

## COMMITTEE REPORT

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### APPLICATION DETAILS

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<b>APPLICATION No:</b>	DM/22/03374/RM
<b>FULL APPLICATION DESCRIPTION:</b>	Submission of reserved matters (layout, scale, appearance and landscaping) in relation to the construction of new Community Hospital and associated energy centre of DM/22/01630/VOC (mixed use scheme) and submission of details pursuant to conditions 5,7,9,10,11 and 12 of DM/22/01630/VOC relating to Construction management plan, site investigations, drainage details, noise, and engineering details of internal roads.
<b>NAME OF APPLICANT:</b>	County Durham and Darlington NHS Foundation Trust
<b>ADDRESS:</b>	Land to the south of Puddlers Corner Roundabout, Genesis Way, Consett
<b>ELECTORAL DIVISION:</b>	Consett South
<b>CASE OFFICER:</b>	Louisa Ollivere Senior Planning Officer Telephone: 03000 264868 <a href="mailto:louisa.ollivere@durham.gov.uk">louisa.ollivere@durham.gov.uk</a>

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### DESCRIPTION OF THE SITE AND PROPOSALS

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#### The Site

1. The application site forms part of an agricultural field to the south and west of the A692 Rotary Way / Consett Road, south west of Consett, a large town in the north west of the County. Woodland encircles the site to the east, west, south and partly to the north, where the tree belt is formed of planting established since the construction of A692 Town Centre Bypass in 1990/91. Puddlers Corner roundabout lies to the northern point of the application site and provides wider vehicular access to the rest of Consett and beyond. The northern boundary to the A692 is more open, featuring a standard agricultural fence line; however, the A692 starts to descend on its route to The Grove/ Castleside westward while the field remains relatively level and so the application site appears elevated from views along the A692 and further north including Tesco and Starbucks opposite the site.
2. To the southern boundary, the Consett and Sunderland Railway Path runs south west/ north east and which forms part of the 'Coast 2 Coast' or 'C2C' cycle route, with the Terris Novalis sculptures positioned to artificial high ground to the eastern boundary of the site. Hownsgill Industrial Estate lies beyond the railway path to the south, with Hermiston Retail Park and housing located across from public highway

which passes the site further to the east, all within 500 metres of the site boundary. The site historically formed part of the wider former Consett Steel Works that was cleared and restored in 1980-82.

3. The site is located approximately 1km (just over half a mile) east of the Grove Ponds Local Wildlife Site (LWS) and north of Knitsley and High House Wood LWS, north of The Grove but accessible via the road and public footpath network. National Cycle Network Routes 7 and 14 run near to the application sites along railway paths around the site, with an NCN Link route running along the northern side of the A692.

#### Proposal and background

4. In February 2020 outline planning permission was granted for a mixed-use scheme comprising: community hospital (C2) and pharmacy (A1); sheltered care unit (C2); residential care unit (C2); gym and wellbeing centre (D2); hotel (C1); public house (A4); micro-brewery (B2/A4); and vets practice (D1) with all matters reserved apart from the access. The scheme proposed a pub, hotel and micro brewery in the northern section of the site, the hospital, gym and vet surgery in the central section of the site around a circular area of open space and sheltered area and a residential care unit in the southern section of site with landscape buffer zones within and surrounding the site. The scheme was subject to a number of conditions, including conditions relating to the technical approval of the site access and highway improvement measures at four junctions in Consett area.
5. Earlier this year permission was granted to amend the Landscape Strategy Masterplan which detailed new development zones on the site with the hospital relocating northwards adjacent to the A692 with areas of open space, the gym, leisure facility and vets relocating to the south section of the site. Access to the site was originally secured off the A692 via a new roundabout however permission was granted last year to amend the access to a signalised junction. The Outline permission was also varied to require certain matters that required conditions to be discharged to be included as part of the reserved matters application(s) for the relevant phase.
6. This application seeks reserved matters approval for the details of the layout, scale, appearance and landscaping for the northern part of the site which now includes the new Community Hospital and associated energy centre and approval of details relating to construction management, site investigations, drainage details, noise and engineering details of internal roads in relation to this part of the site.
7. The proposed site layout reflects the landscape strategy amended earlier this year. The Hospital building is proposed adjacent to the A692 towards Castleside and would have a south western orientation with a main south western entrance although there is a secondary pedestrian entrance on the north eastern elevation facing the Hermiston Retail Park. The associated Energy Centre building that would serve the Hospital would be located to the south of the Hospital. The proposed Hospital building would be 2/3 storeys in height and would be constructed in buff brick, concrete and metal. The Hospital layout involves a simple rectangular building centred around two courtyards. The design includes contemporary architecture with large areas of glazing, open interiors in common spaces, flat roofs and sustainable design features. The building design would incorporate passive design solutions, air source heat pumps and the roof would include photovoltaics. The Energy Centre is a simple two storey building located immediately to the south of the hospital and would accommodate the main heating and domestic hot water plant, mains water storage tanks and H/LV substation, generator and medical gases plant. The energy centre external roof space is proposed to house Air Source Heat Pump equipment. Parking

and landscaped areas are located to the south and west of the buildings. The main access road into the site would be subject of a future infrastructure reserved matter application expected shortly.

8. This application is being considered by committee at the request of a Local County Councillor due to highway concerns.

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## **PLANNING HISTORY**

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9. On 4th February 2020, outline planning permission was granted for a mixed-use scheme comprising: community hospital (C2) and pharmacy (A1); sheltered care unit (C2); residential care unit (C2); gym and wellbeing centre (D2); hotel (C1); public house (A4); micro-brewery (B2/A4); and vets practice (D1).residential development of up to 100 units (outline with all matters reserved apart from access). (DM/19/01987/OUT)
10. On 9<sup>th</sup> March 2022 a Non material amendment to conditions 6 and 7 of planning permission DM/19/01987/OUT was approved to allow remediation works to commence in advance of full engineering details being submitted and agreed for the proposed new roundabout, and to allow for the submission and approval of a construction management plan prior to each separate phase of the development (DM/22/00405/NMA).
11. On 19<sup>th</sup> July 2022 the variation of Condition Number(s): 2, 5, 6, 7, 12 and 16 of DM/19/01987/OUT was approved to insert wording relating to 'each phase' of the development; to reflect changes to the site access arrangement; and position of development zones on the site (DM/22/01630/VOC)

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## **PLANNING POLICY**

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### **NATIONAL POLICY**

12. The following elements of the National Planning Policy Framework (NPPF) are considered relevant to this proposal:
13. *NPPF Part 2 - Achieving sustainable development.* The purpose of the planning system is to contribute to the achievement of sustainable development and therefore at the heart of the NPPF is a presumption in favour of sustainable development. It defines the role of planning in achieving sustainable development under three overarching objectives – economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The application of the presumption in favour of sustainable development for plan-making and decision-taking is outlined.
14. *NPPF Part 4 - Decision-making.* Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
15. *NPPF Part 8 – Promoting healthy and safe communities.* The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Developments should be safe and accessible; Local Planning

Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.

16. *NPPF Part 9 – Promoting sustainable transport.* Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes maximised.
17. *NPPF Part 11 - Making Effective Use of Land.* Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
18. *NPPF Part 12 Achieving Well-Designed Places.* The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.
19. *NPPF Part 14 – Meeting the challenge of climate change, flooding and coastal change.* The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
20. *NPPF Part 15 - Conserving and enhancing the natural environment.* Planning policies and decisions should contribute to and enhance the natural and local environment.

<https://www.gov.uk/guidance/national-planning-policy-framework>

#### **NATIONAL PLANNING PRACTICE GUIDANCE:**

21. The Government has consolidated a number of planning practice guidance notes, circulars and other guidance documents into a single Planning Practice Guidance Suite. This document provides planning guidance on a wide range of matters. Of particular relevance to this application is the practice guidance with regards to; air quality; design process and tools; determining a planning application; flood risk; healthy and safe communities; land affected by contamination; light pollution; natural environment; neighbourhood planning; noise; travel plans, use of planning conditions; and; water supply, wastewater and water quality.

<https://www.gov.uk/government/collections/planning-practice-guidance>

#### **LOCAL PLAN POLICY:**

The County Durham Plan

22. *Policy 6 - Development on Unallocated Sites* states that the development of sites within the built up area that are not allocated in the plan or in a neighbourhood plan will be permitted provided they accord with all relevant development plan policies and meet specific criteria in relation to existing permitted uses, coalescence of settlements, loss of land with identified value such as in relation to ecology or

recreation, is appropriate, is not prejudicial to highway safety, has good access to sustainable modes of transport to relevant services and facilities, does not result in the loss of the settlements last community building, minimises vulnerability and provides resilience to impacts resulting from climate change, maximises the effective of previously developed land and where appropriate reflects priorities for urban regeneration.

23. *Policy 10 - Development in the Countryside.* Development in the countryside will not be permitted unless allowed for by specific policies in the Plan, relevant policies within an adopted neighbourhood plan relating to the application site or where the proposal relates to one or more of the following exceptions; economic development, infrastructure development or the development of existing buildings. New development in the countryside must accord with all other relevant development plan policies and general design principles.
24. *Policy 21 - Delivering Sustainable Transport* states that all development shall deliver sustainable transport by (in part) ensuring that any vehicular traffic generated by new development, following the implementation of sustainable transport measures, can be safely accommodated on the local and strategic highway network and does not cause an unacceptable increase in congestions or air pollution and that severe congestion can be overcome by appropriate transport improvements.
25. *Policy 26 - Green Infrastructure.* States that development will be expected to maintain and protect, and where appropriate improve, the County's green infrastructure network. Advice is provided on the circumstances in which existing green infrastructure may be lost to development, the requirements of new provision within development proposals and advice in regard to public rights of way.
26. *Policy 29 - Sustainable Design* details general design principles for all development stating that new development should contribute positively to an areas' character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities.
27. *Policy 31 - Amenity and Pollution* states that new development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment and should be integrated effectively with any existing business and community facilities.
28. *Policy 32 - Despoiled, Degraded, Derelict, Contaminated and Unstable Land* states [in part] that development will not be permitted unless the developer can demonstrate that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact on the environment, human health and the amenity of local communities.
29. *Policy 35 - Water Management.* Requires all development proposals to consider the effect of the proposed development on flood risk, both on-site and off-site, commensurate with the scale and impact of the development and taking into account the predicted impacts of climate change for the lifetime of the proposal. All new development must ensure there is no net increase in surface water runoff for the lifetime of the development. Amongst its advice, the policy advocates the use of SuDS and aims to protect the quality of water.
30. *Policy 36 - Water Infrastructure.* Advocates a hierarchy of drainage options for the disposal of foul water. Applications involving the use of non-mains methods of drainage will not be permitted in areas where public sewerage exists. New sewage

and waste water infrastructure will be approved unless the adverse impacts outweigh the benefits of the infrastructure. Proposals seeking to mitigate flooding in appropriate locations will be permitted though flood defence infrastructure will only be permitted where it is demonstrated as being the most sustainable response to the flood threat.

31. *Policy 39 - Landscape* states that proposals for new development will be permitted where they would not cause unacceptable harm to the character, quality or distinctiveness of the landscape, or to important features or views and that development affecting valued landscapes will only be permitted where it conserves, and where appropriate enhances, the special qualities of the landscape, unless the benefits of the development in that location clearly outweigh the harm.
32. *Policy 41 - Biodiversity and Geodiversity* states that proposal for new development will not be permitted if significant harm to biodiversity or geodiversity resulting from the development cannot be avoided, or appropriately mitigated, or as a last resort, compensated for.
33. *Policy 43 - Protected Species and Nationally and Locally Protected Sites.* Development proposals that would adversely impact upon nationally protected sites will only be permitted where the benefits clearly outweigh the impacts whilst adverse impacts upon locally designated sites will only be permitted where the benefits outweigh the adverse impacts. Appropriate mitigation or, as a last resort, compensation must be provided where adverse impacts are expected. In relation to protected species and their habitats, all development likely to have an adverse impact on the species' abilities to survive and maintain their distribution will not be permitted unless appropriate mitigation is provided or the proposal meets licensing criteria in relation to European protected species.

Neighbourhood Plan

34. None applicable for the area.

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## **CONSULTATION AND PUBLICITY RESPONSES**

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### **STATUTORY RESPONSES:**

35. *The Highway Authority* – Have no objections but advise that the traffic signalised junction as part of the Section 278 Highways Agreement scheme on the A692 is progressed prior to the commencement of the on-site works set out in the Traffic Management Plan.
36. *The Coal Authority* – Are satisfied that the first part of condition 9 of the outline consent has been satisfactorily addressed but advise that condition 9 will not have been complied with in full until the remedial works have been implemented.
37. *Drainage and Coastal Protection* – Accept the drainage strategy in principle provided there is a condition to secure the site wide drainage system is constructed and available for connections from this development at an appropriate time and that the discharge rate from the hospital site be limited.
38. *Northumbrian Water* – Advise that the applicant will need to demonstrate to the LLFA that they have suitable onsite storage to effectively manage the flows on site via SuDS features.

## INTERNAL CONSULTEE RESPONSES:

39. *Design and Conservation* – Advise that the submitted plans are a detailed reflection of the concept sketches submitted at the pre-application stage. It is considered that the building is of human-scale with a legible entrance, avoiding the need for overuse of signage. Whilst the distribution of fenestration is not necessarily ordered, the Officer welcomes the verticality and rhythm to the elevations through detailing. It is considered that the applicant has identified the positive elements of local vernacular within the wider Consett area and the design responds appropriately to the proportions and material palette whilst introducing contemporary architecture.

With regard to the wider site layout, and in particular the use of landscaping to soften parked cars and pedestrian routes to the building, it is noted that a landscape plan has been submitted indicating softening.

40. *Ecology* – Are satisfied with the information submitted.
41. *Landscape Officer* – Notes that the site has been divided into character zones with different planting mixes and it is considered that this would address the scale and purpose of each space and assist with orientation and way finding. It is considered that the proposed mix of ornamental shrubs trees and grasses would provide year-round colour, contrasting textures and interest which would be beneficial to users of the site. It is considered that the planting strategy shows a diverse range of plants, and this approach would be beneficial to establishment. It is considered that a comprehensive outline specification for the establishment of the landscape scheme is provided on the drawing.
42. *Environmental Health (Air Quality)* – Officers are satisfied with the updated air quality assessment and agree with the conclusion that there will be no significant impacts in terms of air quality.
43. *Environmental Health (Contaminated Land)* – Are satisfied with the information provided and the proposed remediation works. The Officer requests a condition should be applied requiring a verification report to be submitted prior to the use commencing.
44. *Environmental Health (Nuisance)* – The Officer notes that proposed development is in a reasonably urban area with both busy roads, commercial/industrial/retail areas nearby, therefore it is envisaged relevant impacts will be within reasonable parameters given the character of the area. Whilst is noted there are residential houses around 300m away, given the character it is not expected the addition of a hospital will have a significant impact on them. The submitted Construction Management Plan is considered to be satisfactory.
45. *Sustainable Development and Energy Officer* – No comments received.
46. *Spatial Policy* – Advise that this site is included in the Project Genesis site, which is designated under Policy 2 of the CDP for mixed use development, provided the development accords with relevant development plan policies. Whilst Policy 2 recognises the development potential of the Genesis site, the Officer advises that this application site is not allocated for a specific use/uses and development would therefore need to accord with the relevant general criteria set down under Policy 6. Whilst many of these matters have been considered under the existing Outline Permission, the Officer recognises that some criteria are relevant to reserved matters consideration including criteria 'd' which aims to ensure a form of development which is appropriate in terms of scale, design, layout, and location to the character,

function, form and setting of, the settlement and criteria h which requires proposals ensure they minimise vulnerability and provide resilience to impacts arising from climate change, including but not limited to, flooding.

The Officer recommends that consideration be given to simplifying the geometric form of the building and the need for screening of plant and equipment on the roof.

The Officer welcomes that the building will be designed to achieve Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'excellent' and aspire to achieve 'zero carbon' as this exceeds the minimum requirement set down in Policy 29. Further measures are noted in the Statement ensuring alignment with the requirements set down under Policy 29 and criteria 'h' of Policy 6.

It is advised that the proposal will need to comply with the landscape criteria of Policy 29 which compliments the requirements set down under Policy 39.

It is advised that the scheme accords with criteria 'e' Policy 29, including for example in terms of lighting, noise and air impacts and the requirements set down under Policy 31 of the CDP.

It is advised that the scheme accords with Policy 21 in relation to sustainable transport. The Officer advises that in addition to the single main access there is an opportunity to provide a more direct pedestrian/cycle route into the northern-most corner of the site.

It is advised that the scheme needs to demonstrate that it meets the requirements of Policy 35, including requirements for SuDs given historic evidence of overland flow across the site.

The Officer advises that Policy 32 is applicable on the basis that the application lies within a Coalfield Development High Risk Area and given previous heavy industry uses. As the land is within the Minerals Safeguarding Area, the Officer advises that an assessment against the requirements of Policy 56 of the County Plan is also required. Further relevant policy requirements include in terms of biodiversity ( Policy 41) of the CDP.

47. *Sustainable Travel Officer* – No comments received.
48. *Targeted Recruitment Officer* - No comments received.
49. *Monitoring and Compliance Officer* – Advise that the submitted information details key issues in line with the Durham County Council CDMP guidance.

Other Consultees:

50. *County Durham Fire And Rescue* – No comments received.
51. *Police Architectural Liaison Officer* – Advise that they have had extensive involvement with the proposed development and have no further comments to make.
52. *Sustrans*- No comments received.
53. *NEDL* – No comments received.

## **PUBLIC RESPONSES:**

54. A total of 2 representations have been received from members of the public in response to the consultation exercise. The grounds of objection and concerns raised in relation to the application are summarised below:
- The end parking bay of each block of parking will be almost impossible to use without causing serious damage to tyres (and to the soft landscaping). The layout shows 90 degree corners in each case (tyre shredders) instead of radius kerbs (minimum 1 metre) to allow vehicles to safely negotiate the corner. The same error occurs at the ambulance charging bay.
  - The sustainability statement refers to capability to connect to a local heat network supplied by a proposed Energy Park (incinerator) that is subject of appeal and details no such connectivity and would be opposed given level of opposition to the incinerator and it would result in disruption of local amenities such as the C2C cycle route and other facilities.
  - The hospital should not rely on external sources for energy but it should be incorporated into the design.
  - How can the design of the overall scheme be cohesive if it is undertaken in phases.
  - The existing roundabout at Puddlers corner may struggle to cope with the additional traffic.
  - The land should be transferred to the NHS rather than leased to avoid ongoing charges to the NHS for its use.

## **APPLICANT'S STATEMENT:**

55. The proposed new development on this site in Consett will replace the existing Shotley Bridge hospital with a high quality, fit for purpose new facility that will meet the needs of the local population in North Durham. In addition to the above, the funding will be allocated by the New Hospitals Programme.

There is strong national and local planning policy support for this type of development. Section 8 of the NPF encourages planning decisions to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs. It goes on to note that planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

The Spatial Vision of the County Durham Plan (CDP) seeks to improve people's quality of life and reduce health inequalities. This is bolstered by the objectives of the CDP, which seek the following:

- Objective 4 – enable the delivery of the necessary infrastructure such as healthcare, which is required to support new and existing development and the economic, social and environmental ambitions of the county.
- Objective 13 – ensure that the regeneration needs of County Durham's communities are met in order to reduce deprivation, improve health and address social, economic and environmental inequalities.
- Objective 14 – enhance, amongst others, healthcare facilities to contribute to the quality of life, satisfaction and health and well-being of people who live, work within and visit County Durham, including addressing the needs of those with physical and mental disabilities.

The Site is allocated under Policy 2 of the CDP for a mixed-use development on the Land at Derwent View site which, as outlined above, includes the development of a community hospital.

Development proposals which enhance medical facilities, and provide community and social infrastructure to cater for the needs of existing communities and future populations, are clearly supported in planning policy at all levels and therefore the principle of this development is not only acceptable, it is strongly supported and should be approved without delay.

The proposals will result in a number of benefits to the local community, as summarised below:

- Following extensive public engagement over a number of years, the scope of the Shotley Bridge Community Hospital redevelopment has been modelled around the current and future provision of clinical services that compliment and support the wider healthcare system, not just in County Durham but across the Integrated Care System;
- North West Durham has seen the highest rate of population growth than that of County Durham and North East as a whole (North West Durham -10.8%, County Durham -6.1% and North East -4.1%). In addition, a total of 70% of the key poor health and disease indicators are worse in North West Durham than rest of England. This demographic and disease profile support the need for maintaining and improving local access to healthcare services to the population of North West Durham;
- The clinical strategy has been developed following a rigorous review of existing clinical services at Shotley Bridge Community Hospital, informed by the former Clinical commissioning Group and more recently Integrated Care System and aligned with the County Durham and Darlington NHS Foundation Trust's key plans to deliver "safe, compassionate, joined up care";
- There is significant public interest in maintaining local services and this is aligned with national policy drivers to deliver integrated services centred on patient need, tackling health inequalities, with new models of care delivered locally, best fit to address the care and quality gap;
- The clinical model has been entirely clinically led and determined by individual service forward plans based on activity demands, technology and innovation, commissioning landscape and patient/health need demographic;
- All existing commissioned services will transfer and, where clinically informed and strategically justified, will offer improved access. These improvements include increased Urgent Treatment Centre footprint modelled around the patient pathway, increased chemotherapy provision improving access across County Durham & Darlington and in a bespoke environment, increased diagnostics access, improved and increased family health services (to include gynae procedures), there will be medical day unit provision to support the increasing demands, combined therapy suite, and a 16 bedded ward;
- The development of the site will also have direct benefits in the form of construction jobs during the construction period;
- The substantial on-site biodiversity net gains delivered on the site through the proposed landscaping scheme will create additional habitats in the area and tie into the biodiversity for the wider Masterplan; and
- The development will result in the creation of a high-quality sustainable building in terms of energy efficiency and sustainable construction with a focus on net zero carbon. This will incorporate high standards of building materials and fabric, and will seek to optimise the use of solar panels and air source heat pumps.

The development will result in substantial public benefits. In addition, and as outlined in the planning submission documents, the proposals are compliant with relevant policies in the adopted Local Plan and the NPPF and therefore we respectfully request that planning permission be granted without delay.

*The above is not intended to list every point made and represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at:*

*<https://publicaccess.durham.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RLCL1FGDHL600>*

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## **PLANNING CONSIDERATIONS AND ASSESSMENT**

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56. 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, and bearing in mind that as an outline approval for a mixed-use scheme which comprised the proposed community hospital use alongside other uses and details of access, the principle of the development and access have been accepted and cannot be reconsidered. The main planning issues in this instance therefore relate to the reserved matters of layout, scale, appearance and landscaping of the development and these issues are design, impacts upon landscape, ecology and sustainable transport and public sector equality duty, and, as the developers are seeking to discharge conditions of the earlier approval other issues to consider include amenity and pollution considerations, drainage and highway safety.

### Principle of the Development

57. As noted above, outline planning permission has previously been granted in February 2020 along with the access to the site via a three armed roundabout. This outline permission was later varied in 2022 to allow conditions to be discharged on a phased basis and to amend the access to a signalised junction. Therefore the principle of development and its access have been established. The present application essentially seeks agreement of details in respect of appearance, layout, scale and landscaping for this phase of the site and also seeks to discharge conditions 5,7,9,10,11 and 12 of that approval for this phase relating to Construction management plan details, site investigations, drainage details, noise details and engineering details of internal roads within the phase. The access road into the site will be subject of a separate reserved matter application. Assessment of this application should therefore relate to the implications of the particular scheme proposed under this reserved matters application; issues relating to the principle of the development and associated matters are not relevant to this application.

### Appearance

58. Policy 29 of the CDP outlines that development proposals should contribute positively to an area's character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities. Parts 12 and 15 of the NPPF also seek to promote good design, while protecting and enhancing local environments. Paragraph 130 of the NPPF also states that planning decisions should aim to ensure developments function well and add to the overall quality of the area and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit. Policy 29 also requires well designed buildings, with natural surveillance, where possible, and that major developments such as this to achieve a BREEAM minimum rating of 'very good'.

59. The proposed Hospital building is well designed with a legible entrance and elevations providing verticality and rhythm through detailing. The design successfully incorporates positive elements of the local vernacular within the wider Consett area and responds appropriately to the proportions and local material palette with the use of buff brick akin to the local sandstone, pre-cast concrete to reflect stonework and metal with a nod to the site history . The design also successfully introduces contemporary architecture with large areas of glazing, open interiors in common spaces, flat roofs and sustainable design features . This design is considered acceptable for such a prominent position on a gateway into Consett and given that it will be a civic landmark.
60. The building design would incorporate passive design solutions, air source heat pumps and the roof would incorporate photovoltaics with the aim to target achieving a BREEAM 'Excellent' rating.
61. The proposal is therefore considered to be in accordance with Policy 29 of the CDP and Part 12 of the NPPF.
62. There are no details of amount of and visual appearance of any plant and equipment that will be installed on the roofscapes of the buildings and it will be important to the appearance of the site that these do not result in visual clutter and are not highly prominent of the roofscapes, therefore a condition is required to agree these details prior to the use commencing. With such a condition and bearing in mind the overall design of the proposal which complies with national and local policy the appearance is accepted.
63. It is noted that residents are concerned that the overall design of the scheme will struggle to be cohesive if it is undertaken in phases however the requirement for adherence to the landscape masterplan for the site and the policy requirements for future development to reflect the character of the area in the use of materials and colour palette should ensure a cohesive mixed use development.

## Layout

64. Policy 29 of the CDP requires a functional public realm and good connections. Policy 21 of the CDP requires development to have regard to the Parking and Accessibility Supplementary Planning Document.
65. Whilst the proposed site layout differs from that indicated at the outline stage with the Hospital moving adjacent to the A692 this is a logical improvement given that civic buildings should be sited in prominent areas with good links to the town centre and road network. The building layout has altered from an L shaped layout to a simple two building centred around two courtyards with the benefits of a more compact building that allows natural daylight deep into the mass of the building , easy way finding and travel distances for patients. The energy centre is located to the south east of the hospital where it will be screened from views from the main roadways by the proposed building and landscaping. The Council's Urban Design Officer raises no objection to this aspect.
66. The Highway Authority have raised no concerns over the amount of parking on the layout therefore the parking arrangement drawing is considered acceptable to cater for the C2 usage parking requirements. The concerns raised by the public in relation to the kerb surrounding the parking areas are noted however the car parking bays and aisle widths have all been designed to meet design standards in terms of length and width, which are suitable for the manoeuvring in and out of for the appropriate vehicles.

67. The main cycle provision and walking route into the site would be via the main access road however there are also footpaths and cycle way connections to a west-east connection to the A692 and the C2C national cycleway and a pedestrian link to the north phase which has a pedestrian link to the A692 road crossing to the Hermiston retail park and which form part of the wider landscape masterplan. Whilst comments raised in relation to providing a further pedestrian/cycle route to the north west corner of the site are noted, due to the levels difference this would require steps rather than a path which would not be ideal from an accessibility perspective and therefore Officers accepted that such an amendment not be progressed.
68. Bearing the above in mind the proposed layout detail is now considered acceptable in accordance with Policy 29 of the CDP.

#### Scale

69. Policy 6 of the CDP requires proposals to have appropriate scale. There are no adjacent buildings to inform the building height and form. At outline stage the indicative details presented that the Hospital building would be 2 storeys in height. The proposed hospital building is 2-3 storeys in height, with the predominant section being the two storey element. The storeys are taller than typical commercial or domestic buildings due to clinical functional requirements for extensive mechanical and electrical infrastructure, and, to future proof the building, generous ceiling voids need to be provided. A third storey is proposed to the rear of the building to house air handling units which would appear unsightly if sited on an open roof. In order to ensure a human scale to the hospital building the lower parapet heights are focused at the main building entrance whilst the facades are broken up with different materials and textures used at different heights, and large areas of glazing and features such as alcoves, overhangs and canopies. Overall, the Urban Design Officer considers the building would achieve a human-scale and it is considered that the scale manages to respond appropriately bearing in mind the scale required for the building whilst also respecting the character of the area. Therefore the scale is considered to be in accordance with Part 12 of the NPPF and policy 6 of the CDP.

#### Landscaping

70. Policy 39 of the CDP states proposals for new development will be permitted where they would not cause unacceptable harm to the character, quality or distinctiveness of the landscape, or to important features or views. Proposals would be expected to incorporate appropriate measures to mitigate adverse landscape and visual effects. These are similar requirements to those outlined at Policy 6. Policy 26 of the CDP outlines developments are expected to provide new green infrastructure and ensure provision for its long-term management and maintenance. Similar requirements are outlined in Policy 29 of the CDP. Parts 12 and 15 of the NPPF promotes good design and sets out that the planning system should contribute to and enhance the natural and local environment by (amongst other things) recognising the intrinsic character and beauty of the countryside. Policies 26, 35, 41 and 43 of the CDP seek to secure net gains for biodiversity and coherent ecological networks. Policy 43 relates to protected species and nationally and locally protected sites. Part 15 of the NPPF seeks to ensure that developments protect and mitigate harm to biodiversity interests, and where possible, improve them.
71. The wider landscape and ecological impacts of the development have already been addressed through a site wide landscape strategy and habitat management plan approved under the outline and amended under a subsequent permission and are accepted. Under consideration in this case are the landscaping for the hospital area

grounds. The proposed layout includes a comprehensive landscaping scheme, with layout informed by an underlying grid with routes and spaces defined by movement/connections across the site. This includes landscaped public areas, sheltered amenity courtyard spaces and the use of landscaping to screen private service areas. Planting, ornamental grasses and lawn areas would be provided in the open public areas using species for improved biodiversity and habitat creation potential. A combination of native and ornamental planting would be used to reinforce the design strategy. The naturalistic planting style would be created from a mix of perennials, grasses, and evergreens to add year-round structure through the planting beds. Each plant area would be designed, and species chosen for the specific function and characteristics, adapted to the location. Colour themes would be carefully considered, and pockets of colour created through clumps of plants and bulbs dotted throughout the planting areas to provide successive waves of colour interest through every season. From late summer there will be a gradual transition from the splashes of vibrant colour through to autumnal tones, leading into the dormant season where seed heads, plant structure and texture and foliage will be considered and maximised. Evergreens will provide a strong contrasting structure especially towards the harder landscape edges.

72. Hard landscape materials for primary and secondary paving, car parking bays and main entrance walkway would be robust, attractive and of low maintenance.
73. Overall, Landscape and Ecology Officers consider the scheme to provide sufficient planting in a suitable manner that would meet the necessary requirements of Policies 26, 29, 39 and 40 of the CDP and Parts 12 and 15 of the NPPF.

#### Other Issues

74. In respect of site traffic, a local resident has raised concerns that the existing roundabout at Puddlers corner may struggle to cope with the additional traffic. In regards to the impacts to the wider highway network, these were assessed at outline planning state and the Highway Authority advised that the assumptions and subsequent conclusions of the submitted Transport Assessment were sound. A trip distribution exercise demonstrated that junctions around the Consett area, predominately to the A692 were at capacity and would require mitigation measures. Proposals for junction improvements were put forward at four junction locations around Consett to ease congestion and improve traffic flows. Whilst this did not include improvements to the Puddlers Corner roundabout these improvements did include the widening of the carriageway of the A692 at the two roundabouts at The Chequers and Delves Lane to allow for two lanes of traffic through the roundabouts westbound. Further changes in priority of traffic heading west on the A692 approaching Villa Real roundabout to leave the left-hand lane for left-turners only. The final improvement detailed was a yellow box junction across the McDonald's entrance for south east bound traffic to maintain access for right-turners in to the McDonald's site. Planning conditions were imposed to secure the above highway improvement measures to mitigate the additional traffic generation from the proposed development within 3 months of the commencement of the development. The submitted Transport Assessment which supports this application concludes that the development proposal traffic flows remain consistent with the outline assessment stage therefore no further works are deemed to be required by Highways Officers.
75. The applicants are proposing a Travel Plan (TP) which sets out initiatives to improve upon accessibility. These include promoting walking and cycling via APPs , events, publicity on local routes and providing suitable infrastructure, bike maintenance sessions, and potential e-bike loans. Public transport information would be provided in the forms of information points and web sites . The promotion and incentivisation of

car sharing would be explored as would initiatives to support eco-driving and low emission vehicles and initiatives to reduce the need to travel. These TP measures would, in turn, provide opportunities to encourage NHS employees and the public to use sustainable travel modes immediately following occupation, rather than attempting a modal shift following establishment of non-sustainable travel habits. Whilst being comprehensive, the Framework Travel Plan does not meet the National Specification for Workplace Travel Plans PAS 500:2008 in respect of employee surveys and, therefore, an updated Travel Plan is required. This can be secured by way of an appropriate planning condition.

#### Assessment of conditions

76. In respect of the details submitted pursuant to conditions, these have been assessed as follows:
77. Condition 5 of DM/22/01630/VOC required the approval of the reserved matters for each phase of the development to be submitted in general accordance with the latest Landscape Masterplan Strategy . The applicants have submitted a landscape site plan, planting strategy, biodiversity metric and preliminary ecological appraisal report fully detailing the landscaping for this first phase of the development and which reflects the direction of the latest Landscape Masterplan and as detailed above the landscape and ecology Officers are satisfied with these details therefore it is considered that the condition can be discharged in relation to this phase.
78. Condition 7 of DM/22/01630/VOC required for each phase of development, a Construction Management Plan to be submitted to and approved in writing by the local planning authority prior to commencement of development of that phase to protect the residential amenity of existing and future residents from the development in accordance with Policy 31 of the County Durham Plan and Part 15 of the NPPF.
79. The applicants have submitted a Construction Environmental Management Plan which details a construction phase Health and Safety Plan, Quality Plan, Sustainability Plan and Water Management Plan the contents of which are acceptable to Environmental Health and Monitoring Officers therefore it is considered that the condition can be discharged in relation to this phase.
80. Condition 9 of DM/22/01630/VOC required all subsequent reserved matters shall be accompanied by a report detailing the results of intrusive site investigations to locate recorded on-site mine entries, a layout plan identifying appropriate zones of influence for mine entries found and identification of 'no-build' zones, a scheme of treatment of the mine entries, a scheme of remedial works for the shallow coal workings and timescales for implementation and completion. This condition was to ensure that the presence of mine shaft entries and shallow mine workings are identified, risk assessed, and proposed treatment and remediation works are agreed in order to ensure the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework.
81. The applicants have submitted a Phase 1 Desk Top Study and Coal Mining Risk Assessment, a Phase 2 Ground Investigation Interpretive Report and a Remediation and Mine Workings Treatment Study. The Coal Authority are satisfied with the detail submitted to discharge the condition however it can only be fully discharged once the works have been undertaken in accordance with the approved detail. This condition can therefore be partially discharged.
82. Condition 10 of DM/22/01630/VOC required all subsequent reserved matters to be accompanied by full details of foul and surface water drainage works for that phase ,

including a timetable for the works to be approved in writing by the Local Planning Authority. The surface water drainage works shall be developed in accordance with Flood Risk Assessment and Drainage Strategy - Ref : 2019024 - April 2019 and the Councils Sustainable Drainage Systems (SuDS) Adoption Guide 2016. This was to ensure that surface and foul water are adequately disposed of in accordance County Durham Plan Policies 35 and 36 and part 14 of the NPPF.

83. The applicants have submitted a Drainage Strategy including plans and a report and Surface Water Calculation in relation to this phase. Drainage Officers are generally satisfied with the information submitted for the cell and this condition can be discharged, however this would be on the basis that further conditions are imposed to ensure that appropriate connections are in place to an approved wider site drainage system before the hardstanding works are complete and to restrict the discharge rate from the Hospital site.
84. Condition 11 of DM/22/01630/VOC required all subsequent reserved matters to be accompanied by a detailed noise impact assessment of that phase of development and where appropriate a scheme of sound attenuation. The assessment requires compliance with the methodology stated in BS 4142:2014 and shall demonstrate the potential impact of noise from the installation of any machinery, plant or commercial process at the nearest noise receptors.
85. The condition required a scheme of attenuation measures to ensure that the rating level of noise emitted from plant, machinery, commercial process on each site shall not exceed the background (LA90) by more than 5dB LAeq (1 hour) between 07.00-23.00 and 0dB LAeq (15 mins) between 23.00-07.00.
86. Should the assessment demonstrate that the rating level of proposed machinery, plant or commercial processes be more than 5dB LAeq (1 hour) (07.00-23.00) and 0dB LAeq (15 mins) (23.00-07.00) above the background noise level (LA90) at noise sensitive receptors, then the condition requires a scheme of sound attenuation measures to also be included. This was to ensure that the amenity of neighbouring residential properties is protected in accordance with Policy 31 of the County Durham Plan and Part 15 of the NPPF.
87. The applicants have submitted a noise impact assessment which has identified that based on the background noise levels at noise sensitive receptors the noise limits are reasonably practicable to achieve with mitigation by setting plant noise limits. Therefore Environmental Health Officers are satisfied that relevant impacts will be within reasonable parameters given the character of the area and the condition can be discharged in relation to this phase of the development.
88. Condition 12 of DM/22/01630/VOC required all subsequent reserved matters to be accompanied by full engineering details of the proposed internal roads covered in that submission to be submitted to and agreed in writing by the Local Planning Authority. This was to ensure highway safety is upheld and maintained from the outset in accordance with Policy 21 of the County Durham Plan and Part 9 of the NPPF.
89. The applicants have submitted engineering drawings, details of hardworks and a circulation strategy for the internal roadways within the red line boundary of the site . The submitted details are acceptable in terms of highway safety and this condition can be discharged in relation to this phase of the development.

## Public responses

90. As noted above, A total of 279 letters of consultation responses have been sent out. Two representations have been received from members of the public in response to the consultation exercise, both of which whilst not objecting to the principle of the development but raise concerns over layout, sustainable energy and highway safety matters.
91. Concerns have been raised that the sustainability statement refers to external sources of energy and mentions the capability to connect to a local heat network supplied by a proposed Energy Park (incinerator) over which there was a substantial level of objection and that is currently subject of appeal and over the lack of detail in relation to such connectivity and subsequent impacts to local amenities such as the C2C cycle route and other facilities. Following concerns raised in this respect an amended sustainability statement has been submitted detailing that the BREEAM 'excellent' target is to be met without this energy source, whilst there will be allowances made for future connections to the external source of heat and power should those plans progress any connections would be alongside direct mains supplies for the hospital which would reduce any impacts to the facilities mentioned.
92. It is noted that there are concerns that the land would only be leased rather than transferred to the NHS to the detriment of NHS budgets however land ownership is not a material planning consideration that the local planning authority can take into account when determining applications.
93. Other concerns have been taken into account and addressed in this report.

## Public Sector Equality Duty

94. Section 149 of the Equality Act 2010 requires public authorities when exercising their functions to have due regard to the need to i) the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct, ii) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share that characteristic. In this instance, officers have assessed all relevant factors and do not consider that there are any equality impacts identified.

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## **CONCLUSION**

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95. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.
96. In summary, it is acknowledged that Policy 6 of the CDP allows for unallocated sites on the basis that specific criteria are met. In this instance, and for the reasons set out in the previously approved outline planning permission, it is considered that the proposed development complies with the criteria of Policy 6. This current application for reserved matters is considered acceptable for the reasons set out above in terms of appearance, layout, scale and landscaping and the details submitted pursuant to conditions 5,7,9,10,11 and 12 of DM/22/01630/VOC are considered acceptable. Paragraph 11 of the NPPF states that development proposals accord with an up-to-date development plan, should be approved without delay.

## RECOMMENDATION

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

- The development hereby approved shall be carried out in strict accordance with the following approved plans:

Plan	Drawing No.	Date Received
Site overview	XX-DR-L-0002 (REV PO2)	12.01.2023
Landscape site plan	XX-DR-L-0003 (REV PO2)	12.01.2023
Planting strategy	XX-DR-L-0201 (Rev P02)	12.01.2023
Proposed ground floor plan	ZZ-00-DR-A-0001 Rev P2	14.11.2022
Proposed first floor plan	ZZ-01-DR-A-0001 Rev P2	14.11.2022
Proposed second floor plan	ZZ-02-DR-A-0001 Rev P2	14.11.2022
Proposed basement plan	ZZ-B1-DR-A-0001 Rev P1	14.11.2022
Proposed roof plan	ZZ-RF-DR-A-0001 Rev P2	14.11.2022
Proposed elevations - sheet 1 of 2	ZZ-XX-DR-A-0001 Rev P2	14.11.2022
Proposed elevations - sheet 2 of 2	ZZ-XX-DR-A-0002 Rev P2	14.11.2022
Proposed sections	ZZ-XX-DR-A-0003 Rev P1	14.11.2022
Hard landscaping construction details	C-2000 (Rev P01)	14.11.2022
Location plan	ZZ-DR-L-0001 (Rev P04)	14.11.2022
Existing site plan	ZZ-DR-L-0004 (Rev P03)	14.11.2022
Building block plan	ZZ-DR-L-0005 (Rev P04)	14.11.2022
Hardworks general arrangement (1 of 3)	ZZ-DR-L-0007 (Rev P05)	14.11.2022
Hard works general arrangement (2 of 3)	ZZ-DR-L-0008 (Rev P05)	14.11.2022
Hardworks general arrangement (3 of 3)	ZZ-DR-L-0009 (Rev P05)	14.11.2022
Circulation strategy	ZZ-DR-L-0010 (Rev P06)	14.11.2022
Existing & proposed levels - sheet 1 of 2	ZZ-DR-L-0401 (Rev P09)	14.11.2022
Existing & proposed levels - sheet 2 of 2	ZZ-DR-L-0402 (Rev P05)	14.11.2022
Existing & proposed site sections	ZZ-DR-L-0403 (Rev P03)	14.11.2022
Illustrative landscape masterplan	ZZ-DR-L-0801 (Rev P04)	14.11.2022
Traffic Management Plan		10.02.2023
Drainage strategy JK-6233 Revision 5		17.02.2023

*Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Policies 21, 29, 31, 35, 36, 39 of the County Durham Plan and Parts 2, 4, 8, 9, 12, 14, 15 of the National Planning Policy Framework.*

- Notwithstanding any details of materials submitted with the application prior to the construction of external walling or roofing on any building details of the make, colour and texture of all walling and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

*Reason: In the interests of the appearance of the area and to comply with Policy 29 of the County Durham Plan and Part 12 of the National Planning Policy Framework.*

- Notwithstanding any details of materials submitted with the application prior to the construction of hard paved areas to any building details of the make, colour and texture of all materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

*Reason: In the interests of the appearance of the area and to comply with Policy 29 of the County Durham Plan and Part 12 of the National Planning Policy Framework.*

4. The development shall operate in accordance with the approved Traffic Management Plan.

*Reason: In the interests of highway safety in accordance with Policies 6 and 21 of the County Durham Plan and Part 9 of the National Planning Policy Framework.*

5. Within six months of occupation a Final Travel Plan, conforming to the ethos and direction of the BSI National Specification for Workplace Travel Plans (PAS500:2008 bronze level) shall be submitted to and approved in writing by the Local Planning Authority. Once approved the Travel Plan must be adhered to for the lifetime of the development.

*Reason: In the interest of maintaining Strategic Road Network operation and safety in accordance with Policy 21 of the County Durham Plan with Part 9 of the National Planning Policy Framework.*

6. Remediation works shall be carried out in accordance with the approved remediation strategy. The development shall not be brought into use until such time a Phase 4 verification report related to that part of the development has been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure that the remediation works are fully implemented as agreed and the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework.*

7. The landscaping scheme shall be implemented in accordance with the approved plans listed and implemented within the first available planting season upon completion of the development. All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant recommendations of British Standard 8545:2014. Any trees or plants that, are removed, die or become seriously damaged or defective within three years of planting, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season thereafter.

*Reason: To comply with Policies 29 and 39 of the County Durham Plan and Part 12 of the National Planning Policy Framework.*

8. Prior to their installation specification and plans detailing plant and equipment to be installed on the roofscapes or outside of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place in accordance with the approved conditions.

*Reason: In the interests of the character of the area in accordance with Policy 29 of the County Durham Plan and Part 12 of the National Planning Policy Framework.*

9. The agreed scheme of electric vehicle charging points must be installed and available for use before the hospital is brought into use.

*Reason: In the interests of sustainable construction and in accordance with Policy 29 of the County Durham Local Plan and Part 14 of the National Planning Policy Framework.*

10. No building shall be occupied until a final certificate has been issued certifying that BREEAM (or any such equivalent national level of sustainable building which replaces that scheme) rating 'very good' has been achieved for this development.

*Reason: In the interests of sustainable development and in accordance with Policy 29 of the County Durham Plan and Part 2 of the National Planning Policy Framework.*

11. Prior to the completion of the external hard paved surfaces, the Hospital drainage scheme outlined in Drainage Strategy ref: JK-6233 shall be constructed and made available for connections into the site wide drainage strategy.

*Reason: To ensure that surface water is adequately disposed of, in accordance with Policies 35 and 36 of the County Durham Plan and Parts 14 and 15 of the National Planning Policy Framework.*

12. The discharge rate for the surface water drainage from this hospital phase shall be no greater than 13.9l/s and this rate is agreed subject to connection with the site wide drainage system.

*Reason: To ensure that surface water is adequately disposed of, in accordance with Policies 35 and 36 of the County Durham Plan and Parts 14 and 15 of the National Planning Policy Framework.*

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## **STATEMENT OF PROACTIVE ENGAGEMENT**

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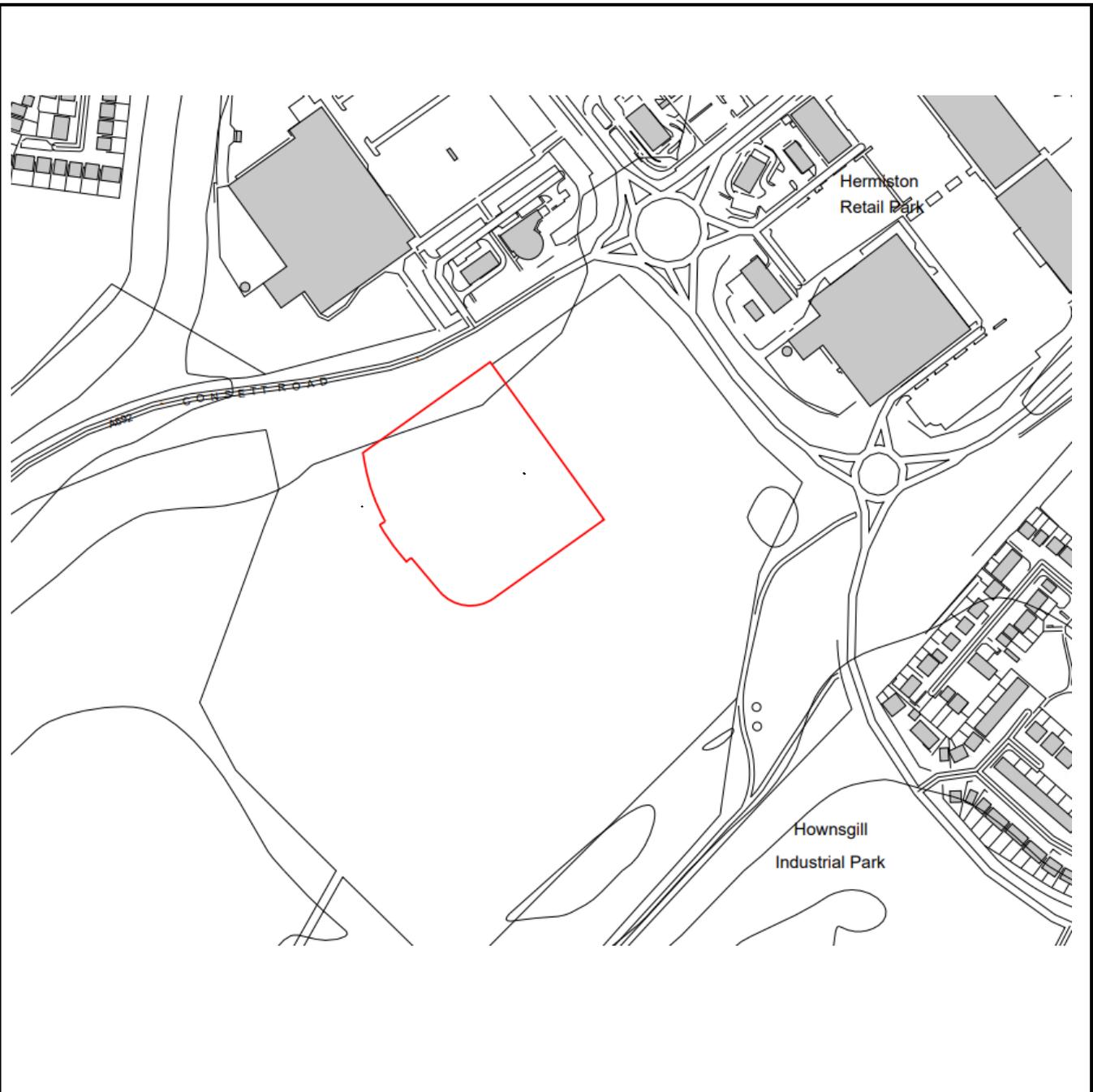
In accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority has, without prejudice to a fair and objective assessment of the proposals, issues raised and representations received, sought to work with the applicant in a positive and proactive manner with the objective of delivering high quality sustainable development to improve the economic, social and environmental conditions of the area in accordance with the NPPF.

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## **BACKGROUND PAPERS**

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Submitted application form, plans, supporting documents provided by the applicant  
Statutory, internal and public consultation responses  
The National Planning Policy Framework (2019)  
National Planning Practice Guidance Notes  
County Durham Plan  
County Durham Parking and Accessibility Standards 2019



**Planning Services**

DM/22/03374/RM Submission of reserved matters (layout, scale and appearance and landscaping) in relation to the construction of new Community Hospital and associated energy centre of DM/22/01630/VOC (mixed use scheme) and submission of details pursuant to conditions 5,7,9,10,11 and 12 of DM/22/01630/VOC relating to Construction management plan, site investigations, drainage details, noise, and engineering details of internal roads.  
 Land To The South of Puddlers Corner Roundabout, Genesis Way, Consett

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**Date** March 7th 2023

**Scale** NTS