plan (LEMP) (Report No. 13543_R03b_JD_HM TG dated 26th March 2021), unless otherwise agreed, in writing, by the Local Planning Authority.

Reason: In compliance with the requirements of the NPPF.

22. Energy Statement

The development hereby approved, shall be built out in full accordance with the recommendations of the Energy statement (P.016448 - DZM1B - Energy Statement_R002.docx) and BREEAM Pre Assessment Strategy Report dated 27th November 2020 Revision R001

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

23 Unexpected land Contamination

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: To ensure any unknown contaminative features encountered during the development are investigated and remediated to an acceptable standard.

24 Construction Working Hours

External works in connection with the construction of the development shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays, only between 0900 hours and 1300 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.

25 Use of Building

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.

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.

NWL Informative

We can inform you that public sewers cross 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 - Waste Management.

All materials re-used or imported to site should follow the CL:AIRE 'Definition of Waste: development Industry Code of Practice' (v2, March 2011 to demonstrate that re-use of excavated or imported soils would not pose an unacceptable risk to human health or controlled waters receptors, by documenting how all of the materials to be excavated during the proposed site preparatory and remediation earthworks are to be dealt with, including suitability for use, quantities of materials and verification.

No material other than those classified as 'inert' under the WAC testing. The production of a Materials Management Plan (MMP) should be implemented in accordance with the CL:AIRE protocol initiative to assist the enabling works by facilitating the on-Site re-use of excavated soils.

Advisory – Environment Agency Informative

We recommend that developers should:

1. Follow the risk management framework provided in 'Land contamination: risk management' when dealing with land affected by contamination
2. Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site – the local authority can advise on risk to other receptors, such as human health
3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed

4. Refer to the contaminated land pages on gov.uk for more information

Informative : Construction Working Hours

Should works need to be undertaken outside of the conditioned hours, or piling activities be required not previously agreed by the local authority, the developer should apply for consent under Section 61 Control of Pollution Act 1974. The prior consent shall show compliance with the recommendations set out in BS5228:2009+A1:2014 'Code of practice for Noise and Vibration Control on Construction and Open Sites' including measures to control and limit noise emissions and vibration levels from piling.

Informative: Drainage Maintenance and Management Plan

Should include the following:

- Introduction, site description, total site area, total impermeable/permeable area, storage volume/s provided in each SuDS component/s including pipe network, agreed discharge rate and location, state all critical surface water infrastructure, description of the finale surface water system is to operate and be managed through the site;
- SuDS Maintenance Requirements including a management statement to outline the management goals for the site and required maintenance, a breakdown of typical maintenance requirements and their frequency for each component/s including pumping stations;
- Below-ground SuDS the manufacturer or designer should provide a copy of the installation and maintenance requirements (include as an appendix);
- Details of who is responsible for the maintenance and management of each component/s for the final Surface water management scheme. (Name, Company Address, Email Address, Telephone Number and emergency 24hr call/out of hours telephone number;
- Landownership Details – who will remain the landowner. Include Name, address, telephone number and e-mail;
- Funding arrangements – details of how the responsible owner will be funded to undertake the management and maintenance of the SuDS;
- Life expectancy and replacement costs and how any replacement costs will be funded;
- Inspecting – a full site inspection of all SuDS shall be undertaken in accordance with the specified frequency. Details of the site inspections should be recorded on the inspection log; and
- Appendices – Overall Drainage Layout drawing, a drawing highlighting all critical surface water infrastructure that is to be maintained, highlighting maintenance access points, easements and outfalls. Manufactures installation and maintenance specifications for proposed below-ground storage and pumping stations. Exceedance route drawing.

Informative: Contamination

1. Foundations are likely to come into contact with made ground and the underlying groundwater, which shows slightly elevated levels of sulphate and fluoranthene. This is believed to be due to natural ground conditions. On this basis it is recommended that concrete should be designed to Aggressive Chemical Environment for Concrete (ACEC) Design Sulphate Class DS-1 and ACEC Class AC-1.

2. During development of the site, all site workers should remain vigilant to the possible risk of encountering areas of potentially contaminated material, and appropriate use of PPE for construction personnel.

Informative: Operational Management Plan

The Operational Management Plan should, as a minimum, include information on:

- Traffic generation, in the peak hours and daily movement, including:
- Staff trips
- HGV trips
- Staff numbers.
- Shift patterns.
- Operational hours.

- How the access will be controlled to prevent unauthorised access to the site without impacting on the highway network.

Arboricultural method statement

Specific issues to be dealt with in the Arboricultural method statement and tree protection plan:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA) as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) a full specification for the installation of boundary treatment works within the RPA.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification.
- f) a specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- g) a specification for scaffolding and ground protection within tree protection zones.
- h) any special measures for veteran and ancient tree protection and management

HEADS OF TERMS

Highways

- Financial contribution to the cost of highways works on Lockheed Close
- Construction of new roundabout at the site entrance on Queen Elizabeth Way and associated infrastructure/drainage works;
- Financial contribution towards the cost of introducing the Travel Plan together with the cost of ongoing monitoring.

Biodiversity

- Offsite biodiversity mitigation works on Bowesfield Nature Reserve.

Employment and Training

- To enter into a Local Employment and Training Agreement.

BACKGROUND

1. Planning permission was approved in 2000 various works to the perimeter of the site which included the provision of a landscape belt, footpath links and estate roads/turning heads (applications 00/0433/P, 00/0434/P, 00/0435/P and 00/0436/P. These approvals included the existing access road from Queen Elizabeth Way.
2. A hybrid outline application for development of B1 units and car showroom with associated access and highway works was approved in 2010 (Application 09/1040/OUT). A new permission was approved in 2013 in order to extend time limit for implementation of 15th May 2013 (Application 13/0366/ROT). This permission expired in 2016.

SITE AND SURROUNDINGS

3. The application site is a 7.63 hectare site comprising the main site of 6.28 hectares and the additional highway area. The site is located to the west of Queen Elizabeth Way and the south of Lockheed Close.
4. The surrounding area of the site consists of a mixture of industrial, distribution and business units to the north within Preston Farm Industrial Estate and to the south and west is open

agricultural land. Beyond Queen Elizabeth Way to the east is a residential area. Further residential properties are located to the south west on Preston Lane.

5. Within the site there is open grassland and scattered vegetation throughout, with an existing band of trees to the north west edge. This tree band continues west to the perimeter of the existing Preston Farm Industrial Estate. The site is served by two vehicle accesses: one from the north through Lockheed Close and to south from an existing junction off Queen Elizabeth Way.

PROPOSAL

6. Planning permission is sought for the erection of a class B8 industrial warehouse unit with ancillary office and associated parking, decked van storage, van staging areas and associated ancillary infrastructure. The proposal also includes the provision of a roundabout on Queen Elizabeth Way and retaining wall(s) at the entrance.
7. The proposed warehouse will be sited to the south eastern corner of the site with the decked van storage area extending towards the western boundary. The building measures approximately 120 metres long x 58.5 metres wide extending 12 metres to the eaves and 16 metres to the top of the pitch with the deck at a similar height apart from the Van deck escape cores which extend to approximately 17.5 metres. The deck will be approximately 60 metres wide x 130 metres long. The main warehouse distribution building will be fully clad with varying tones of grey in a banded arrangement to provide interest and break up the elevation. The van parking deck adjacent will have small runs of mid grey horizontal cladding panels to the perimeters and fire escape staircases in light grey horizontal cladding panels.
8. Additional Planting will be provided to the perimeters of the site. A 2.4 metre high paladin fence will be erected to the southern, northern and western boundaries with a 4 metre high acoustic fence erected along the eastern elevation alongside the loading bay.
9. Access to the site will be from Lockheed Close for those working within the facility and the HGVs with all other vehicles accessing and leaving the site via the new roundabout. The van and car vehicle flows are separate for operational strategy and safety. The van operation utilises the access from Queen Elizabeth Way with ample queuing space within the site up to a secure access point with a guard kiosk. The van storage and parking are adjacent to the building allowing weather protection for loading vans, allowing the van storage to keep in close proximity to the staging area to increase vehicle flow efficiency and concentrating the building mass in one place.
10. Approximately 245 car parking spaces (including 12 disabled parking) will be provided to the north aspect of the site for operational staff and 11 dock levellers for the HGVs. Approximately 797 direct access van bays spaces will be provided for the drivers who will generally arrive in their own vehicles and leave in the company vans. In addition, there will be approximately 70 cycle parking spaces and 6 motorcycle parking spaces
11. The site will operate over a 24-hour, 7-day period, however, most staff and vehicles will arrive and leave avoiding peak hours. The external operational areas will be illuminated during the periods of darkness. Operational lighting to the service areas will be carefully designed so as to minimise light spillage by the use of cowls and deflectors.

CONSULTATIONS

12. The following Consultations were notified and the most recent/relevant comments received are set out below (in summary);

13. Highways Transport and Design Manager - The Highways Transport and Design Manager does not object to the principle of the proposals on highway grounds. The development is supported by sufficient information to demonstrate that there are no adverse impacts subject to mitigation and conditions.

Highways:

The applicant has submitted a Transport Assessment (TA) and other supporting documents and the impact of the proposals on surrounding highway have been fully considered, these include; Queen Elizabeth Way Site Access roundabout, Yarm Road/Concorde Way roundabout, De Havilland Avenue/Concorde Way roundabout, Lockheed Close T-junction, Kingfisher Way/Queen Elizabeth Way roundabout and The Rings roundabout.

The trip generation and arrivals and departures have been based on traffic patterns from 100 similar units operated across the UK and Europe, which is accepted as robust and based on the number of parcels that can be processed. The traffic distribution across the highway network has also been determined using accepted methods based on the required access point, along with the modal split for employees travelling to work

Sufficient car parking is available within the site to accommodate shift changeover. It is anticipated that 190 employees will work per shift, it is accepted that the level of car ownership and other modes of travel available that this will not adversely affect the surrounding highway network and lead to additional on street parking.

The site benefits from good pedestrian and cyclist facilities with a shared footway / cycleway on Concorde Way and Queen Elizabeth Way which provide connections towards the A66, Stockton town centre and Ingleby Barwick. Amendments to the cycle route on Queen Elizabeth Way that are required to allow the new roundabout will be subject to the S278 agreement and will need to be implemented in line with current Government guidance

The Teesdale Way (Public Footpath No.2) crosses the site access on Queen Elizabeth and at this point forms part of the adopted highway. The access should therefore include suitable crossing points for pedestrians that will form part of the S278 agreement

In order to ensure that the impact of the proposed development, on the local highway network, aligns with the information submitted in support of the proposals an Operational Management Plan (OMP) will be required however, this can be secured by condition. Equally the submitted Construction Traffic Management Plan is acceptable and a condition requiring compliance with the CTMP would be required.

Landscaping:

The site itself is designated for development and is not subject to any landscape designations, has no recreational value and has no rare or unusual features.

The applicant has undertaken a fair assessment of the impacts of the development on landscape character both during construction and operation of the site. The report notes that the '*...proposed development will appear as an extension to the existing employment area at Preston Farm Industrial Estate, which already has a number of large industrial, business and distribution units. The site is contained to the east by the Queen Elizabeth Way dual carriageway and therefore the proposed development would not appear out of character for this location.*' The report assesses the effect on landscape character to be 'moderate adverse' on completion due to '*...the scale and level of change on the site.*' However, with the associated landscape proposals this would reduce to 'minor adverse' over time, as the planting matures. The Highways Transport and Design Manager agrees with this assessment.

Consequently, there are no landscape and visual grounds for objection to the principle of development, but there are concerns regarding the visibility of the site from the south east corner, lack of buffer planting to screen the site from viewpoints to the south and west, and the impacts of site lighting particularly associated with the top deck of the parking structure.

Flood Risk Management:

Sufficient information has been provided to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved, however a detailed design has not been provided and this should be secured by condition.

14. Highways England - no objection
15. SBC Environment, Leisure & Green Infrastructure Manager - Thank you for the opportunity to comment on this application. The applicants make reference to Stockton-on-Tees Borough Council's Development Plan Policy ENV1. It is acknowledged that the energy statement submitted suggest that steps have been taken to minimise the environmental impact of the proposed site and the building design. However, the Applicant should prior to any approval be asked to confirm that their energy statement does accord to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent). Additionally, consideration should be given by the applicant to incorporate facilities for charging and plug-in and other ultra-low emission vehicles.

In terms of Countryside and Greenspace we make no comment.

16. Environmental Health Unit - the submitted Noise Report (Ref: A118549, Oct 2020) has been fully considered the operational noise level from vehicles and machinery can be considered to be within the No Observed Adverse Effect Level. Building plant noise is expected to be less than 10 dB below existing background levels at night at the nearest sensitive receptor. I have no objection to the proposal on the grounds of noise impact, providing the mitigation outlined in the Report is installed prior to occupation of the units (a 4.0m barrier along the northern and eastern boundaries of the HGV service area) and implementation of an Operational Noise Management Plan.

A Construction Management Plan should be conditioned to manage the impact of noise, vibration and dust during the construction phase

The submitted Air Quality Assessment (Dec 2020, Ref A118549 [0050]) has been assessed and the effects of changes in traffic flow as a result of the proposed development, with respect to the national air quality objectives, are determined as 'negligible' at all existing receptors. of The maximum predicted increase in the annual average exposure to NOX at the identified ecological receptor, due to changes in traffic movements associated with the development, is also considered to be negligible. There are no objections to approving the application on air quality grounds, subject to implementation of the site-specific mitigation measures recommended in the Report.

The lighting assessment submitted on the 14th Dec 2020 shows that there will be no over spillage of light beyond the boundary of the site, and as such the lighting scheme submitted will not have an adverse impact on residential amenity.

17. Environmental Health Comments - Land Contamination
I have checked the documentation provided (Desk Study Ref 5884-JPG-XX-XX-RP-G-0602-S2-P01, Oct 2020) which identifies made ground, and agree with the

recommendation for a ground investigation in order to further assess the site. This should include chemical analysis of soil and water samples, and monitoring of gas and groundwater in accordance with the relevant sampling and testing methods. I would recommend a following condition is imposed in relation to possible land contamination

Updated Comments: Following receipt of the above, I have checked the phase 2 contaminated land report, (Ref: 5884-JPG-XX-XX-RP-G-0603-S2-P01, Feb 2021). I am satisfied that the risk assessment of soil, gas and ground water contamination has been adequately assessed. This shows the absence of any plausible linkages of sources to receptors, and no mitigation measures will be required. I have no grounds for objection in principle to the application based on contaminated land grounds, subject to the recommendations being implemented as follows;

1. Foundations are likely to come into contact with made ground and the underlying groundwater, which shows slightly elevated levels of sulphate and fluoranthene. This is believed to be due to natural ground conditions. On this basis it is recommended that concrete should be designed to Aggressive Chemical Environment for Concrete (ACEC) Design Sulphate Class DS-1 and ACEC Class AC-1.

2. During development of the site, all site workers should remain vigilant to the possible risk of encountering areas of potentially contaminated material, and appropriate use of PPE for construction personnel.

3. unexpected contamination condition

4. Advisory - Waste Management - All materials re-used or imported to site should follow the CL:AIRE 'Definition of Waste: development Industry Code of Practice' (v2, March 2011) to demonstrate that re-use of excavated or imported soils would not pose an unacceptable risk to human health or controlled waters receptors, by documenting how all of the materials to be excavated during the proposed site preparatory and remediation earthworks are to be dealt with, including suitability for use, quantities of materials and verification.

No material other than those classified as 'inert' under the WAC testing. The production of a Materials Management Plan (MMP) should be implemented in accordance with the CL:AIRE protocol initiative to assist the enabling works by facilitating the on-Site re-use of excavated soils.

18. Northumbrian Water Limited - We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Proposed Drainage Layout". In this document it states the foul flows shall discharge to the foul sewer at manhole 9301, whilst the surface water flows shall discharge to the surface water sewer at manhole 9201 at a restricted rate of 18.7l/sec. We would therefore request that a condition be attached to any planning approval, so that the development is implemented in accordance with this document:
19. 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. Should diversionary works be required these will be fully chargeable.
20. Natural England - no comments to make on this application. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.
21. The Environment Agency - no objections to the planning application. Please note the below informatives comments:

Land contamination risk management – Advice to LPA/applicant

We have noted that development would require piling. The submitted geo-environmental desk study report (dated October 2020) does not find any significant previous contaminative uses within the area of the proposed development that could affect the underlying Sherwood Sandstone principal aquifer. We recommend that developers should:

1. Follow the risk management framework provided in 'Land contamination: risk management' when dealing with land affected by contamination
2. Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site – the local authority can advise on risk to other receptors, such as human health
3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
4. Refer to the contaminated land pages on gov.uk for more information

22. Tees Valley Wildlife Trust - On the whole, we are very impressed with the Ecological Impact Assessment and found it to be thorough and very well presented. The Trust is happy with the proposal to enter into a Section 106 agreement to provide mitigation on our land.

The Trust is happy that the ecological issues have been addressed by the applicant and that adequate mitigation will be provided through the LEMP / off-site replacement habitats.

We will continue to work with the developer to agree costs for the delivery of the LEMP, but I understand this can be separate to the planning application. There are therefore no outstanding planning concerns from the Wildlife Trust.

23. Chief Fire Officer (Cleveland Fire Brigade) - no representations regarding the development as proposed, however Access and Water Supplies should meet the requirements as set out in Approved Document B Volume 2: 2019, Section B5 for buildings other than Dwellings.

It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 2 Section B5 Table 15.2.

Recommendations - 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. Further comments may be made through the Building Regulation consultation process, as required.

24. Tees Archaeology - the submitted geophysical survey report demonstrates that the site is of low archaeological potential. The submission of the archaeological desk-based assessment and the geophysical survey have therefore satisfied the requirements of the NPPF (para 189). I recommend that no further evaluation work is required.

25. The Ramblers Association – it is noted that an additional access to the site from the Queen Elizabeth Way is proposed. This may entail the crossing of the Teesdale Way long distant footpath. This section of the footpath has been diverted several times in the recent past and the current OS and Definitive Maps do not show the true course of the path. Please consult with Highways' Rights of Way Officer as to the possible effect the new access will have on the footpath.

26. Councillor K Dixon - I wish to strongly object to the application to seek permission to build a supply /delivery depot on the Queen Elizabeth Way, Stockton my reasons are outlined below.

This application seeks to build a supply and delivery centre on an extremely busy dual carriage way system, that carries vehicular traffic into and out of the estate of Ingleby Barwick. It seeks to install a roundabout approximately halfway along both sets of carriageways to allow priority access to a proposed depot on the west side of the carriageways. To install a roundabout at this location would cause utter chaos to the traffic travelling in and out of Ingleby Barwick. The reason for the dual carriageways is to speed up and move the huge amount of traffic on the estate roads, and vice versa on the evening period to move the traffic quicker into the estate, not to put what would effectively be a road block in place particularly at peak times.

Ingleby Barwick Estate - This is reputedly the largest private housing estate in Europe and as such residents have endured shear frustration at the traffic problems getting on and off the estate, with a possible 1200 further dwelling planned for the estate.

There are only 3 single carriageway roads allowing traffic on and off the estate and during peak times 7.30am until 10 am these roads are grid locked, on an evening the peak times range from 3pm until approximately 7 pm the vehicles coming on to the estate are as equally grid locked. This isn't helped by other vehicles using the estate as a rat run to cut off A19 and A66, this being one of the main reasons for the dual carriageway being built to ease traffic not for extra vehicle to use as a rat run. It would appear that the applicant's prediction for only the peak time use for vehicles from this depot is between 8am-9am , 319 vehicles and 5pm-6pm ,300 vehicles. This would put an unbelievable strain on our already congested road system because I can envisage the scenario , if a driver puts in a SAT-NAV the locations of Thornaby-A19-Middlesbrough-Coulby Newham-Acklam-Hemlington-A174-Yarm-Eaglescliffe-Kirkleavngton just to name a few, they will be taken through Ingleby Barwick.

I find it utterly unbelievable and naive of the agents of this company to even think of putting what will be what will be a major delivery hub on the doorstep of a such a huge habitation. There is no way this facility is not going to create a huge amount of unnecessary chaos to the road system on this estate. There obviously has hasn't any thought been given to the health ,welfare and stress of the residents of Ingleby ,nor the amount of pollution that would be emitted by these delivery vehicles. Whilst I would welcome the 300 reported jobs this development would bring, there is no way it should be built at this location and bring more misery to Ingleby Barwick roads and its residents. I can think of at least 4 sites that would accommodate such a venture and non near a residential estate.

I wish to re-submit my original objections as outlines on the original application with the following additions

" Further to my original objections I wish to add that I disagree with the Traffic Assessment survey as it is not a true reflection of the traffic use on this road, this survey has been done when we were in the deepest time of the COVID pandemic and in no way resembles the traffic use on this road. I request that a full impact survey be carried out giving the assessment of what is expected traffic use on this road system and what is expected to be the total amount when the estate is built out. Also to take into account the build out of the homes on nearby estate in Yarm, Thornaby and Middlesbrough who all use Ingleby Barwick road systems as a rat run, the road system is getting progressively jammed with more and more vehicles and is only going to get worse for the residents of Ingleby. This planning application can only put a lot more strain and unnecessary burden on the roads of Ingleby.

PUBLICITY

27. Neighbours were notified and comments were received from the following addresses with the comments summarised below. Full details of the objections can be found online at <https://www.developmentmanagement.stockton.gov.uk/online-applications/>

1. Mr Michael Bigley 3 The Courtyard Preston Lane
2. Mike Bigley and Amanda Dalkin 3 The Courtyard.
3. Andrew & Gill Popple The Hay Barn Preston Lane
4. Mrs Christine Doyle 5 The Courtyard Preston Lane
5. Mrs Kathryn van der Graaf 7 The Courtyard Preston Lane
6. Mr Craig Wharton 6 The Courtyard Preston Lane
7. Mr Paul Richardson, 2 Coltsfoot Drive Stockton-on-Tees
8. John Benson; Ground Floor 3B Lockheed Court
9. Yendalls Engineering Ltd Unit 1, Lockheed Court, Stockton-on-Tees. TS18 3SH
10. Craig Dale First Floor 3B Lockheed Court
11. Andy Robinson M K M Building Supplies 1 Opus Park
12. Winifred Campbell Derek Campbell Tyre And Exhaust Centre Lockheed Close
13. Paul Adams; 3A Lockheed Court Preston Farm Industrial Estate
14. Andrew Middlemiss; Second Floor Unit 1
15. Adrian Williams Ground Floor Unit 1
16. Mrs Jade Richardson 24 Trenholme Close Ingleby Barwick
17. Kevin Davies Prestige Servicing Unit 2C Opus Park
18. Mr Stefan Barnes 17 Rowallane Gardens Ingleby Barwick
19. Mr Callum Bowler 1 Woolcotts Close Ingleby Barwick
20. Mr Roy Merryweather 55 Lullingstone Crescent Ingleby Barwick
21. Mark Watts 47 Apsley Way Ingleby Barwick
22. Mrs Nicola Barratt 15 Grassington Green Ingleby Barwick
23. Mr Richard Fawcett 13 Pagan Drive Ingleby Barwick
24. Mrs Connie Buckley 4 Bernica Grove Ingleby Barwick
25. Mr Craig Cullinan 29 Rochester Court Ingleby Barwick
26. Mr Mike Neal 2 Hilston Close Ingleby Barwick
27. Mr Scott Clarkson 11 Woodchester Grove Ingleby Barwick
28. Miss Jemma Harris 42 Water Avens Way Stockton-on-Tees
29. Ms Carol Larkman 18 Pennyroyal Road Stockton-on-Tees
30. Mr Paul Richardson 2 Coltsfoot Drive Stockton-on-Tees

- Traffic already incredibly high during peak times, particularly with there being limited access on and off of Ingleby Barwick.
- Ingleby Barwick is a rat run for traffic from other areas and this will add further to delays
- Exit from Bowesfield Park is already problematic
- Congestion on Lockheed Close through indiscriminate parking and HGVs accessing sites
- Impact on the Queen Elizabeth Way Cycle Path
- Scale of the building and visual impact of this development
- Loss of open space,
- Operational Noise and Noise from Traffic
- Positioning of noise recording equipment
- Air Quality through the increase in traffic
- Potential improvements the tree planting along the boundary line of Queen Elizabeth way and Penny Royal road.
- Public parking for access to the nature reserve and those using the River for fishing, some provision should be considered along the development access road. This will again be welcomed by the residents of Bowesfield park to prevent parking by non-residents wishing to access the nature reserve during the day.
- Process/ Public Consultation; The first time we were made aware of this application was following receipt of the council's letter dated 23rd December 2020 which we did not receive until after the Christmas holidays giving us little time to respond. In addition, we have recently been made aware that DWD property and Planning

undertook a pre-application public planning consultation back in October sending letters to local residents. We did not receive this and have had no opportunity to consult on the proposed plans.

- Adverse Impact on views to the Cleveland hills.
- Trees are not suitable as mitigation, take time to grow and also are not in leaf all year.
- Concerns with regards light emanating from the site.
- Adverse effects on the deer / wildlife
- The absence of trees and an acoustic fence on the south side of the development
- Did surveys take into account COVID and the reduction in activity.
- SBC and the occupier should be encouraging the use of e-cargo bikes for as many of the deliveries as possible
- I have attached the relevant link from the .gov regarding the planning reviews needed <https://www.gov.uk/guidance/light-pollution>
- I am disappointed that neither Vectos or SBC Highways Officers appear to be aware of current guidelines, I note that both were involved in a meeting on 19th October 2020. The Travel Plan paragraph 2.18 with regard to cycling references, DfT published guidance 'LTN 2/08 cycle infrastructure design'. This guidance was updated in July 2020 as LTN 1/20, I suggest that the scheme is reassessed using the correct guidance.

PLANNING POLICY

29. 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.
30. 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

31. 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. 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

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

Strategic Development Strategy Policy 1 (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.

Strategic Development Strategy Policy 2 (SD2) - Strategic Development Needs

1. The following strategic growth needs have been identified for the period 2017/18 to 2031/32, which will be met through new sustainable development and infrastructure provision that integrates positively with the natural, built and historic environment of the Borough.

Economic Growth

5. In order to provide sufficient employment sites to meet the needs of existing businesses, new start-ups and major inward investment there is a requirement to allocate sufficient land for specialist industries, business, general industry and warehousing, as follows:

- a. 120 hectares of land for specialist uses including, the chemical and process industry, energy generation, waste processing, port related uses and other uses, which demonstrate operational benefits to the North and South Tees Cluster.
- b. 70 hectares of land at Durham Tees Valley Airport of which 50ha is for airport related use and 20 hectares of general employment land.
- c. 110 hectares of land for general employment uses.

Other Development Needs

7. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.

Strategic Development Strategy Policy 4 (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 and Training Opportunities

19. Support will be given to the creation of employment and training opportunities for residents. Major development proposals will demonstrate how opportunities arising from the proposal will be made accessible to the Borough's residents, particularly those in the most deprived areas and priority groups.

Strategic Development Strategy Policy 5 (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.

b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.

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.

d) Enhancing woodlands and supporting the increase of tree cover where appropriate.

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.

l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.

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.

b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.

c. Supporting sustainable water management within development proposals.

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.

e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.

f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.

g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.

h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

Strategic Development Strategy Policy 6 (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.

Strategic Development Strategy Policy 7 (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.

Strategic Development Strategy Policy 8 (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.
3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or any other appropriate design standards.
4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.

Economic Growth Policy 1 (EG1) - General Development Sites

1. New general employment proposals will be directed to existing premises and allocated sites in the following locations:

d. Preston Farm 11 ha

General employment development focusing on manufacturing and engineering (B2 Use Class) storage and distribution (B8 Use Class) and car sales (Sui Generis). Office development will be encouraged where there are no sequentially preferable locations for the use.

Natural, Built and Historic Environment Policy 1 (ENV1) - Energy Efficiency

1. The Council will encourage all development to minimise the effects of climate change through meeting the highest possible environmental standards during construction and occupation.

The Council will:

a. Promote zero carbon development and require all development to reduce carbon dioxide emissions by following the steps in the energy hierarchy, in the following sequence:

i. Energy reduction through 'smart' heating and lighting, behavioural changes, and use of passive design measures; then,

ii. Energy efficiency through better insulation and efficient appliances; then,

iii. Renewable energy of heat and electricity from solar, wind, biomass, hydro and geothermal sources; then

iv. Low carbon energy including the use of heat pumps, Combined Heat and Power and Combined Cooling Heat and Power systems; then

v. Conventional energy.

b. Require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees' Climate Change Strategy 2016; and

c. Support and encourage sensitive energy efficiency improvements to existing buildings.

2. Proposals are encouraged where development:

a. Incorporates passive design measures to improve the efficiency of heating, cooling and ventilation; and

b. Includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.

Non domestic

4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

5. All new non-residential developments of 500 sq m and above of gross floor space will be required to:

a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO2 reduction; and

b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Natural, Built and Historic Environment Policy 4 (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.

3. Site specific flood risk assessments will be required in accordance with national policy.

4. All development proposals will be designed to ensure that:

a. Opportunities are taken to mitigate the risk of flooding elsewhere;

b. Foul and surface water flows are separated;

c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and

d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.

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.

7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

10. Through partnership working the Council will work to achieve the goals of the Stockton-on-Tees Local Flood Risk Management Strategy and the Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.

11. To reduce the risk of flooding the Council is working in partnership with the Environment Agency to deliver a Flood Alleviation Scheme on Lustrum Beck.

Natural, Built and Historic Environment Policy 5 (ENV) - 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.

4. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:

a. Internationally designated sites - Development that is not directly connected with or necessary to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment. Development requiring Appropriate Assessment will only be allowed where:

i. It can be determined through Appropriate Assessment, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects; or ii. as a last resort, where, in light of negative Appropriate Assessment there are no alternatives and the development is of overriding public interest, appropriate compensatory measures must be secured.

b. Nationally designated sites - Development that is likely to have an adverse effect on a site, including broader impacts on the national network of Sites of Special Scientific Interest (SSSI) and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, a development will only be allowed where:

i. the benefits of the development, at this site, clearly outweigh both any adverse impact on the sites notified interest features, and any broader impacts on the national network of SSSI's;

ii. no reasonable alternatives are available; and

iii. mitigation, or where necessary compensation, is provided for the impact.

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.

5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

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.

Natural, Built and Historic Environment Policy 6 (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.

3. The Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. The loss of open space as shown on the Policies Map, and any amenity open space, will not be supported unless:

a. it has been demonstrated to be surplus to requirements; or

b. the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- c. the proposal is for another sports or recreational provision, the needs for which, clearly outweigh the loss; or
 - d. the proposal is ancillary to the use of the open space; and
 - e. in all cases there would be no significant harm to the character and appearance of the area or nature conservation interests.
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.
5. Development proposals will be expected to demonstrate that they avoid the 'best and most versatile' agricultural land unless the benefits of the proposal outweigh the need to protect such land for agricultural purposes. Where significant development of agricultural land is demonstrated to be necessary, proposals will be expected to demonstrate that they have sought to use areas of lower quality land in preference to that of a higher quality.

Natural, Built and Historic Environment Policy 7 (ENV7) - Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.
2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.
3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.
4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:
 - a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and
 - b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.
5. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.
6. To improve the quality of the water environment the Council will:
 - a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;
 - b. Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and

c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).

Transport and Infrastructure Policy 1 (TI1) - Transport Infrastructure

Delivering A Sustainable Transport Network

1. To support economic growth and provide realistic alternatives to the private car, the Council will work with partners to deliver an accessible and sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.

2. A comprehensive, integrated and efficient public transport network will be delivered by:

a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;

b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;

c. Supporting upgrades to railway stations within the Borough to improve access and safety;

d. Improving public transport interchanges to allow integration between different modes of transport;

e. Working with public transport operators to maintain and enhance provision wherever possible;

f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and

g. Ensuring appropriate provision is made for taxis and coaches.

3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:

a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and

b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.

4. Sites and routes which will play a role in developing infrastructure to widen transport choice will be safeguarded from development which would impact negatively on their delivery or attractiveness to potential users; routes include:

a. Bridge and footway/cycleway link across the Rivers Tees between Ingleby Barwick and Egglecliffe;

Highways Infrastructure

6. To support economic growth, it is essential that the road network is safe and that journey times are reliable. The Council will seek to provide an efficient and extensive transport network which enables services and facilities to be accessible to all, accommodate the efficient delivery of goods and supplies, whilst also minimising congestion and the environmental impact of transport.

7. Targeted improvements will be delivered at the following priority locations (routes are safeguarded where identified):

a. Strategic road network:

i. A66 (including A66 Elton Interchange);

ii. A19 Widening Norton to A689 (route safeguarded);

iii. A19/A689 Interchange; and

iv. A19/A67 Interchange (Crathorne).

b. Local road network:

i. Junctions associated with the West Stockton Sustainable Urban Extension;

1. Darlington Back Lane and Yarm Back Lane junction.

2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).

3. Harrowgate Lane and Leam Lane.

ii. Junction of A1027, Junction Road and Norton High Street, Stockton; and

iii. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.

iv. A689 at Wynyard:

1. Improvements at five roundabouts on A1185 Seal Sands Link Road- Wolviston Services- Wynyard Business Park- Wynyard East- Wynyard West.

2. Additional Lane on the northern carriageway of the A689/A19 junction to provide 3 lanes (removing existing footway) and a replacement separate cycle/footbridge over the A19.

8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.

New Development

10. Existing sustainable transport and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.

11. To assist consideration of transport impacts, improve accessibility and safety for all modes of travel associated with development proposals, the Council will require, as appropriate, a Transport Statement or Transport Assessment and a Travel Plan.

12. The Council and its partners will seek to ensure that all new development, where appropriate, which generate significant movements are located where the need to travel can be minimised, where practical gives priority to pedestrian and cycle movements, provides access to high quality public transport facilities and offers prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:

a. Transport choices are widened and the use of sustainable transport modes are maximised. New developments provide access to existing sustainable and public transport networks and hubs. Where appropriate, networks are extended and new hubs created. When considering how best to serve new developments, measures make best use of capacity on existing bus services before proposing new services and consideration is given to increasing the frequency of existing services or providing feeder services within the main network.

b. Suitable access is provided for all people, including those with disabilities, to all modes of transport.

c. Sufficient accessible, and convenient operational and non-operational parking for vehicles and cycles is provided, and where practicable, incorporates facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision is of sufficient size and of a layout to facilitate it's safe and efficient operation.

d. Appropriate infrastructure is provided which supports Travel Demand Management to reduce travel by the private car and incentivises the use of sustainable transport options.

e. New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

13. The Council's approach to transport infrastructure provision is set out in Policy SD7.

Transport and Infrastructure Policy 3 (T13) - Communications Infrastructure

7. Developers should demonstrate how proposals for new homes, employment or main town centre uses will contribute to and be compatible with local fibre and internet connectivity.

MATERIAL PLANNING CONSIDERATIONS

33. The main material considerations in this application are the principle of development, impact on the character and appearance of the area, impact on neighbours, highway capacity and safety, ecology, flood risk and any other residual matters.

Principle of Development

34. 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 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.
35. The application site is an allocated site and has a history of permissions for employment use. Policy EG1 identifies the site as a location where new general employment proposals will be directed to focusing on manufacturing and engineering (B2 Use Class) storage and distribution (B8 Use Class) and car sales (Sui Generis).
36. Taking into account the history of the site and the land use allocation the development the development is in accordance with policies in the Development Plan subject to the other considerations as detailed below.

Landscape and Visual Impact.

37. The application is supported by a Landscape and Visual Appraisal which includes images to show how the development will look before, during and when the mitigation planting is established (after 15 years). Some of these images are appended to this report for reference.
38. The LVA states that upon completion and in the long term the effect on the National Character Area (NCA) 23 'Tees Lowlands' would be negligible, due to the scale of this expansive NCA in comparison to the proposed development which will appear as an extension to an existing industrial estate. It states that initially effects are considered to be moderate adverse due to the scale and level of change on the site. The report states that proposed landscaping will mitigate for some of the loss of vegetation and the development will appear as an extension to Preston Farm Industrial Estate. In the long term once the landscaping has matured this will bring some beneficial landscape effects for the site, reducing overall effects on the site in an immediate context to minor adverse. They state that the landscape proposals will assist in filtering views of the development and most views will be seen in context with surrounding development or seen from a distance. In the long term the overall effects on visual receptors will range from moderate / major adverse for residents of Pennyroyal Road in close proximity to the proposed development, to minor adverse / negligible for users of Preston Farm Industrial Estate and users of the Queen Elizabeth Way. The report concludes that the proposed development along with the associated infrastructure and landscaping could be accommodated within the site and would not result in any unacceptable long-term landscape and visual harm.
39. The LVA was considered by the Council's Senior Urban Designer who confirmed that the assessment provided was considered to be a comprehensive representation of the visual effects on local receptors. Residents of Pennyroyal Way would have clear views of the development, although the main activity will take place on the opposite elevation, the planting will only have a very limited effect due to the scale of the building, and even at maturity, the building will still be clearly visible above the proposed landscaping. The users of Teesdale Way will obtain views, and these have been assessed as Moderate / adverse reducing to Minor/Moderate adverse and this is agreed. Receptor views from the south of the development will have the same level of impact however there will be a clear view of the building although this will be from a distance.
40. In terms of light pollution, the applicant provided a lighting layout and a lighting impact assessment. As part of the scheme, mitigation measures have been included to ensure that

the proposed lighting design minimises and mitigates any effects. These measures include the lighting having motion sensors and the lighting on the top deck switched off during 12 midnight to 6am. It is however considered that the lighting will still be visible outside of these hours, which in winter could still be more than 8 hours from 4pm until midnight. The assessment concludes that *'the proposed development would not result in any significant change in the context of night-time views for receptors, given the existing illumination that is currently experienced. The proposed development would not result in any unacceptable harm on night-time visual amenity'* however the Highways Transport and Design Manager does not agree with that assessment from a landscape perspective. The lighting scheme has also been assessed by the Environmental Health Officer and confirmed that it will not cause any adverse impact on the surrounding area as the development is designed according to best practice guidelines to minimise glare and light intrusion for an E3 zone (suburban) area.

41. The application also proposes a roundabout on Queen Elizabeth Way with a retaining wall feature at the entrance to the development. The comments from the Highways Transport and Design Team are noted in terms of the retaining wall and impact on the landscaping, however since these comments were received the applicant has provided an indicative roundabout plan which shows that the landscaping can be achieved as proposed. Further details will be provided as the design stage evolves and these matters are controlled via condition.
42. Overall, it is considered that the proposed development is undeniably a significant structure and will change the visual landscape of this site especially when viewed from the south of the site. The applicants state that the proposal has been designed to meet the operational needs of the end user and the scale and height are necessary to enable the successful operation of the site. The landscaping proposed will help screen the building however this will still be a highly visible structure which will be lit. This needs to be weighed against the benefits of the scheme when considering the scheme as a whole. It is considered that although there will be a change in appearance it will be seen in the context of the area which is an industrial estate. There is a large gap to the south towards Preston Lane and the River Tees and a main road to east all which create a degree of separation.

Impact on neighbours

43. The application site is within a commercial area although there are residential premises to the south and east. Objections have been received to the application from Lockheed Close mainly concerned with traffic and these impacts are considered further in below.
44. Objections have been raised from residents in Preston Lane to the south, residents to the east and Ingleby Barwick. These objections mainly relate to traffic, lighting and impact on the landscape. Whilst the presence of the building will ultimately change the outlook for some of these residential premises the impact is considered in the relevant sections of this report.
45. Impacts in relation to noise, air quality are also considered further below, but with the mitigation as proposed there will be no adverse impact in this regard.

Traffic Impact and Highway Safety.

46. The application is accompanied by a transport assessment which has been fully considered by Highways England and the Highways Transport and Design Manager. Concerns have been raised regarding the timing of the assessment due to the COVID restrictions, however modelling is based on traffic surveys undertaken in 2018 that is considered to be a robust scenario given the changes in traffic patterns during the pandemic.

47. The site will have two key access points which is a new roundabout on Queen Elizabeth Way to be used by all vehicles other than HGVs and operational staff and a direct access from Lockheed Close for HGVs and the on-site staff

Impact on Lockheed Close

48. The previously approved planning application (ref: 13/0366/ROT) approved a main vehicular access to the Site through from Lockheed Close and therefore the principle of an employment development being accessed from Lockheed Close has already been accepted.
49. This entrance would be used by operational staff (i.e staff who remain on site and not delivery drivers). There will be approximately 190, operational staff employed at the site (with a seasonal peak of roughly 238). There will be approximately 36 HGV deliveries which tend to arrive between 10pm and 5pm.
50. Objections have been received from several businesses in Lockheed Close who have general concerns due to increased traffic, parking problems and also existing on street parking problems.
51. The applicant has suggested a TRO with the purpose of providing double yellow lines; and a contribution towards hard-surfacing the existing verges for additional parking. The Applicant has proposed this latter measure in direct response to the concerns raised by local residents. Whilst yellow lines are not favoured, it is considered that some areas could be hard landscaped to provide additional off-road parking and will allow a clearer route in and out of Lockheed Close and this can be secured through a Section 106 agreement.
52. In terms of traffic impact Lockheed Close meets current highway standards for industrial use and given the operational times for the site it is not consider that the development will have a significant adverse impact for existing businesses.
53. The development has sufficient on-site car parking for all staff and it is not considered that the facility would lead to additional on street parking.

Impact on Queen Elizabeth Way

54. The applicant has submitted an indicative plan of the proposed roundabout, should the application be approved this primary site access roundabout, which would be subject to further detailed design is required to fully comply with current Design Manual for Roads and Bridges standards. This would be secured via a s278 Agreement.
55. Delivery drivers will arrive and leave using the roundabout with access generally outside of peak hours.
56. Concerns have been raised in relation to the impact on vehicles travelling to/from Ingleby Barwick, however the modelling has been fully considered and no objections have been raised from the Highways Transport and Design Manager who has confirmed that the junctions will operate within capacity and do not raised concerns with potential traffic queues.

Informal Parking

57. Comments have been received in relation to the access road onto the Site from Queen Elizabeth Way which is currently used for informal parking and used by visitors to the Bowesfield Nature Reserve and the local fishing community. It should be noted that

although adopted highway it was always to be an access into the site and never a parking area.

Public Right of Way

58. A Public Right of Way (PROW) runs north to south along the western extent of Queen Elizabeth Way and will cut across the proposed roundabout. The roundabout design includes crossing points for the PROW so that the route can be maintained albeit a slight diversion is proposed which will be dealt with by a separate application under S.257 of the Town and Country Planning Act 1990. The pedestrian and cycle linkages incorporated into the scheme design will link the Site to the surrounding pedestrian and cycle routes.
59. The matter has been considered by the Public Rights of Way Officer who has raised no concerns with the provision of an appropriate crossing point, providing the new crossing points will be in accordance with the Councils Design Guide Specification.

Cycle Track along Queen Elizabeth Way

60. There is a cycle track which runs north to south along Queen Elizabeth Way. Amendments to the cycle route on Queen Elizabeth Way that are required to allow the new roundabout will be subject to the S278 agreement. Comments are noted from the objector and the HTDM will ensure that the route will be implemented in line with current Government guidance.
61. Overall, it is considered that the proposed development will not have a significant impact on the highway network and the development is considered to be acceptable.

Air Quality Assessment

62. An Air Quality Assessment was prepared by WYG and submitted as part of the application; this report assesses the potential pollution increase as a result of the development at the closest residential properties to the site.
63. The assessment considers the worst-case scenario for levels of Nitrogen Oxide and Particulate Matter pollution generated by the development. The report concludes that on the closest residential properties to the Site the impact on air quality will be negligible, therefore for properties further away than Penny Royal Road the impact will be less.
64. The Environmental Health Team have reviewed the submitted information and confirmed that the findings are acceptable and no objections are raised in this regard subject to the mitigation measures being secured by condition.

Noise Impact

65. The application is accompanied by a Noise Impact Assessment which has considered noise from the construction of the development, noise from the operations of the warehouse and noise from the roundabout.
66. Construction Noise: The application is accompanied by a Construction Environmental Management Plan which has been considered and is acceptable to ensure that impacts are minimised. Construction Hours have also been conditioned, these hours are not what have been requested by the applicant, but are more limited to prevent undue impact on nearby residential premises.
67. Operational noise: the assessment considers noise from vehicular movements, loading and unloading and plant noise. The largest noise impact is as a result of the HGVs within the loading area, therefore a 4m acoustic barrier is proposed around this area to prevent noise

impacts on the closest residential properties on Penny Royal Road. The assessment finds that there will be no discernible impact on residential properties further away due the distance from the Site.

68. One comment received questions where the noise survey equipment was located and references Table 3.3 in the report. It should be note that Table 3.3 and the accompanying Figure 3.1 show the closest sensitive receptors (in this case all housing) to the proposed development. Table 4.1 and accompanying Figure 4.1 confirms the locations where noise monitoring equipment was located to conduct the noise survey. The applicant confirms that the equipment was placed in publicly accessible locations as close to the identified sensitive receptors as possible.
69. Noise from the Roundabout: As part of the assessment the existing road noise was taken into account and it has been confirmed that the provision of a roundabout does not add or remove noise sources in this area because it is located on an existing road, therefore the provision of a roundabout will have a negligible impact on overall noise levels.
70. The noise report has been considered and by the EHO who raises no concerns subject to the noise mitigation measures contained in the noise assessment being complied with and subject to the adherence with a Construction Management Plan and Operational Noise Management Plan.

Ecology

71. The application is accompanied by Ecological Impact Assessment Report and a Landscape and Ecological Management Plan for the off site compensation works.
72. The Ecological Impact Assessment Report makes a number of recommendations and suggestions for mitigation which have been conditioned. Details of the proposed ecological mitigation on the adjacent Tees Wildlife Trust site are subject to discussion, however, it is expected to include tree planting in the area immediately adjacent to the eastern carriageway of Queen Elizabeth Way, an area where there has to date been minimal improvement. Ecological and landscape mitigation is proposed off-site, on Bowesfield Nature Reserve to the south east to provide native planting enhance the ecology and biodiversity of the Nature Reserve. A Landscape Environmental Management Plan (LEMP) has been prepared in consultation with the Tees Valley Wildlife Trust. The plan sets out the proposed planting which will be provided within the Bowesfield Nature Reserve and the improvements will be secured by a Section 106 legal agreement.
73. A number of comments highlight the presence of roe deer using the site. Additional information has been received confirming that the development of the Site will not result in a significant loss of local habitat for the deer. The proposed boundary landscaping will provide enhanced habitats for local ecology whilst retaining a separation from the operational areas of the Site.
74. Natural England have raised no objections to the proposed development or the LEMP and Tees Valley Wildlife Trust have confirmed that the proposed offsite enhancements are acceptable.

Drainage and Flood Risk

75. The application site is within Flood Zone 1 and where development should be directed in the first instance. The application is accompanied by a drainage impact assessment and a flood risk assessment.

76. Discharge of surface water is proposed to be into the public surface water sewer crossing the site. via chamber 9201. NWL have confirmed this this would be acceptable and have suggested a condition to reflect this which has been recommended. Surface Water Discharge from the site will be restricted to greenfield run off rates for all storms up to the 1 in 100-year event plus climate change. Attenuation storage will be provided on site in a below ground attenuation tank.
77. The Lead Local Flood Authority have considered the scheme and confirmed that applicant has provided sufficient information to satisfy the LLFA that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. The applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information can be secured by condition which has been recommended.
78. Overall, this the submitted scheme and assessments demonstrates that the foul and surface water drainage systems are acceptable for the proposed development and no objections have been raised with regards to this matter.

Sustainability

79. The applicant states the proposed new distribution facility has been designed to be energy-efficient and promote sustainable travel to the Site. The proposed decked van storage facility will provide storage facilities to allow the van operators van fleet to be completely electric by 2030.
80. 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 and the development achieves 10.0% reduction in CO2 emissions compared to the Part L.
81. Comments from the Environment, Leisure & Green Infrastructure Manager are noted however the applicant has submitted a BREEAM Pre Assessment Strategy Report which confirmed a minimum rating of 'very good'.
82. The occupier's proposals are that 100% van storage spaces will be passive with the infrastructure to allow EV van charging spaces put in place. The reasoning behind this is that the number of electric vans that can be operated is constrained by the available power supply at any particular site. However, this constraint will reduce over time as electric vehicles and their batteries improves.

Socio-economic issues

83. The proposed development will provide significant economic benefits to the local area. Whilst full details have not been provided, the Agent has estimated that construction numbers will range from x20 to x200. Opportunities for local trades and businesses will potentially be available through the appointed general contractor. Estimated construction costs will be £35m to £40m.
84. Within the submitted documentation HCA guidance figures have been used for job numbers. This presents an FTE figure however, rather than headcount and are not specific to the occupier. Remembering that the proposed operation is 24/7 which will result in a

higher FTE figure than assumed by the HCA and based on the density guidance, the total number of FTE results in a figure of 381. However from an occupier perspective and based on the submitted transport assessment the facility would require approximately 190 people working at the site, with a seasonal peak of roughly 238. The transport analysis is based on 545 as a non-peak movement – and this van movement is equivalent to a driver job.

Community Consultation

85. Comments have been raised regarding the lack of consultation, however over 1,200 letters were issued to local residents and business around the Site and emails sent to local ward councillors, directing residents, businesses and Councillors to the consultation website. The letters were delivered by a specialist leaflet distribution company who provided the below GS tracking of the areas they delivered letters.
86. 91 people visited the website, albeit only two responded to the short survey included on the website to facilitate responses. Due to Covid-19 pandemic it was not possible to organise public meetings or undertake face-to-face consultation, however, the pre-application consultation was undertaken in accordance with Stockton's Statement of Community Involvement and this would not be a reason to refuse the application.

Other Matters

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

CONCLUSION

88. In determining this application, a balance should be taken between the benefits of the scheme and any harm. Whilst it is acknowledged that the proposal will result in a change to the landscape given its overall scale, it will also be seen within the context of, and against the background of, the Preston Farm Industrial/commercial area.
89. The proposals result in socio-economic benefits, which include the development of a long-standing allocation in the local plan and also the substantial job creation and investment that the proposal will bring to the area which will be a significant boost to the local economy.
90. 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.
91. It is considered that there are no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission in this case and it is recommended that the application be approved with conditions for the reason(s) specified above.

Director of Finance, Development and Business Services
Contact Officer Simon Grundy Telephone No. 01642 528550

WARD AND WARD COUNCILLORS

Ward Parkfield And Oxbridge
Ward Councillor Councillor Mohammed Javed

Ward Councillor Councillor Louise Baldock

IMPLICATIONS

Financial Implications: See report

Environmental Implications: See report

Human Rights Implications:

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

Community Safety Implications:

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

National Planning Policy Framework

Stockton on Tees Local Plan

Application Files