

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	7/2012/0397
FULL APPLICATION DESCRIPTION:	Veterinary hospital and associated works including access and landscaping
NAME OF APPLICANT:	Cottam and Co.
ADDRESS:	Land east of Bradbury Services, Bradbury, County Durham, TS21 2ES
ELECTORAL DIVISION:	Sedgefield
CASE OFFICER:	David Walker, Senior Planning Officer 03000 261054, David.Walker2@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

The site

1. The application site lies on the eastern outskirts of Bradbury village and extends to some 1.26ha, forming the eastern section of a linear parcel of land to the east of Bradbury Services. The site is bound to the north by the A689, to the east by a railway embankment serving the East Coast mainline, whilst to the south are agricultural fields. Although the central section of land between the proposed veterinary hospital and the services is included within the application site, it is not proposed to develop this area at this point in time.
2. The nearest residential property, Maplewood, is approximately 110 metres to the west of the proposed building, whilst the roundabout serving the A689 and the A1(M) lies approximately 400 metres to the west of the site.

The proposal

3. The proposed veterinary hospital would provide a new hospital for specialist diagnostics, treatment and surgery facilities for referral from other veterinary practitioners from the north of England and Scotland. The building itself is broadly rectangular and would provide 1173sqm of floorspace. The central core of the building, constructed in buff brickwork, would be two storeys in height, and would be bound to the north and south by single storey elements in buff render. The central core would have a curved standing seam metal roof up to a height of 8.6m, while the southern section would have a mono-pitch standing seam metal roof up to a height of 5.6m. The northern section, facing the A689, would have a mono-pitch sedum roof, curved at each end and up to a height of 5.6m.

4. The proposed building would be set back from the site boundary by 6m and therefore, between 15m and 19m from the A689. Around the site, provision has been made for a 40 space car parking area to serve both staff and visitors to the west and south of the building, while an area of wild flower meadow would be provided to the east of the proposed building and tree planted mounding developed along the northern boundary of the site.
5. The proposed veterinary hospital would be accessed via the existing road which serves the existing Petrol Filling Station and also provides access to the agricultural fields to the south and the East Coast railway line.
6. The application has been referred to Planning Committee as the proposal comprises major development, being in excess of 1000sqm.

PLANNING HISTORY

7. This application site has a lengthy planning history with the following more recent history of relevance:
8. An application (7/2009/0068) for the demolition of the existing forecourt shop and replacement by a larger shop with parking provision; new cafe in a separate free-standing building associated parking to the east of the forecourt area; a secured park and share parking facility; closure of the existing and formation of a new entrance to the site from the A689 – approved.
9. A proposal (7/2009/0424) for the erection of 90 bed hotel with associated parking and landscaping was withdrawn to allow a sequential test to be carried out to assess the suitability of the site for hotel development and in order to allow the scale, height and siting of the hotel to be re-assessed.
10. More recently, an application (7/2010/0344) for the erection of 80 bed hotel with associated parking and landscaping and relocation of previously approved park and share facility was approved.

PLANNING POLICY

NATIONAL POLICY

11. The National Planning Policy Framework (NPPF) is based on the policy of sustainable development and establishes a presumption in favour of sustainable development. Three main dimensions to sustainable development are described; economic, social and environmental factors. The presumption is detailed as being a golden thread running through both the plan-making and decision-taking process.
12. The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.
13. Paragraph 7 of the NPPF sets out the three dimensions to sustainable development: economic, social and environmental. The economic role is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.

14. Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development. Paragraph 17 contains the 12 core land-use principles that planning should underpin decision-taking. These include:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs;
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- encouraging the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and,
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

15. The NPPF outlines in paragraph 19 that significant weight should be placed on the need to support economic growth through the planning system.

The above represents a summary of the NPPF considered most relevant the full text may be accessed at:
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

LOCAL PLAN POLICY:

16. *Policy T13 (Roadside Facilities at Motorway Interchanges)* states that the provision of a full range of roadside facilities, including hotel development, at the Bradbury interchange will normally be approved, as the site is considered an appropriate location for such development to serve motorists on the A1(M) and adjacent routes.

17. *Policy D1 (General Principles for the Layout and Design of New Developments)* sets out several key principles for the layout and design of new developments.

18. *Policy D3 (Design for Access)* states that developments should make satisfactory and safe provision for pedestrians, cyclists, public transport, cars and other vehicles.

19. *Policy D4 (Layout and Design of New Industrial and Business Development)* requires development to be of a standard appropriate to its location, that traffic generated by the development can be accommodated without causing danger or inconvenience to other road users and the developments has an appropriate standard of landscaping.

The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at
<http://www2.sedgefield.gov.uk/planning/SBCindex.htm>

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

20. *Sedgefield Town Council* raised no objection in principle but concerns were raised regarding the proposed access.
21. *The Meeting of the Bradbury and The Isles Parish Meeting* have confirmed that they support the application in principle because of the potential employment that this could create. However, they pointed out that a right of access exists along the private road to access both the adjacent agricultural land and the railway line. It was suggested that lighting details be modified to reduce light spill from the site in the interests of residential amenity and to minimise any effects upon bats who roost or forage in this area. Serious concerns were expressed regarding the drainage arrangements for both foul and surface water. Concern was also raised that the application failed to make reference to the need to dispose of effluent from animals treated on site or clinical waste and that if the proposed bio mass boiler were to be used inappropriately this could give rise to air pollution.
22. *Highways Agency* has no objection to this proposal.
23. *Highway Authority* stated that the proposed access arrangements were satisfactory in highway safety terms, however, concern was raised that the proposed veterinary hospital appears to demonstrate an over reliance upon the private car. In order, to ensure that the opportunities to utilise public transport are fully explored it has been suggested that if planning permission is granted, conditions be imposed requiring the submission of a framework travel plan, that a travel plan co-ordinator be appointed and contact details be provided prior to the first use of this development and that within 6 months of occupation a final travel plan is submitted to and approved by the Local Planning Authority. It was also suggested that in order to avoid pedestrians having to walk through the busy services, a planning condition also be imposed requiring improvements to the pedestrian access links between the site and the A689. Following negotiations with the agent / applicant the provision of a footpath link between the public footpath alongside the southern boundary of the A689 and the proposed site have been agreed.
24. *Environment Agency* has advised that, following discussions with the agent and Northumbrian Water, that they accept that connection to the public foul sewer is practicable and, as such, do not object, subject to a condition requiring details of surface water disposal to be submitted to and agreed by the Local Planning Authority.
25. *Northumbrian Water* has raised no objection.
26. *Police Architectural Liaison Officer* has reviewed the design and layout and has stated that this proposal would have a low crime risk.

INTERNAL CONSULTEE RESPONSES:

27. *Environmental Health Section* has no objection to the proposal.
28. *Ecology Section* has no objection subject to a condition to ensure that the mitigation measures outlined within the ecological survey are implemented, including the protection of the single ash tree on site.

29. *Design and Historic Environment Section* is supportive of the scheme, being an improvement in terms of proportions and architectural quality when compared with the approved hotel scheme. Conditions are proposed in relation to the materials to be utilised for both the brickwork and render.
30. *Landscape Section* is supportive of the scheme advising that it is of a high quality of built design that integrates the building into the landscape to ensure it less conspicuous and yet provides a strong design. Although the building is only 0.2m lower than the approved hotel, the design of the roof and use of sedum is such that the building will be a lot less dominant in the wider landscape. The landscaping and the boundary treatments have been improved following negotiations, and the revised scheme is considered to be acceptable subject to the imposition of conditions relating to landscaping implementation, hedgerow protection, and the submission of further details regarding site levels and means of enclosure.
31. *Spatial Policy Section* considers that the site is not a sustainable location, that the use could be accommodated on an industrial estate, and that the development would prejudice the existing land use allocation for the site.

PUBLIC RESPONSES:

32. As the application represents a departure from the development plan this planning application has been advertised via direct neighbour notification, a press notice and via the posting of site notices adjacent to the site. As a result, two letters of support have been received with regard to this proposal. Both respondents thought that this was a good location for the proposed veterinary hospital because of the site's close proximity to the road network including the A1. It was stated that most visitors attending the hospital would travel by car or pet ambulance; the proposed economic benefits arising from the additional jobs to be provided were also welcomed.

APPLICANTS STATEMENT:

33. The proposed business is a highly specialist veterinary practice which has a wide clientele base ranging from Glasgow/Edinburgh to the north and Liverpool/Leeds/Hull to the south and this site has been specifically selected because of its good communication links to the national and regional road network.
34. The development of a veterinary hospital at Bradbury would comply with the NPPF in that this would help to build a strong and competitive economy and provide an additional 17 full time and 4 part time posts and facilitate the expansion of the business which is now seeking to expand from its existing base in Bishop Auckland.
35. The proposed building has been sensitively designed so that this demonstrates good design, positively addresses the challenges of climate change and flooding and that this is designed with intent to conserve and enhance the natural environment.
36. It has been stated that the applicant has investigated 35 sites which are located between junctions 59 and 61 of the A1 (M). Eleven of these sites were then short listed for further consideration and considering a range of factors including the size of the site, access to and from the site, the availability of the site and the desire to create a landmark building in a prominent location this site was considered to best suit the functional and aspirational needs of the applicant.

The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file.

PLANNING CONSIDERATIONS AND ASSESSMENT

37. Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, it is considered that the key issues are the principle of development; design and layout; access, car parking and highway safety; residential amenity; foul and surface water disposal; ecological interests; and, other matters raised during the consultation exercise.

Principle of Development

38. The proposal does not accord with Policy T13 of the Sedgefield Borough Local Plan, which seeks to safeguard the site for roadside facilities, including hotel development to serve motorists on the A1(M) and adjacent primary routes.

39. The application site which has long been identified as a site for roadside facilities has been a number of planning applications including a motel, dining facility and an 80 bed hotel dating between 1987 and 2010. To date none of these proposals have been implemented because of the lack of viability of this type of use in this location. Paragraph 22 of the NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose and that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

40. General veterinary practices would normally be best located within existing urban centres which are centrally located for their clientele and in areas which are normally well served by a range of transport options including public transport, cycle and pedestrian routes. However, because of the specialist nature of this proposed practice as a second referral practice the proposed veterinary hospital unlike smaller veterinary practices would have a substantial catchment area from Glasgow / Edinburgh to the north and Liverpool / Leeds/Hull to the south. As such, it is considered that the proposed veterinary hospital would be appropriately located at this site because this would be well situated for both the national and regional road network.

41. Not only would this proposed development safeguard the long term future of the existing veterinary practice which has now outgrown its existing premises, but it would also allow the business to expand and flourish, leading to the creation of an additional 17 full time posts and 4 part time posts. As such, the proposal would comply with Paragraphs 18 and 21 of the NPPF which seek to secure economic growth in order to create jobs and prosperity and support existing businesses.

42. The Spatial Policy Section raised concerns about the sustainability of the site, and that such a use could be accommodated on existing industrial estates, for example. To this end, the applicants considered a range of other potential sites, however, it has been adequately demonstrated that the alternative sites identified, were either not available, too expensive, or do not meet the functional requirements of the veterinary hospital.

43. It is, therefore, considered that in this particular case, the other material considerations contained within the NPPF outlined above, would outweigh the conflict with Policy T13 of the Local Plan, and would therefore represent a justified departure from that policy in this case.

Design and Layout

44. Local Plan Policies D1 and D4 require that developments includes a co-ordinated approach which takes into account of the site's natural and built features and its relationship to adjacent land uses and activities, that attention to the design of buildings and their spatial relationships to open spaces and includes suitable landscaping and boundary treatment to help create a sense of space. The importance of good design is also a key element of the NPPF and Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

45. The proposed veterinary hospital has been sensitively designed so as to provide a modern land mark building that, although prominent within the landscape, is seen in the context of its countryside setting. The building has been sensitively designed so that it incorporates a variety of low profile curved roof forms and includes a graduated height with a single storey element located along the site frontage with the central two storey element located behind this. The curved nature of the roofs and the use of a sedum living roof on the northernmost section of the roof facing onto the A689 play an important role in ensuring that the building would appear to be set within the wider landscape of the site.

46. The layout has been designed so that excavated material will be retained on site and used to form mounding along the northern boundary of the site fronting onto the A689 Not only will this provide noise and visual screening between the building and the proposed car parking area but this will also help to frame the building. Additional landscaping works including the formation of a wild flower meadow along the eastern edge of the site, new native hedge planting along the southern boundary of the site and additional tree planting along the eastern and northern site boundaries and within the proposed car parking areas.

47. Both the Design and Historic Environment Section and Landscape Section are supportive of the scheme and they are of the opinion that the proposed design would be more striking but also more sympathetic to this countryside location than the approved hotel scheme. Although the site is currently undeveloped the amenity value of this part cleared site is limited and it is considered that the sympathetic development of the site, as proposed, would enhance the character and appearance of the area when viewed both from the A689 which abuts the northern boundary of the site and the main East Coast railway line which abuts the eastern boundary.

48. The design and layout of the building and associated car parking area is therefore considered to be in accordance with Local Plan Policies D1 and D4 and the NPPF.

Access, Parking and Highway Safety

49. The access to the proposed veterinary hospital mirrors that previously approved in relation to the hotel and 'Park & Share' facility. These arrangements have been assessed and found to be satisfactory by both the Highways Agency and the Highway Authority.

50. The level of onsite car parking has been deemed to be sufficient to cater for a development of this nature and size. Whilst it is acknowledged that most animal owners visiting the hospital would travel by private car because of practical concerns relating to the transport of sick or injured animals (often over long distances), the premises could potentially also be a significant employer with up to 35 staff employed in a range of roles within the proposed hospital, and as such, significant opportunities would therefore exist to encourage employees to travel via a range of transport modes rather than relying solely on the private car. Accordingly, a number of planning conditions are recommended in order to promote sustainable travel via the implementation of travel plans and by improving physical linkages between the existing public transport facilities in Bradbury and the application site.
51. The issue of a right of access over the private road serving both the proposed development and the agricultural fields to the south and the railway was brought up by the Parish Meeting. This right of access has been acknowledged, and although a 'private' matter between the parties concerned, the agent has confirmed that this arrangement will be unaffected by this proposal.
52. The proposed access and parking provision is deemed satisfactory and would accord with Local Plan Policies D1, D3 and D4, and the NPPF.

Residential Amenity

53. The application site is located to the east of the existing Petrol Filling Station site which stands on the outskirts of Bradbury. The nearest residential property is approximately 110m to the west of the proposed veterinary hospital. The proposed building would be visible from this property and the rear garden although these views are partially screened by existing planting. Because of the distances involved and the orientation of the proposed veterinary hospital it is considered that privacy and residential amenity would not be unduly affected by the proposed development.
54. Whilst the proposed development of the site would inevitably lead to additional traffic generation to this site it is considered that the levels of traffic generation would be lower than generated by the approved 80 bed hotel scheme. It is also considered that bearing in mind the significant distances between the application site and the nearest residential properties any noise or air pollution arising from this increased traffic generation would not have such a significant detrimental impact so as to justify refusal of the application.
55. The Bradbury and the Isles Parish Meeting raised concern that the proposed development may give rise to light spill and clarification was sought regarding the disposal of effluent from animals treated on site or clinical waste and concern was raised that the proposed bio mass boiler were to be used inappropriately this could give rise to air pollution.
56. Although it is considered that the proposed use would not by its nature create a significant degree of light pollution some light spill would may result in order to ensure that external car parking areas are suitably lit and safe to use. However, this matter can be suitably controlled via the imposition of a suitably worded planning condition.
57. It is, therefore, considered that this proposal would accord with Local Plan Policy D1 and the NPPF, in this regard.

Foul and Surface Water Disposal

58. It is proposed that foul sewerage from the veterinary hospital will be disposed of via existing public sewers; this being an acceptable arrangement to both Northumbrian Water and the Environment Agency.
59. The applicant has submitted a Flood Risk Assessment and this states that the surface water from the roof and from areas of hard standing will be directed to the existing culvert via an attenuation / hydro brake which will limit overall outflows to that of a green-field equivalent rate. The Environment Agency has raised no objection to this proposal subject to the imposition of a suitably worded planning condition requiring the mitigation measures being implemented prior to occupation.
60. Therefore, subject to the imposition of planning conditions relating to both foul and surface water disposal it is considered that this proposal would comply with NPPF.

Ecology

61. The application is accompanied by an extended Phase 1 ecological survey, which has been assessed by the Ecology Section who advised that the supporting documentation adequately addresses the protected species considerations, however, if planning permission is granted, a should condition be imposed to ensure that the mitigation measures outlined within the ecological survey, including the protection of the single ash tree on site were implemented.
62. Subject to the imposition of suitably worded planning conditions regarding the mitigation measures it is considered that this proposal would comply with the NPPF.

Other Matters Raised

63. In response to those concerns raised by the Parish Meeting the agent has confirmed that clinical waste generated on site will be stored and managed in accordance with appropriate regulatory requirements and that the proposed biomass heating system will be fired by chips / pellets procured specifically for this purpose.
64. The Environmental Health Section is satisfied that the proposal would not generate unacceptable levels of light pollution, noise, dust or odour. In order to minimise light glare it has been suggested that a planning condition is attached to ensure that the lighting proposals for the site are suitably controlled to minimise glare from the site.
65. Subject to the imposition of planning conditions relating to lighting it is considered that this proposal would comply with NPPF.

CONCLUSION

66. In conclusion, it is considered that although this site has previously been identified as being suitable for roadside facilities to serve motorists on the A1(M) and adjacent primary routes the alternative development of this site as a veterinary hospital would accord with the NPPF in that this would enable the productive alternative development of this site which has proven not to be viable for the allocated usage.
67. Not only would this proposal safeguard the employment of the 14 staff already working at Bishop Auckland this would enable the veterinary hospital to further expand potentially leading to the creation of a further 17 full time staff and a further 4 part time staff.

68. This proposal would enhance the visual appearance of the site and lead to the development of a well designed landmark building at this prominent location situated adjacent to the main East Coast railway line and A689.
69. The proposed access and parking arrangements are considered to be acceptable. Whilst it is acknowledged that because of the specialist nature of this veterinary hospital and the large catchment area which this facility serves the vast majority of animals attending the hospital would be brought by private vehicles or pet taxis. However, significant opportunities do exist to encourage staff to travel to and from the site in a sustainable way so as to minimise carbon emissions and it is suggested that a planning condition be attached requiring a travel plan to be drawn up and pedestrian access linkages between this site and the existing bus stops in the area laid out.
70. It is considered that this proposal would not, subject to the imposition of suitably worded planning conditions, detrimentally affect foul or surface water disposal, residential amenity or ecological interests.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in complete accordance with the following plans:

Site Location Plan	10 01
Ground Floor Plan – Tender Issue	20 01 Rev. 1
First Floor Plan – Tender Issue	20 02 Rev. 1
Roof Plan	20 03
Elevations –Tender Issue	30 01 Rev. 1
Sections – Tender Issue	40 01 Rev. 1
Landscaping Proposal	90 01 Rev. B
Proposed Site Plan	90 02 Rev. B

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policies D1 and D4 of the Sedgfield Borough Local Plan.

3. Notwithstanding any details of materials submitted with the application no development shall commence until details of the make, colour and texture of all walling and roofing materials have been submitted to and approved in writing by the Local planning authority.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgfield Borough Local Plan.

4. Details of the height, type, position and angle of external lighting shall be submitted to and approved in writing by the Local planning authority prior to the development hereby permitted being brought into use. The lighting shall be erected and maintained in accordance with the approved details.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgefield Borough Local Plan.

5. Prior to the commencement of the development details of means of enclosure shall be submitted to and approved in writing by the Local planning authority. The enclosures shall be constructed in accordance with the approved details prior to the occupation of the building hereby approved.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgefield Borough Local Plan.

6. No development shall take place unless in accordance with the mitigation detailed within section F – Mitigation and recommendations of the extended phase 1 report (E3 Ecology December 2012) including Appendix 1, but not restricted to adherence to timing of vegetation clearance outside the nesting season, site lighting and planting mix and tree protection measures.

Reason: In the interests of maintaining and enhancing biodiversity interests in accordance with Paragraph 109 of the NPPF.

7. Notwithstanding any information submitted, development shall not commence until a scheme demonstrating how CO₂ reduction and energy efficiency measures will be incorporated into the approved development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented and retained in accordance with the approved scheme thereafter.

Reason: In order to minimise energy consumption and to comply with Paragraphs 95 and 97 of the NPPF.

8. Before the development hereby approved is commenced, detailed drawings including sections showing the existing and proposed site levels and the finished floor levels of the proposed new buildings and those of existing neighbouring buildings (if any) shall be submitted to and approved in writing by the local planning authority and the works shall be completed entirely in accordance with any subsequently approved submission.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgefield Borough Local Plan.

9. All planting, seeding and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development.

Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges.

Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species.

Replacements will be subject to the same conditions.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgfield Borough Local Plan.

10. No construction work shall take place, nor any site cabins, materials or machinery be brought on site until those trees and hedgerows along the southern boundary of the site and referred to in the Tree Assessment dated 19th November 2012 are protected by the erection of fencing, placed as indicated on the plan and comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, and supporting temporary welded mesh fencing panels or similar approved in accordance with BS.5837:2012.

No operations whatsoever, no alterations of ground levels, and no storage of any materials are to take place inside the fences, and no work is to be done such as to affect any tree.

No removal of limbs of trees or other tree work shall be carried out.

No underground services trenches or service runs shall be laid out in root protection areas, as defined on the Tree Constraints Plan.

Reason: In the interests of the appearance of the area and to comply with Policies D1 and D4 of the Sedgfield Borough Local Plan.

11. No development shall commence until a framework travel plan has been submitted to and approved in writing by the Local planning authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order to encourage sustainable modes of transport and to comply with Paragraphs 35 and 36 of the NPPF.

12. Prior to the bringing into use of the development a Travel Plan Coordinator shall be appointed and contact details for this person shall be provided in writing to the Local Planning Authority.

Reason: In order to encourage sustainable modes of transport and to comply with Paragraphs 35 and 36 of the NPPF.

13. Within 6 months of occupation a Final Travel Plan, conforming to the National Specification for Workplace Travel Plans PAS 500:2008 Bronze Level, shall be submitted to and approved in writing by the Local Planning Authority

Reason: In order to encourage sustainable modes of transport and to comply with Paragraphs 35 and 36 of the NPPF.

14. The car park shown on the plan hereby approved shall be constructed and marked out and made available for use prior to the development hereby approved being brought into operation, in accordance with details to be agreed with the Local planning authority. Thereafter the car parking spaces shall be used and maintained in such a manner as to ensure their availability at all times for the parking of private vehicles.

Reason: In the interests of highway safety and to comply with policies D1 and D4 of the Sedgfield Borough Local Plan.

15. The footpath link from the site to the A689 illustrated on Drwg. No. 3286 90 01 Rev. B shall be properly consolidated and surfaced to the satisfaction of the local planning authority prior to the development hereby approved coming into first use.

Reason: In the interests of highway safety and to comply with policies D1 and D4 of the Sedgefield Borough Local Plan.

16. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk assessment (FRA) by BDN dated January 2013 and the mitigation measures detailed including limiting the surface water run off generated by the site to the existing Greenfield run off rate. The mitigation measures shall be fully implemented prior to occupation of the building.

Reason: to prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to comply with Paragraph 99 of the NPPF.

17. Prior to being discharged into any watercourse, surface water or soak away system, all surface water drainage from parking areas and hard standings shall pass through an oil interceptor designed and constructed in accordance with a scheme to be submitted to and approved in writing by the Local planning authority.

Reason: to ensure proper drainage of the site in accordance with Paragraphs 109 and 120 of the NPPF.

REASONS FOR THE RECOMMENDATION

1. In the opinion of the Local Planning Authority the proposal for a veterinary hospital would, because of the specialist nature of the proposed use and the extensive catchment area which it would serve, represents an acceptable alternative form of development, resulting in significant investment in the local economy and job retention and creation, consistent with the aims of the NPPF in this regard and therefore being an acceptable departure from Policy T3 of the Sedgefield Borough Local Plan.
2. The proposed access and parking arrangements are considered to be acceptable and it is considered that this proposal would not, subject to the imposition of suitably worded planning conditions, detrimentally affect foul or surface water disposal, residential amenity or ecology, and would therefore comply with the NPPF and Policies D1, D3 and D4 of the Sedgefield Borough Local Plan.

STATEMENT OF PROACTIVE ENGAGEMENT

The Local Planning Authority have worked with the applicant in a positive and proactive manner and have taken on board the specialist nature of the proposed use and the extensive catchment area and recognise that good road linkages are essential for this type of activity. The Local Planning Authority have also worked with the applicant in order to secure the provision of a well-designed landmark building and complimentary landscaping at this key site.

BACKGROUND PAPERS

Submitted Application Forms and Plans

Planning and Employment Statement

Design and Access Statement

Archaeological Evaluation Report

Flood Risk Assessment

Phase 1 Ecological Survey

Renewable Energy Statement

National Planning Policy Framework

Sedgefield Borough Local Plan 1996

Responses from Sedgefield Town Council, Highway Authority, Highways agency,

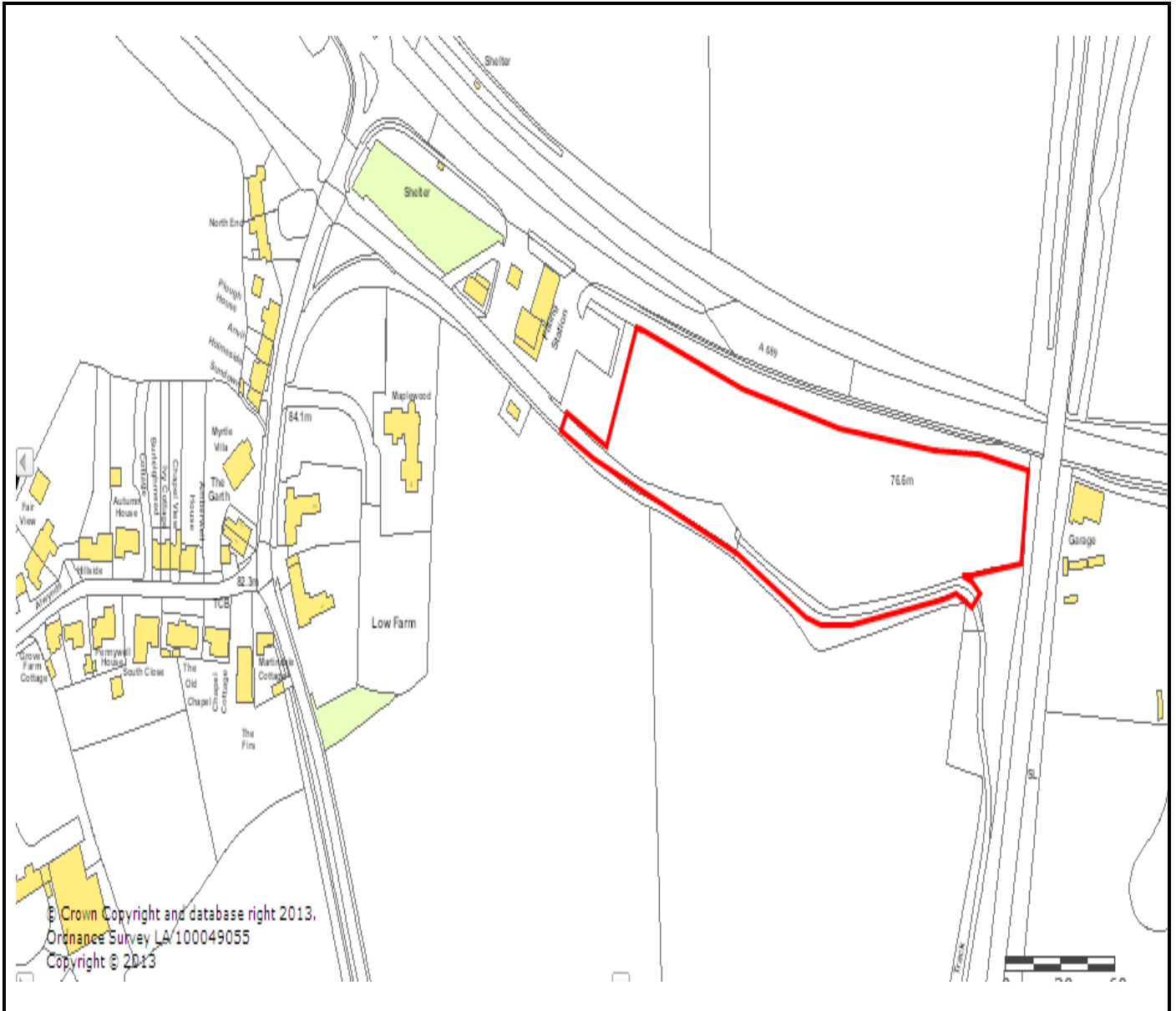
Environment Agency, Northumbrian Water Limited, Police Architectural Liaison Officer and

Internal responses from Spatial Policy Team, Ecology Section, Design and Historic

Environment Section, Environmental Health Section, and Landscape Section,

Response from Bradbury and the Isles Parish Meeting

Public Consultation Responses



Planning Services

Veterinary Hospital and associated works including access and landscaping at Land to the east of Bradbury Services, Bradbury, Co Durham TS21 2ES

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Comments

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