

DARLINGTON BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE

COMMITTEE DATE: 19 November 2008

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APPLICATION REF. NO:	08/00703/FUL
STATUTORY DECISION DATE:	2 December 2008
WARD/PARISH:	MIDDLETON ST GEORGE
LOCATION:	Proposed Business Park, Durham Tees Valley Airport, Middleton St George, Darlington
DESCRIPTION:	Office development comprising 11 No. Units, car parking, access and associated landscaping
APPLICANT:	SVEN INVESTMENTS

APPLICATION AND SITE DESCRIPTION

The application site, which measures some 4.15 hectares in area, is situated on the northeastern edge of the Durham Tees Valley Airport complex.

It is bounded to the north by the Darlington to Saltburn branch railway line beyond which is the A67 trunk road. Middleton St George hospital adjoins the site to the west and to the east and south lies the aerodrome.

The site is occupied by a partially constructed hotel/leisure complex including the skeletal framework of a former hanger, which dominates the site. Work on the development stopped some years ago. Building materials and rubble are scattered around the site, which is essentially flat. There is small group of willow trees on the site, which are of no visual significance. A number of ponded areas are located around the site.

This is a detailed application for the 14,560 sq m of office space in eleven separate two storey blocks of either 1,120 sq m. or 2,240 sq m. Each block can be sub-divided to form individual office suites ranging in size from 50 sq m. to 2,000 sq m. All the units are located close to the site boundaries, surrounding a single parking area with 424 spaces.

The scheme also includes for the provision of wildlife ponds and other wildlife habitat areas within the site. Extensive tree planting is to be provided along the northern site boundary alongside the railway line, with additional tree planting around the remaining boundaries and within the site, although no specific planting details have been submitted with the application.

Access to the site would be via a link road on the western boundary, which connects to one of the main airport access roads.

The proposals also include the provision of free on demand minibus linking the site with the existing bus network on the airport, terminal building and Dinsdale railway station.

The following supporting documents are submitted with the application: -

- Design and Access Statement
- Planning Statement
- Transport Assessment
- Travel Plan
- Flood Risk Assessment
- Ecology Report

The development is one that falls within the thresholds set out in Schedule II of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI/1999/293) (the "1999 Regulations). As required by the 1999 Regulations, the Local Planning Authority is required to adopt a formal opinion as to whether an Environmental Impact Assessment (EIA) is required for the development. This process has been undertaken and, having taken into account the criteria set out in Schedule 3 to the 1999 Regulations, the LPA has determined that the proposal does not constitute EIA development.

PLANNING HISTORY

The application site has an extensive planning history. Only the most recent and relevant entries in the planning register are included below: -

97/598 - Planning permission was granted in June 1998 for the redevelopment of the existing "Top Spin" tennis centre and conference facilities together with 128 bedroom hotel, parking and associated supporting facilities.

98/509 - Modification to the design and size of the leisure building was approved in September 1998.

99/716 - A variation of planning permission 97/598 was granted in December 1999 to revise the proposed hotel from two, two storey buildings to a single three storey building.

08/113 – In February 2008, a similar application to the current proposal, for office development was submitted. This was subsequently withdrawn in April 2008.

PLANNING POLICY BACKGROUND

Relevant Planning Policy

The starting point for considering the proposal is the statutory development plan. The relevant parts in respect of the proposed development are as follows:-

The North East of England Plan Regional Spatial Strategy to 2021

- 2 – Sustainable Development
- 4 – The Sequential Approach to Development
- 7 - Connectivity and Accessibility
- 12 -Sustainable Economic Development
- 19 -Office Development Outside of City and Town Centres
- 21 -Airports
- 24 –Delivering Sustainable Communities
- 33 –Biodiversity & Geodiversity
- 34 -The Aquatic and Marine Environment
- 35 -Flood Risk
- 38- Sustainable Construction
- 39 –Renewable Energy Generation
- 54- Parking and Travel Plans

Borough of Darlington Local Plan (1997, with alterations 2001)

- E2 - Development Limits
- E12-Trees and Development
- E14 -Landscaping of Development
- E16 -Appearance From Main Travel Routes
- E23 -Nature and Development
- E29 -The Setting of New Development
- E46 -Safety and Security
- EP9 -Teesside Airport Employment Land - North
- T12 -New Development-Road Capacity
- T13 -New Development-Standards
- T24 -Parking and Servicing Requirements for New Development
- T31 -New Development and Public Transport

T52 -Drainage Infrastructure

Government Planning Policies

PPG4 - Industrial, Commercial Development and Small firms (1992)

PPS6 - Planning For Town Centres (2005)

PPS9 - Biodiversity and Geological Conservation

PPG13 - Transport (2001)

PPS25 - Development and Flood Risk

RESULTS OF CONSULTATION AND PUBLICITY

Middleton St George Parish Council has made the following comments:-

“We feel strongly that DVTA are not going to stop developing in this area for some years to come, along with a maximum in air activity as is possible. Therefore we do not consider it unreasonable to use a Section 106 to supply Darlington Borough Council Health Offices with the most up-to-date equipment in order to monitor accurate reading of the air quality in the very built up area, from both aeroplane and traffic pollution.”

Campaign to Protect Rural England has raised the following issues: -

- The use of the units should be restricted to ones that are required for activities related to the airport.
- There is concern the businesses within the development will produce increased traffic on local rural roads which are currently under strain.

North East Assembly has made the following comments: -

“There are some concerns regarding the principle of the proposed development. Taking into account the provisions of RSS policy 21 and the supporting text, the Council should be satisfied that the scheme is and remains genuinely ancillary to the airport, and that this is controlled carefully through planning conditions. In ensuring this is the case, the Council should be satisfied that the relationship to the airport business is justified, and of an appropriate scale to its core business. In addition the proposal needs to incorporate measures to achieve at least 10% of the development’s energy supply from decentralised and renewable or low carbon sources unless the Local Authority are satisfied that this is not feasible or viable in line with RSS policy 38.”

One North East has remarked as follows: -

- *It is understood that the application site is allocated for employment use relating to development that requires a location at or adjacent to an airport in the Darlington Local Plan (1997), and that this policy has been "saved".*
- *As you are no doubt aware, One North East and Tees Valley Regeneration are working with Peel Holdings Plc to realise the future expansion of Durham Tees Valley Airport, one of Tees Valley Regeneration and the Agency's five strategic regeneration sites in Tees Valley, via a Joint Venture.*
- *I can confirm that One North East has no objections to the application. In assessing the application the Agency would however, urge the Local Planning Authority to be mindful of the established regeneration objectives at the Airport.*
- *The Regional Economic Strategy promotes the need for quality of place within existing and proposed development. With this in mind, the Agency welcomes the applicant's aspiration towards achieving a "Very Good" BREEAM rating.*
- *In line with the Government objectives to generate 10% of electricity from renewable energy sources by 2010 the application details regarding the provision of renewable energy measures within the scheme should also be provided.*

Tees Valley Regeneration has commented as follows: -

"The recently issued Regional Spatial Strategy for the North East (RSS July 2008) seeks to maximise the potential of both airports in the Region to support economic growth and regeneration. Policies 10 and 21 in the RSS both supports the sustainable expansion of facilities at Durham Tees Valley Airport, and provides for land at the Airport to be safeguarded for airport related uses. Policy 21 goes on to state that "relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport) for airport-related uses".

It is noted that the application site is within the area identified by policy EP9 in the adopted Borough of Darlington Local Plan as suitable for employment development requiring a location at or adjacent to an airport.

The RSS does identify "offices" and, specifically, "ancillary uses" and "supporting functions" as appropriate airport-related development. However, paragraph 3.48 of the RSS states "for development including officesthe relationship to the airport-related business should be explicitly justified, be of an appropriate scale relative to core airport-related business and assessed against relevant policy elsewhere in planning policy guidance".

It is noted that the applicant is targeting the proposed office development at the smaller, "start-up" sector of the office market, recognising that the airport will be a hub for many new forms of airport-related business. Paragraph 5.12 of the Planning Statement (Revised) submitted with the application states "for the avoidance of any doubt, this scheme is specifically envisaged to support the growth and development of business uses at the airport".

From a strategic point of view the main concern I have is the extent to which the proposed office development will be "airport-related" and will positively support the development of the Airport. The Planning Statement accompanying the application provides little evidence to support the proposal as airport-related development.

In conclusion therefore Darlington Borough Council should be satisfied that the proposed development is adequately justified in terms of the need for it to be located at the airport, and that it will support the future growth of the airport."

CE Electric UK

CE Electric UK Have no objections to the proposed development.

Northern Gas Networks

Information provided on the gas pipes owned by Northern Gas Networks.

Northumbrian Water

Has stated that no objections are raised to the application subject to the imposition of conditions in respect of foul and surface water drainage which are covered in more detail further on in this report.

Durham Constabulary Architectural Liaison Officer

The ALO has made a number of general comments on constructional details and recommends the use of specific types of doors and windows. The layout of the car park is considered acceptable. A CCTV system to protect the car park and buildings is suggested and this should be co-ordinated with a lighting scheme. Secure perimeter fencing is also recommended.

PLANNING ISSUES

The main issues to be considered in the determination of this application are: -

- Planning Policy
- Design and Layout
- Residential Amenity
- Ecology
- Foul and Surface Water Drainage
- Flooding
- Highway Implications
- Other Matters

Planning Policy

National Planning Policy

Whilst the development plan is the starting point for consideration of development proposals, national planning policy is a material consideration, particularly where it is more recent.

PPG13 states that local planning authorities should consider the extent to which proposed developments at airports relate to the operation of the airport, and are sustainable given the prevailing and planned levels of public transport. It identifies four categories of development, ranging from 'operational needs' to 'non-related'. Offices are included in the penultimate 'less directly related' category, but with proposals needing to be subject to the policy test already referred to.

PPS6 is the principal Government guidance on office development, including it within a range of 'main town centre uses'. The Government's key objective here is to promote and enhance the vitality and viability of town centres. Applicants putting forward proposals for main town centre uses outside a town centre are as a general rule required to demonstrate the need for the development, that it is of an appropriate scale, that there are no more central sites for it (ie that the applicants have adopted a sequential approach to site selection), that there would be no unacceptable impacts on existing centres and that the location is accessible.

However, PPS6 adds that: a demonstration of need is not required where an application is in accordance with an up-to-date development plan document strategy, a sequential approach need not be applied to a proposal for a site which is "allocated to an up-to-date development plan document"; and an impact assessment need not be undertaken for an application which is in accordance with an up-to-date plan strategy. The wording for each of these is slightly different but officers consider that the present proposal qualifies for exemption under all of them given that Policy 21 of the adopted RSS brings up-to-date and confirms the policies of the adopted development plan in respect of office development at or adjacent to Durham Tees Valley Airport.

Regional Spatial Strategy

The Regional Spatial Strategy (RSS) for the North East is material consideration and the following three policies should be read together.

Policy 19 – Office development outside of city and town centres – states that city and town centres will be the preferred locations for major office development (B1a) which is not ancillary to other uses. However the policy goes further to make an exception for those already allocated in existing adopted development plans. The development site is within the EP9 Local Plan employment land allocation therefore is appropriate for office development.

Policy 21 – Airports – states that planning proposals should support the development of the airport by allowing for the expansion of operational facilities and airport – related development. Airport related development uses are established in the supporting text relating to the policy. The text establishes that development includes hotels, conference and leisure facilities, offices and retail. However it states that the relationship to the airport related business should be explicitly justified, be of an appropriate scale relative to core airport related business and be assessed against relevant policy elsewhere in planning policy guidance.

Bearing this in mind, conditions should be placed on the planning permission ensuring that the uses remain airport related.

Policy 38 – Sustainable construction – states that planning proposals should promote and secure greater use of local renewable energy in new development. Therefore major new developments of more than ten dwellings or 1000 square metres of non-residential floor space should secure at least 10% of their energy supply from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable.

The Borough of Darlington Local Plan

The airport, and the application site, lie outside the development limits identified by saved Local Plan Policy E2. However saved Local Plan Policy EP9, which applies to largely developed or previously developed former defence land and buildings to the north-west of the airport runway, including the application site, makes an exception for 'development requiring a location at or adjacent to an airport'.

Policy EP9 states that development requiring a location at or adjacent to an airport will be permitted at the airport to the north of the main runway in the vicinity of the airport terminal. Assuming that the end users of the offices are retained through conditions restricting the use to airport related, the proposal would be in accordance with the policy.

Land Use Planning Policy Conclusions

Were the proposal for unrestricted office use, it would be expected to be located within the Darlington urban area development limits in employment areas identified in saved Local Plan policies, with a preference for previously developed land in easily accessed locations. However location on the proposed site could be considered favourably provided the proposed office uses require an airport location (saved Local Plan policy) and/or are ancillary to the airport function (national and RSS policy).

In this connection it should be noted that the Council has already granted outline planning permission for a larger office development (18600 sq m) on a nearby unallocated greenfield site, for Durham Tees Valley Airport Limited (04/01428/OUTE). Provided that the applicants for the current proposal can supply equivalent justification of the relationship of the application proposal to the functioning of the airport, permission could be granted subject to a condition limiting office use to aviation/airport related uses similar to that attached to the existing planning permission.

In terms of supporting information to justify the proposal this is provided in the planning statement, which accompanies the application and relies entirely on regional and local plan policies.

Turning to planning permission 04/01428/OUTE the justification put forward by the applicants in their business case put reliance on the need for B1 office use on a requirement to meet demand that will occur as a direct consequence of the expansion of the airport including floorspace from the airport operator itself and services related to the airport's main functions.

Consequently officers are of the view that similar justification has been provided.

Design and Layout

The proposed buildings would be two storey in height and of a contemporary design. Offices within each building would be grouped around a central atrium, designed to allow daylight to illuminate these internal areas. Elevational materials would comprise a mixture of solid panels and reflective glazing in an abstract pattern.

The buildings would be arranged around the site perimeter and overlooking a central car parking area.

During the course of negotiations with the applicant's agent revisions have been made to the scheme to provide improved pedestrian permeability between the office buildings.

Overall the design and appearance of the development is considered acceptable.

Residential Amenity

There are no dwelling houses within the immediate vicinity of the site. A hospital complex adjoins the western boundary of the site. However the physical relationship between the existing hospital buildings and the proposed office buildings is unlikely to give rise to conditions that would cause detriment to the occupiers of the hospital.

Ecology

A report has been submitted with the application, which assesses the existing ecological interest of the site. The report identifies the presence of Great Crested Newt breeding ponds within the immediate area. It indicates that survey work was undertaken in April and May 2008 to establish the presence of this species within the site. During that time one Great Crested Newt was observed on the site, which the ecologists believe was present on the site as a result of being washed into the storm drain system during storms in March. No other Great Crested Newts were found during the surveys or any evidence to indicate that the species is or has been breeding on the site. Natural England have advised that based on this report the proposed development is unlikely to have an adverse impact on this protected species. The site was found to contain a number of other non-protected species, such as frogs and smooth newts. The report acknowledges that a number of shallow wet areas across the site will be lost as a result of the development and

therefore a scheme to provide new, enhanced, wetland habitat areas is proposed as a mitigation strategy. The scheme would involve the creation of wildlife ponds near the north eastern and north western corners of the site linked by a wildlife corridor extending along the northern site boundary. Precise details of the scheme, which could complement landscape proposals, would need to be made conditional to any approval.

Foul and Surface Water Drainage

Northumbrian Water has raised no objection to the development subject to conditions requiring schemes for the treatment of foul and surface water drainage being approved and implemented. In requiring these conditions the statutory undertaker has made the following comments: -

“ The Goosebeck Sewage Treatment Works (STW) is at full capacity, its effluent discharges to a very small watercourse and any expansion of the STW would be difficult to achieve with the consent of the Environment Agency (EA).

Discussions have been held in the past with the developer of the airport to reorganise the airport’s drainage system that would release some capacity at Goosebeck STW. The reorganised drainage system would drain to another STW at Middleton One Row which itself would be replaced with a transfer pumping station to pump the foul flows to the STW at Stressholme in Darlington. To date there have been no firm proposals by the airport developer to carry out the reorganisation of the airport drainage system. NWL is proceeding with the project to transfer the Middleton One Row STW flows for its own requirements but the earliest start date for construction would not be until the end of 2009 and may be later. On completion of this scheme, and in the absence of a reorganisation of the airport drainage system by the airport developer, there will still not be any capacity at the Goosebeck STW. A feasibility study is required to review the drainage options in and around the airport.”

Flooding

The site is not within a floodplain and the application is not of a type on which the Council is required to consult the Environment Agency. Nevertheless the Agency has been consulted on the proposed development and has raised no objections. However, they have suggested the imposition of conditions to any approval to prevent polluted waters from the car park being discharged into any watercourse or soakaway system, and details of a surface water drainage system to be submitted including means by which run-off will be attenuated.

Highway Implications

In terms of the likely impact on the strategic highway network the Highways Agency has been consulted on the application and they have stated that the proposed development will have a material impact at the Morton Palms and Great Burdon roundabout junctions. However the Agency advises that if sustainable measures can reduce the increased traffic

flows at the roundabouts, arising from the development then they would not require physical mitigation measures to be provided on the strategic highway network.

Following discussions involving the Agency, the applicant and Council officers' mitigation measures have been agreed to the satisfaction of the Agency which will necessitate the imposition of conditions requiring; a) that the Umbrella Travel Plan be implemented and monitored in accordance with the details set out in the Plan and, b) that the development is phased to ensure that targets set out in the Plan to reduce the number of car trips associated with the development is met.

The Council's Highways Engineer has commented that the increased traffic flows resulting from the development can be accommodated on most of the local road network. However improvements will be required to the Airport Access Road and Mill Lane approaches to the A67 roundabout. An acceptable scheme of works in this respect is set out in the supporting Transport Assessment which can be secured through a Grampian condition. The Highways Engineer has also made the comment that: - *"the Transport Assessment relies very heavily on a significant amount of traffic from the site being directed to the trunk road network at the Long Newton intersection on the A66(T). Currently the existing signage does not direct traffic in this direction"* and therefore he seeks alterations to the existing signage to reflect this. Again this can be achieved by way of a Grampian condition.

The layout of the site itself is considered acceptable subject to some slight alterations to disabled parking bays and the provision of dropped pedestrian crossing points and tactile paving which can be conditioned. Parking provision is well below the adopted standards set out in the Local Plan and also PPG13.

Concerns have been expressed both by The Council's Highways Engineer and the Transport Policy Section regarding pedestrian access to the site and linkages with existing bus stops approximately 400m to the south west of the site. The main access to the site is via a private road. Due to the constraints of its width and that the land either side of it is on land outside the control of the applicant, provision cannot be made for a segregated pedestrian route.

The Highways Engineer has remarked as follows: -

"Though I share the concerns about satisfactory provision for pedestrian access to the site this is a situation that predominates on most of this area of the airport site. Most existing carriageways provide the primary pedestrian and vehicular access to the sites. The Traffic Assessment includes for a proposal to resurface the access road and provide traffic calming and a demarcated pedestrian zone. Though not ideal it is likely that this will provide a facility that is equal to or better than pedestrian provision on much of the airport site. These improvement works would be required to be a condition of approval and should include for improvements to the existing street lighting."

Consequently no highway objections are raised to the development on these grounds. It should also be borne in mind that under the extant planning permission for the leisure/hotel development which exists for this site there is no provision for a segregated pedestrian route from the site to the nearest bus stops.

Other Matters

The issue of air quality raised by the Parish Council is recognised by PPS23 (Planning and Pollution Control) as capable of being a material planning consideration. Consequently the Pollution Control Division of the Council has been consulted and the following comments are made:-

“Appendix 1G states that where a proposed development is to have significant impact on air quality it should be considered. The guidance expands to then state ambient air quality is likely to be particularly important in the following cases and that an air quality assessment should be included with:

- i) where the development is proposed inside or adjacent to air quality management area (no AQMA in the Borough or adjacent LA)*
- ii) where the development could in itself result in the designation of AQMA (not the case)*
- iii) where to grant planning permission would conflict with, or render unworkable, elements of a LA's air quality action plan. (not the case)*

As a result after careful consideration I am of the opinion that an air quality assessment will not be required.”

In view of this officers are of the opinion that the proposed development is unlikely to raise any significant air quality issues and therefore it would be inappropriate to seek any contributions towards air monitoring equipment.

Members may wish to note that under the Section 106 Agreement attached to the recent grant of planning permission (Ref:04/01427/FULE) for the extension of the airport terminal building and landside/airside facilities, the owner of the airport is required to establish an agreed programme of air quality monitoring of aircraft pollutants. The results of which are to be provided to the Council and any problems revealed by the results associated with the operation of the airport are to be mitigated by the owners as far as is reasonably practicable in accordance with measures agreed with Environmental Health Officers

SECTION 17 OF THE CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. It is not considered that the contents of this report have any such effect.

CONCLUSION

The application site lies within an area allocated for airport employment land as identified in the development plan and. the development is for airport related uses and therefore the principle of development in this location is considered acceptable. The design and layout of the development accords with the relevant policy in the development plan. The development respects the amenity and general character of the area. The measures set out in the Travel Plan should ensure that there would be no adverse impacts on the strategic or local road network. Consequently the application is not considered to raise any issues in relation to highway safety or car parking. Neither is the development likely to give raise to any issues in relation to foul or surface water drainage or crime prevention.

Consequently it is considered that there are no material reasons to withhold a grant of planning permission

RECOMMENDATION

THAT THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT BE AUTHORISED TO ENTER INTO A SECTION 106 AGREEMENT TO SECURE THE PROVISION OF A MINIBUS SERVICE FROM THE SITE LINKING IT WITH LOCAL BUS STOPS ,THE AIRPORT TERMINAL AND DINSDALE RAILWAY STATION.

AND THAT SUBJECT TO THE COMPLETION OF THAT AGREEMENT, PLANNING PERMISSION BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS: -

- 1) A3 Implementation Limit (Three Years)
- 2) B4 Details of Materials (Samples)
- 3) B5 Detailed Drawings (Accordance with Plan)
- 4) E5 Boundary Treatment Submission
- 5) J2 Contamination
- 6) Details of landscaping, to include precise details of the wildlife friendly habitat areas shown on the submitted drawings, shall be submitted to, and approved by, the Local Planning Authority prior to site clearance/demolition work commencing on site. Such landscaping shall be provided either within the first planting season after the completion of the development or prior to the building being occupied and thereafter permanently maintained. Any trees or shrubs removed, dying, severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees or shrubs of similar size and species to those originally approved.

REASON –To create biodiversity and ensure a satisfactory appearance of the site and to improve the visual amenities of the locality

- 7) The B1 development hereby permitted shall not be used other than for aviation/airport related uses, including:
- (i) Ancillary to business based at the airport
 - (ii) Accommodation for airport and airline administration and facilities;
 - (iii) Accommodation for airline sales, reservation and booking offices, including call centres;
 - (iv) Accommodation for airline and airport training services;
 - (v) Accommodation required in connection with the movement or maintenance of aircraft, or the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods by air;
 - (vi) Accommodation for in flight and terminal catering, preparation and storage facilities;
 - (vii) Accommodation for high intensity users of the airport' passenger and Facilities;
 - (viii) Accommodation for businesses that require a location at or adjacent to the Airport;
 - (ix) Accommodation for regulatory authorities (e.g. Customs, immigration services, police and security services);
 - (x) Accommodation for air freight forwarders and agents;
 - (xi) Accommodation for businesses involved in, the storage, maintenance, supply or manufacture of aircraft, aircraft parts or airport equipment.

REASON – In order to limit the occupation of the office units to those businesses and uses that require a location at or adjacent to the airport in order not to prejudice development plan policy for the area.

- 8) Development shall not be commenced until a detailed scheme for the treatment of the foul flows from the development hereby approved has been submitted to, and approved by, the Local Planning Authority. The development shall not be occupied until the scheme for the treatment of the foul flows has been completed and commissioned in accordance with the approved details.

REASON - The sewage treatment works to which the development will discharge is at full capacity and cannot accept the foul flows.

- 9) Development shall not commence until a detailed scheme for the disposal of Surface water from the development hereby approved has been submitted to, and approved by, the Local Planning Authority. Thereafter the development shall not be carried out otherwise than in accordance with the approved details.

REASON – To ensure the discharge of surface water from the development does not increase the risk of flooding from sewers in accordance with the

requirements of PPS 25 “Development and Flood Risk” and complies with the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2000, and for environmental reasons to avoid the unnecessary pumping and treatment of surface water.

- 10) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from the parking areas and hardstandings shall be passed through an oil interceptor installed in accordance with a scheme previously submitted to, and approved by, the Local Planning Authority. Roof water shall not pass through the interceptor.

REASON - To prevent pollution of the water environment.

- 11) The approved Umbrella Travel Plan prepared by Saville Bird Axon reference Final Rev A and dated November 2008 shall be implemented and monitored in accordance with the details set out in the plan and the results of the monitoring shall be submitted to the Local Planning Authority within one month of the end of each monitoring period.

REASON – In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with guidance in Planning Policy Guidance Note 13 “Transport”. The condition is made to ensure that the A66 continues to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.

- 12) Unless otherwise agreed in writing by the Local Planning Authority, the development will be limited to seven office buildings or the equivalent gross area of 11,648 Sqm until it has been demonstrated to and agreed by the Local Planning Authority in consultation with the Highways Agency that the trip rate targets set out in the approved Umbrella Travel Plan referenced Final Rev A dated November 2008 have been achieved.

REASON – In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with guidance in Planning Policy Guidance Note 13 “Transport”. The condition is made to ensure that the A66 continues to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road

- 13) The improvements to the A67/Airport Access Road/Mill Lane roundabout set out in the Transport Assessment prepared by Saville Bird Axon dated August 2008 shall be implemented prior to the occupation of the office units hereby approved.

REASON – To avoid problems of congestion at the roundabout in the interests of highway safety.

- 14) Before the development hereby permitted is commenced a signage strategy in respect of the local road network shall be submitted to, and approved in writing by the Local Planning Authority. The development shall not be occupied for its intended use until the approved strategy has been implemented.

REASON – To improve the signage to the development on the local highway network.

- 15) Notwithstanding anything indicated on the submitted drawings the following details shall be submitted to and approved by the Local Planning Authority prior to the commencement of development: -

- a) Dropped crossings/tactile paving at all pedestrian crossing points within the site.
- b) Provision of a rear access zone of 1.2m on disabled car parking spaces (not to encroach onto the vehicle circulation area between the parking spaces).
- c) Improvements to the existing street lighting along the site access road

The development shall not be carried out otherwise than in accordance with the approved details and the works shall be implemented prior to the occupation of the office units.

REASON – In the interests of highway safety

- 16) Prior to the commencement of development precise details of secure covered cycle parking for staff and visitors shall be submitted, and approved by, the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved details and the cycle parking provision (including the provision of showering and changing facilities within the individual office block units), shall be made available prior to the occupation of the office units.

REASON - To ensure that adequate parking provision is provided in accordance with the adopted and emerging planning and transport policies which promote access by alternative transport modes.

- 17) Improvements for pedestrian access to the site set out on plan No.7 in the Transport Assessment prepared by Saville Bird Axon dated August 2008 shall be implemented prior to the occupation the occupation of the office units hereby approved.

REASON – In the interests of pedestrian safety.

- 18) Notwithstanding anything shown in application the car park shall be designed with the intention of achieving the 'Park Mark' Safer Parking Award. Unless otherwise agreed the car park shall incorporate CCTV measures in accordance with details to be previously agreed.

REASON – In the interests of crime prevention.

- 19) Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development, details of site lighting and the specification of windows and doors serving the building, shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with the approved details.

REASON – In the interests of crime prevention

- 20) No development shall take place until the Local Planning Authority has approved in writing a report provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on site renewable energy equipment. The carbon savings, which result from, this will be above and beyond what is required by Part L Building Regulations. Before the development is occupied the renewable energy equipment shall have been installed and the Local Planning Authority shall be satisfied that their day to day operation will provide energy for the development for as long as the development remains in existence.

REASON: In order to comply with the objectives set out in the Regional Spatial Strategy for on site renewable energy sources.

- 20) No development shall be commenced until a design statement, BREEAM Standards, for the development has been submitted to, and approved by, the Local Planning Authority. The development shall not be carried out otherwise in accordance with the approved details.

REASON – In order that the Local Authority are satisfied as to the details of the development and to ensure that the development is carried out in a sustainable manner.

SUGGESTED SUMMARY OF REASONS FOR GRANTING PLANNING PERMISSION

The application site lies within an area allocated for airport employment land as identified in the development plan and. The development is for airport related uses and therefore the principle of development in this location is considered acceptable. The design and layout of the development accords with the relevant policy in the development plan. The development respects the amenity and general character of the area. The measures set out in the Travel Plan should ensure that there would be no adverse impacts on the strategic or local road network. Consequently the application is not considered to

raise any issues in relation to highway safety or car parking. Neither is the development likely to give raise to any issues in relation to foul or surface water drainage or crime prevention. Therefore the proposed development is considered to comply with the policies in the development set out below: -

The North East of England Plan Regional Spatial Strategy to 2021

- 2 – Sustainable Development
- 4 – The Sequential Approach to Development
- 7 - Connectivity and Accessibility
- 12 -Sustainable Economic Development
- 19 -Office Development Outside of City and Town Centres
- 21 -Airports
- 24 –Delivering Sustainable Communitis
- 33 –Biodiversity & Geodiversity
- 34 -The Aquatic and Marine Environment
- 35 -Flood Risk
- 38- Sustainable Construction
- 39 –Renewable Energy Generation
- 54- Parking and Travel Plans

Borough of Darlington Local Plan (1997, with alterations 2001)

- E2 - Development Limits
- E12-Trees and Development
- E14 -Landscaping of Development
- E16 -Appearance From Main Travel Routes
- E23 -Nature and Development
- E29 -The Setting of New Development
- E46 -Safety and Security
- EP9 -Teesside Airport Employment Land - North
- T12 -New Development-Road Capacity
- T13 -New Development-Standards
- T24 -Parking and Servicing Requirements for New Development
- T31 -New Development and Public Transport
- T52 -Drainage Infrastructure

Government Planning Policies

- PPG4 - Industrial, Commercial Development and Small firms (1992)
- PPS6 - Planning For Town Centres (2005)
- PPS9 - Biodiversity and Geological Conservation
- PPG13 - Transport (2001)
- PPS25 - Development and Flood Risk

INFORMATIVE TO BE INCLUDED SHOULD PLANNING PERMISSION BE GRANTED

- 1) The applicant is advised that contact must be made with the Assistant Director of Highways Engineering (contact P.Goodwill 01325 388708) in relation to naming and Numbering of the development.