

Planning and Highways Committee
25th March 2024

REPORTS FOR CIRCULATION

REPORT BY EXECUTIVE DIRECTOR – CITY DEVELOPMENT

PURPOSE OF REPORT

This report is circulated to the Committee. It includes additional information received after the preparation of the Committee Report. This information may allow a revised recommendation to be made.

LIST OF CIRCULATED ITEMS

Application 1 of Item 3

23/02397/HY4

Land east and west of the southern side of the Northern Spire Bridge and south of Paul Watson Way, Sunderland

At the time of publication of the main agenda report, final consultation responses from National Highways and the Council's Highways team were awaited, whilst discussions were ongoing with the Lead Local Flood Authority in respect of conditions required to address outstanding matters relating to the sustainable drainage system for the development.

This report provides an update in respect of these matters, together with a recommended decision and an updated list of recommended draft conditions.

National Highways

Final consultation comments from National Highways were received on 15th March 2024 and it is confirmed that National Highways no longer object to planning permission being granted.

The comments do, however, note that the transport information supporting the application still shows there to be a negative operational consequence at the A19/A1231 Hylton Grange Interchange, and it is considered that the proposed active and sustainable travel measures are unlikely to positively influence the operation of this junction. The comments advise that future reserved matters applications should be accompanied by transport evidence to enable

continued review of the situation in the context of the operational impacts of the development.

Council's Highways team

Final comments from the Council's Highways team, which summarise the position relative to various highways and transport considerations, are reproduced below for information:

Highway Comments

Travel planning measures, targets and monitoring will be coordinated with support from the Council. A travel planning condition will be required which will also support the establishment of a Transport Advisory Board.

Details of solar PV installation arrangements to address glint and glare can be dealt with as part of reserved matter applications. Further to previous comments from the Local Highway Authority, discussions have taken place with both National Highways and Nexus. These are summarised as follows:

National Highways

Correspondence has taken place between the applicant's transport consultant and National Highways to address comments received. Additional consideration has been given to the locally adjusted travel planning measures and further analysis of the A19/A1231 Wessington Way junction to consider distribution of traffic journeys regionally. It is considered that development related trips can reasonably be accommodated and will not create a significant impact on network capacity or road safety.

The Council has provided National Highways with an update on the status of the Local Plan and suitability of the committed development sites considered as part of this planning application. Mitigation for cumulative traffic growth associated with the Local Plan is being developed through a major scheme proposal as the next phase of the Sunderland Strategic Transport Corridor (SSTC Phase 4).

A following meeting between National Highways and the Council took place to scope travel planning measures and management of traffic generated by the development. The consultation response is now resolved and there are no objections to the development.

Nexus

Further discussion has taken place between representatives of Nexus and the Council. Initial conversations include the potential extension of an existing bus service managed by Nexus in partnership with the Council. The route connects with key destinations in the city centre including Park Lane interchange and Sunderland Station. A shuttle bus service will also be considered subject to demand and need to support staff travel and local workplace journeys.

Nexus has also requested accessibility improvements to Pallion Metro Station. A range of measures including rails and signing are to be considered.

These measures can be developed further and addressed through the establishment of the Transport Advisory Board. The consultation response is now resolved and there are no objections to the development.

Summary

All highway matters are now resolved and there are no objections to the proposed development, subject to the inclusion of suitably worded planning conditions.

Lead Local Flood Authority

As set out in the main report, the Lead Local Flood Authority (LLFA) considers the sustainable drainage proposals for the detailed part of the application site to be largely acceptable, with the only remaining matter being the detailed design of the green roofs to workshop buildings. The detailed design is considered necessary in order to demonstrate that the green roofs will contribute the required level of rainfall storage to the overall drainage system.

Whilst the applicant's drainage consultant has provided indicative designs of the green roofs, the LLFA consider that detailed designs should be provided prior to the determination of the application.

The position of the LLFA in respect of this matter is noted, however the applicant's drainage consultant has advised that detailed designs will not be available until a site contractor has been appointed and final designs of the green roofs developed. In these circumstances, planning officers consider it reasonable to suggest that a planning condition can be used to secure the submission and approval of the outstanding detail of the green roofs, and it is recommended that Members impose a condition to this effect in the event they are minded to grant consent for the development.

Conditions requiring the submission and approval of final drainage details for the outline areas of the application site and the submission and approval of drainage verification reports, to demonstrate that the sustainable drainage infrastructure has been installed in accordance with approved details, are also recommended.

Final comments

Paragraph 115 of the National Planning Policy Framework states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network are severe.

As set out above, there is now no objection to the development from National Highways, whilst the Council's Highways team confirm that all highways and transport considerations have been satisfactorily addressed. Given these comments, it is concluded that the development will not give rise to unacceptable impacts on highway safety or the local and strategic road network, in accordance with paragraph 115 of the NPPF, and can therefore

be considered acceptable in relation to these matters and all other highways and transport considerations as set out in the main report.

Whilst the table on pages 87-89 of the main report indicates that impacts on the strategic road network should be considered a negative aspect of the proposed development, it is suggested that the removal of the objection from National Highways means that the development's impacts on the strategic road network should instead be considered as neutral/negligible.

As set out above, it is considered that planning conditions can be used to address remaining requirements in respect of the sustainable drainage details for the development.

In addition to the above, there have been some minor alterations to the list of draft conditions provided in the main report. Changes made primarily affect conditions relating to ecology and mainly serve to clarify the requirements of the conditions and amend the timings for the submission of required information or details.

For ease of reference, a consolidated list of draft conditions, which incorporates the additional drainage conditions and amendments to other conditions, is provided below.

To conclude, it is considered that the proposed development is satisfactory in relation to highways, transport and drainage considerations, subject to the draft conditions provided below. For reasons expanded upon in the main report, it is considered that the proposed development is acceptable, with the remaining minor negative impacts of the proposals being clearly outweighed by its significant positive impacts in terms of employment, economic growth, regeneration, design and heritage, biodiversity net gain and green infrastructure.

The recommendation is therefore that Members Grant Consent for the proposed development under Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the revised list of draft conditions provided below and the completion of the legal agreement to secure off-site sports pitch mitigation measures.

RECOMMENDATION: GRANT CONSENT under Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the draft conditions below and the completion of a legal agreement to secure off-site sports pitch mitigation measures.

DRAFT RECOMMENDED CONDITIONS

1. The development for which full planning permission is hereby granted must commence not later than three years beginning with the date on which permission is granted.

Reason: To ensure that the development is carried out within a reasonable period of time and to comply with section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development (excepting demolition works, site investigation works and ecological mitigation works required to discharge conditions of this planning permission) in respect of which outline planning permission is hereby granted shall commence in any part of the outline area until the details of appearance, landscaping, layout and scale (hereinafter referred to as the "reserved matters") for the development in that part have been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To allow such details to be reserved for subsequent consideration and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. All applications for approval of reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission and the development for which outline planning permission is hereby granted must commence not later than two years from the date of the last reserved matters approval.

Reason: To ensure that the development is carried out within a reasonable period of time and to comply with section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. The development hereby granted permission shall be carried out in full accordance with the following approved plans:

OUTLINE PLANS

Building Height Parameter Plan 2208-4DS-CRL11-XX-DR-A-08502-PL1
Extent of Built Development and Green Infrastructure Parameters Plan 2208-4DS-CRL11-XX-DR-A-08503-PL2
Access and Circulation Parameters Plan 2208-4DS-CRL11-XX-DR-A-08505-PL
External Filming (Backlot) Parameters Plan 2208-4DS-CRL11-XX-DR-A-08506-PL1
Landscape Principles Plan 1444_SGL_ZZ_XX_DR_L_90_150
Site B - Access General Arrangement 22169-SYS-HSP-Z1-DR-CH-90-P01

Site B - Access Swept Path Analysis 22169-SYS-HSP-Z1-DR-CH-90-P01
Site C - Access General Arrangement 22169-SYS-HSP-Z1-DR-CH-91-P01
Site C - Access Swept Path Analysis 22169-SYS-HSP-Z5-DR-CH-91-P01

DETAILED PLANS

Existing Site Plan 2208-4DS-CRL11-XX-DR-A-08507-PL

Masterplans

Masterplan Phase 1 - Level 00 East 2208-4DS-CRL00-00-DR-A-20101-PL
Masterplan Phase 1 - Level 00 West 2208-4DS-CRL00-00-DR-A-20102-PL
Masterplan Phase 1 - Welfare Diagram 2208-4DS-CRL00-00-DR-A-20103-PL
Masterplan Phase 1 - Accessibility Diagram 2208-4DS-CRL00-00-DR-A-20104-PL
Masterplan Phase 1 - Waste Diagram 2208-4DS-CRL00-00-DR-A-20105-PL
Masterplan Site A Sections 2208-4DS-CRL00-ZZ-DR-A-20201-PL
Masterplan Site A Long Sections 2208-4DS-CRL00-ZZ-DR-A-20202-PL
Masterplan North Site Elevation 2208-4DS-CRL00-ZZ-DR-A-20301-PL
Masterplan South Site Elevation 2208-4DS-CRL00-ZZ-DR-A-20302-PL
Masterplan Proposed Phase 1 (Sheet 1) 2208-4DS-CRL00-XX-DR-A-08506-PL
Masterplan Proposed Phase 1 (Sheet 2) 2208-4DS-CRL00-XX-DR-A-08507-PL
Masterplan Proposed Phase 1 2208-4DS-CRL00-XX-DR-A-08508-PL

Gateway Building

Gateway Building Proposed Lower Ground Floor 2208-4DS-CRO03-LG-DR-A-20101-PL
Gateway Building Proposed Ground Floor 2208-4DS-CRO03-00-DR-A-20101-PL
Gateway Building Proposed First Floor 2208-4DS-CRO03-01-DR-A-20101-PL
Gateway Building Proposed Second Floor 2208-4DS-CRO03-02-DR-A-20101-PL
Gateway Building Proposed Third Floor 2208-4DS-CRO03-03-DR-A-20101-PL
Gateway Building Proposed Roof plan 2208-4DS-CRO03-RF-DR-A-20101-PL
Gateway Building Sections 2208-4DS-CRO03-ZZ-DR-A-20201-PL
Gateway Building North and South Elevation 2208-4DS-CRO03-ZZ-DR-A-20301-PL
Gateway Building East and West Elevation 2208-4DS-CRO03-ZZ-DR-A-20303-PL

Multistorey Car Park A

Multistorey Carpark A Proposed Basement - 2 2208-4DS-CRC01-B2-DR-A-20101-PL
Multistorey Carpark A Proposed Basement - 1 2208-4DS-CRC01-B1-DR-A-20101-PL
Multistorey Carpark A Proposed Ground Floor 2208-4DS-CRC01-00-DR-A-20101-PL
Multistorey Carpark A Proposed First Floor 2208-4DS-CRC01-01-DR-A-20101-PL
Multistorey Carpark A Proposed Second Floor 2208-4DS-CRC01-02-DR-A-20101-PL
Multistorey Carpark A Proposed Third Floor 2208-4DS-CRC01-03-DR-A-20101-PL
Multistorey Carpark A Sections 2208-4DS-CRC01-ZZ-DR-A-20201-PL

Multistorey Carpark A North and South Elevations 2208-4DS-CRC01-ZZ-DR-A-20301-PL Multistorey Carpark A East and West Elevations 2208-4DS-CRC01-ZZ-DR-A-20303-PL

Soundstage and Office Type A

Soundstage and Office Type A Proposed Ground Floor 2208-4DS-CRS01-00-DR-A-20101-PL

Soundstage and Office Type A Proposed First Floor 2208-4DS-CRS01-01-

DR-A-20101-PL Soundstage and Office Type A Proposed Second Floor

2208-4DS-CRS01-02-DR-A-20101-PL

Soundstage and Office Type A Proposed Third Floor 2208-4DS-CRS01-03-

DR-A-20101-PL Soundstage and Office Type A Proposed Fourth Floor 2208-

4DS-CRS01-04-DR-A-20101-PL Soundstage and Office Type A Proposed

Roof plan 2208-4DS-CRS01-RF-DR-A-27101-PL Soundstage and Office

Type A Proposed Gantry Floor 2208-4DS-CRS01-G3-DR-A-20101-PL

Soundstage and Office Type A Sections A-A, 1-1 2208-4DS-CRS01-ZZ-DR-

A-20201-PL Soundstage and Office Type A North and South Elevation 2208-

4DS-CRS01-ZZ-DR-A-20301-PL

Soundstage and Office Type A East and West Elevation 2208-4DS-CRS01-

ZZ-DR-A-20303-PL

Sound Stage B & C and Office Type A

Soundstage B C and Office Type A Proposed Ground Floor 2208-4DS-

CRS02-00-DR-A-20101-PL

Soundstage B C and Office Type A Proposed First Floor 2208-4DS-CRS02-

01-DR-A-20101-PL

Soundstage B C and Office Type A Proposed Second Floor 2208-4DS-

CRS02-02-DR-A-20101-PL

Soundstage B C and Office Type A Proposed Third Floor 2208-4DS-CRS02-

03-DR-A-20101-PL

Soundstage B C and Office Type A Proposed Fourth Floor 2208-4DS-CRS02-

04-DR-A-20101-PL

Soundstage B C and Office Type A Proposed Gantry Floor 2208-4DS-

CRS02-G3-DR-A-20101-PL

Soundstage B C and Office Type A Proposed Roof plan 2208-4DS-CRS02-

RF-DR-A-20101-PL

Soundstage B C and Office Type A Section AA, 1-1 2208-4DS-CRS02-ZZ-

DR-A-20201-PL Soundstage B C and Office Type A North and South

Elevation 2208-4DS-CRS02-ZZ-DR-A-20301-PL

Soundstage B C and Office Type A East and West Elevation 2208-4DS-

CRS02-ZZ-DR-A-20303-PL

Substation & Waste

Substation & Waste Proposed Ground Floor 2208-4DS-CRP01-00-DR-A-

20101-PL Substation & Waste Proposed Roof Plan 2208-4DS-CRP01-RF-

DR-A-20101-PL

Substation & Waste Section A-A and Section B-B 2208-4DS-CRP01-ZZ-DR-

A-20201-PL Substation & Waste North and South Elevation 2208-4DS-

CRP01-ZZ-DR-A-20301-PL Substation & Waste East and West Elevation

2208-4DS-CRP01-ZZ-DR-A-20303-PL

Workshop Type A

Workshop Type A Proposed Ground Floor 2208-4DS-CRW01-00-DR-A-20101-PL

Workshop Type A Proposed Roof plan 2208-4DS-CRW01-RF-DR-A-20101-PL

Workshop Type A Cross Section 01-01 & 02-02 2208-4DS-CRW01-ZZ-DR-A-20201-PL Workshop Type A North and South Elevation 2208-4DS-CRW01-ZZ-DR-A-20301-PL Workshop Type A East and West Elevation 2208-4DS-CRW01-ZZ-DR-A-20303-PL

Workshop Type B

Workshop Type B Proposed Ground Floor 2208-4DS-CRW02-00-DR-A-20101-PL

Workshop Type B Proposed First Floor 2208-4DS-CRW02-01-DR-A-20101-PL

Workshop Type B Proposed Roof Plan 2208-4DS-CRW02-RF-DR-A-20101-PL

Workshop Type B Section A-A 2208-4DS-CRW02-ZZ-DR-A-20201-PL

Workshop Type B Section 1-1 2208-4DS-CRW02-ZZ-DR-A-20203-PL

Workshop Type B North and South Elevation 2208-4DS-CRW02-ZZ-DR-A-20301-PL

Workshop Type B East and West Elevation 2208-4DS-CRW02-ZZ-DR-A-20303-PL

Workshop Type D

Workshop Type D Proposed Ground Floor 2208-4DS-CRW04-00-DR-A-20101-PL

Workshop Type D Level G1 2208-4DS-CRW04-01-DR-A-20101-PL

Workshop Type D Roof Plan 2208-4DS-CRW04-RF-DR-A-20101-PL

Workshop Type D Section 01-01 and 02-02 2208-4DS-CRW04-ZZ-DR-A-20201-PL

Workshop Type D North and South Elevation 2208-4DS-CRW04-ZZ-DR-A-20301-PL

Workshop Type D East and West Elevation 2208-4DS-CRW04-ZZ-DR-A-20303-PL

Access

Site A - Phase 1 - General Arrangement 22169-SYS-HGN-PH1-DR-CH-01-P01

Site A - Phase 1 - Swept Path Analysis 22169-SYS-HSP-PH1-DR-CH-01-P0

Site A - Waiting Area SPA 22169-SYS-HSP-Z0-DR-CH-01-P01

Drainage

Site A - Phase 1 - Proposed Detailed Drainage Strategy Plan 29002-HYD-XX-XX-DR-C-1100 P03

Site A - Phase 1 - Surface Water Catchment Plan 29002-HYD-XX-XX-DR-C-1102 P02

Site A - Phase 1 - Maintenance Responsibilities Plan 29002-HYD-XX-XX-DR-C-1103 P02

Site A - Phase 1 - Flood Exceedance Plan 29002-HYD-XX-XX-DR-C-1104 P02

Site A - Phase 1 - Proposed Levels 29002-HYD-XX-XX-DR-C-2000 P07

Site A - Phase 1 - 1 in 200 + CC Projected Tidal Flood Outline 29002-HYD-XX-XX-DR-C-1202 P02

Site A – Phase 1 – Inception Storage Strategy Plan 29002-HYD-XX-XX-DR-C-1105 P01

Indicative Green Roof proposals 1444_SGL_ZZ_XR_DR_L_90_170

Landscape

Landscape Strategy - Phase 1 1444_SGL_ZZ_XX_DR_L_90_110

Reason: in order to ensure that the completed development accords with the scheme approved and to complies with the relevant policies of the CSDP.

5. Each application for reserved matters shall be accompanied by a compliance statement which explains how that reserved matters application meets the design principles and indicative parameters set out within the following plans:

Building Height Parameter Plan 2208-4DS-CRL11-XX-DR-A-08502-PL1

Extent of Built Development and Green Infrastructure Parameters Plan 2208-4DS-CRL11-XX-DR-A-08503-PL2

Access and Circulation Parameters Plan 2208-4DS-CRL11-XX-DR-A-08505-PL

External Filming (Backlot) Parameters Plan 2208-4DS-CRL11-XX-DR-A-08506-PL1 Landscape Principles Plan 144_SGL_ZZ_XX_DR_L_90_150

Reason: In order to achieve a comprehensive and cohesive form of development and comply with the objectives of the relevant policies the CSDP.

6. No development within any part of the application site shall commence until a Construction Environmental Management Plan (CEMP) for that part of the site has been submitted to and approved in writing by the Local Planning Authority. The CEMP for each part shall be informed by the Outline CEMP and measures recommended in the Environmental Statement and other supporting technical reports submitted with the planning application and, for the avoidance of doubt, include the following:

- o Executive Summary;
- o Project Background
- o Outline of Project
- o Framework of this CEMP
- o Legal Compliance
- o Summary of the Requirements of this condition
- o Site Information and Consented Development
- o Site and Surrounding Area
- o Scheme Description
- o Sensitive Receptors
- o Control of the Construction Process

- o Roles and Responsibilities
- o Training and Raising Awareness
- o Reporting
- o Monitoring, Continual Improvement and Review
- o Environmental Complaints and Incidents
- o Public Relations and Community Relations
- o Construction Management
- o Description of Construction Works
- o Phasing of Construction Works
- o Construction Equipment
- o Hours of Working (Hours of Site Operation)
- o Storage of Plant and Materials
- o Handling of Plant and Materials
- o Health and Safety Management
- o Security On-Site
- o Considerate Constructors
- o Phase-specific Construction Method Statements (CMS)
- o Environmental Control Measures
- o Public Access and Traffic Management
- o Waste and Materials Management and Storage
- o Noise and Vibration
- o Dust & Air Quality
- o Contaminated Land Procedures
- o Hydrology & Water Quality
- o Ecology mitigation measures, informed by the measures identified in Chapter D of the submitted Environmental Statement
- o Visual Impacts
- o Artificial Lighting
- o Measures to improve climate change impacts of construction work, informed by recommendations identified in Chapter F of the submitted Environmental Statement
- o Measures to protect vegetation/landscaping to be retained within the development
- o Emergency Procedures
- o Conclusions

Appendices

Appendix A - Sensitive Receptor Locations

Appendix B - Landscape Resource Information (including hedgerow and tree group numbers)

Appendix C - Potential for Archaeological Mitigation Requirement Plan

Appendix D - Site Access Locations

Appendix E - Proposed Temporary Construction Access

The development shall then be implemented in accordance with the approved CEMP for that Phase.

Reason: In order to protect the amenity of adjacent occupiers and the adjacent highway network and to comply with policies BH1 and ST3 of the CSDP.

7. No development (excepting site investigation works and ecological mitigation works required to discharge conditions of this planning permission), shall commence within Site A until a programme of archaeological fieldwork (to include evaluation and, where appropriate, mitigation excavation) for that part of the site has been completed. This shall be carried out in accordance with a specification provided by the Local Planning Authority.

Reason: the site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with the requirements of paragraph 211 of the NPPF and policies BH8 and BH9 of the CSDP.

8. The building(s) hereby approved within Site A shall not be occupied/brought into use until the final report of the results of the archaeological fieldwork for that part of the site, undertaken in pursuance of condition 7, has been submitted to and approved in writing by the Local Planning Authority.

Reason: the site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with the requirements of paragraph 211 of the NPPF and policies BH8 and BH9 of the CSDP.

9. The building(s) hereby approved within Site A shall not be occupied/brought into use until a report detailing the results of the archaeological fieldwork undertaken has been produced in a form suitable for publication in a suitable and agreed journal and has been submitted to and approved in writing by the Local Planning Authority prior to submission to the editor of the journal.

Reason: the site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with the requirements of paragraph 211 of the NPPF and policies BH8 and BH9 of the CSDP.

10. The demolition of the limestone boundary wall within Site A must not commence until a programme of archaeological building recording of the wall has been completed in accordance with a specification provided by the Local Planning Authority. A report of the results shall be submitted to and approved

in writing by the Local Planning Authority prior to any demolition works on the wall commence.

Reason: to provide an archive record of the historic structure and accord with paragraph 211 of the NPPF and policies BH8 and BH9 of the CSDP.

11. No development, other than demolition and site investigation works required to discharge conditions of this planning permission, shall commence within any part of the application site until a suitable and sufficient ground investigation and Risk Assessment to assess the nature and extent of any contamination within that part of the site (whether or not it originates on that part of the site) has been submitted to and approved in writing by the Local Planning Authority.

The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings must be produced and submitted for the approval of the LPA.

The report of the findings must include:

- i a survey of the extent, scale and nature of contamination;
- ii an assessment of the potential risks to:
 - o human health;
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - o adjoining land;
 - o ground waters and surface waters;
 - o ecological systems;
- iii where unacceptable risks are identified, an appraisal of remedial options, and proposal of the preferred option(s).

The Investigation and Risk Assessment shall be implemented as approved and must be conducted in accordance with the Environment Agency's "Land contamination: risk management".

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF paragraphs 180(f) and 189 and policy HS3 of the CSDP.

The details are required to be submitted and approved in advance of works commencing on site to ensure the development is undertaken in a manner to protect future users of the site and the environment.

12. No development, other than demolition and site investigation works required to discharge conditions of this planning permission, shall commence within any part of the application site until a detailed Remediation Scheme to

bring that part of the site to a condition suitable for the intended use (by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) has been submitted to and approved in writing by the Local Planning Authority.

The Remediation Scheme should be prepared in accordance with the Environment Agency's "Land Contamination: Risk Management" and must include a suitable options appraisal, all works to be undertaken, proposed remediation objectives, remediation criteria, a timetable of works, site management procedures and a plan for validating the remediation works. The Remediation Scheme must ensure that as a minimum, the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Once the Remediation Scheme has been approved in writing by the Local Planning Authority it shall be known as the Approved Remediation Scheme.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF paragraphs 180(f) and 189 and policy HS3 of the CSDP.

The details are required to be submitted and approved in advance of works commencing on site to ensure the development is undertaken in a manner to protect future users of the site.

13. The Approved Remediation Scheme for any given part of the site shall be implemented in accordance with the approved timetable of works for that part of the site.

Within six months of the completion of measures identified in the Approved Remediation Scheme and prior to the occupation of any building in that Site, a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be produced and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF Paragraphs 180(f) and 189 and policy HS3 of the CSDP.

14. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. A Risk Assessment must be undertaken in accordance with the requirements of the Environment

Agency's "Land Contamination: Risk Management" and where remediation is necessary a Remediation Scheme must be prepared and submitted to the Local Planning Authority in accordance with the requirements that the Remediation Scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Once the Remediation Scheme has been approved in writing by the Local Planning Authority it shall be known as the Approved Remediation Scheme. Following completion of measures identified in the Approved Remediation Scheme a verification report must be prepared and submitted in accordance with the approved timetable of works. Within six months of the completion of measures identified in the Approved Remediation Scheme and prior to the occupation of any building, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF paragraphs 180(f) and 189 and policy HS3 of the CSDP.

15. Any application(s) for the approval of reserved matters submitted more than 18 months from the date of this decision notice must be accompanied by up-to-date surveys of faunal species and groups relative to the application site, unless any such survey submitted with the hybrid planning application remains valid. The up-to-date surveys shall be used to inform the ecological mitigation, enhancement and management measures for the reserved matters proposals.

Reason: the proposals are for phased development there is potential for the distribution and abundance of protected and priority species to change before implementation of the latter phases of development. Up-to-date surveys are therefore required to ensure potential impacts on ecology and biodiversity are understood and addressed by the reserved matters proposals, in compliance with the objectives of the NPPF and policy NE2 of the CSDP.

16. Any future reserved matters application must be accompanied by information that demonstrates that a biodiversity net gain can be achieved either within the area subject to the reserved matters application, elsewhere within the overall planning application boundary or off-site. This information will need to include, as a minimum:

- A completed biodiversity metric calculation tool;
- Before development habitat map showing the habitat types and areas used to populate the calculation tool;
- After development habitat map showing the habitat types and areas used to populate the calculation tool; and

- A supporting report providing justification for the remaining metric input values, including full details of condition assessments.

Any excess biodiversity units within one part of the site could be used to count towards a biodiversity net gain within another part of the site.

Development within the reserved matters areas must then be undertaken in full accordance with the agreed biodiversity net gain details.

Reason: to ensure appropriate net gains in biodiversity are achieved and to comply with the objectives of the NPPF and policy NE2 of the CSDP.

17. Prior to the commencement of development in any part of the site, details of the appointment of an Ecological Clerk of Works (ECoW) for that part of the site must be submitted to and agreed with the Local Planning Authority. The submitted details must include the identity of the proposed ECoW (who, for the avoidance of doubt, must be suitably qualified and experienced), their roles and responsibilities and the operations to be overseen by them. The ECoW must then be in place prior to development commencing in that part of the site and undertake their roles and responsibilities in accordance with the agreed details for the duration of works being undertaken in that part of the site.

Reason: to ensure the effective management of the site from an ecological and biodiversity perspective and to comply with the objectives of the NPPF and policy NE2 of the CSDP.

18. Prior to development within the detailed planning application area first coming into use, a Habitat and Biodiversity Management and Monitoring Plan (HBMMP) for the detailed planning area shall be submitted to and agreed in writing with the Local Planning Authority. The content of the HBMMP shall include the following.

- a. Description and evaluation of the habitats to be created and managed (as specified in Biodiversity Net Gain: Crown Works Film Studios report, by Durham Wildlife Services and dated November 2023, and the Dingy Skipper Mitigation Strategy and Management Plan Summary, submitted as Appendix D9 of the Environmental Statement)
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management, including reference to target ecological condition of habitats to achieve biodiversity net gain, and timescales for achieving these conditions.
- d. Appropriate management options for achieving aims and objectives.
- e. Prescriptions for management actions.
- f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a thirty-year period).

- g. Details of the body or organisation responsible for implementation of the plan.
- h. Ongoing monitoring and remedial measures.

The HBMMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the HBMMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Any excess biodiversity units within one part of the site could be used to count towards a biodiversity net gain within another part of the site.

The approved plan will be implemented in accordance with the approved details and habitats shall be actively maintained for a period of not less than 30 years.

Reason: to ensure habitats and biodiversity at the site is effectively managed and to comply with the objectives of the NPPF and policy NE2 of the CSDP.

19. Prior to development within any outline areas of the application site first coming into use, an update to the Habitat and Biodiversity Management and Monitoring Plan (approved pursuant to the discharge of condition 18) shall be prepared for that part of the site (and any parts of the site where reserved matters have already been approved) and submitted to the Local Planning Authority for its written approval. The updated Plan should reflect the landscaping approved via all previous reserved matters approvals, and those measures to mitigate impacts to dingy skipper butterfly from the wider scheme. Any excess biodiversity units within one part of the site could be used to count towards a biodiversity net gain within another part of the site.

The agreed plan must then be enacted in full for its lifetime.

Reason: to ensure habitats and biodiversity at the site is effectively managed and to comply with the objectives of the NPPF and policy NE2 of the CSDP.

20. No external lighting or internal lighting to spaces which overlook the River Wear within the detailed planning application area shall be installed until a detailed lighting design strategy, to be prepared in conformity with the submitted Lighting Strategy (submitted as Appendix O5 of the Environmental Statement) and including measures to minimise light spill from buildings along the riverbank, has been agreed in writing with the Local Planning Authority. All lighting must then be installed in accordance with the agreed strategy and maintained in accordance with the strategy for the lifetime of the development.

Reason: to ensure lighting from the development does not adversely affect the ecological and biodiversity value of the site and its surroundings, in accordance with the objectives of the NPPF and policy NE2 of the CSDP.

21. No external lighting or internal lighting to spaces which overlook the River Wear within any part of the site shall be installed until a detailed lighting design strategy for that Site, to be prepared in conformity with the submitted Lighting Strategy (submitted as Appendix O5 of the Environmental Statement) and including measures to minimise light spill from buildings along the riverbank and the nearby rail infrastructure, has been agreed in writing with the Local Planning Authority in consultation with Network Rail. All lighting for that Site must then be installed in accordance with the agreed strategy and maintained in accordance with the strategy for the lifetime of the development.

Reason: to ensure lighting from the development does not adversely affect the ecological and biodiversity value of the site and its surroundings or local rail infrastructure, in accordance with the objectives of the NPPF and policies NE2 and SP10 of the CSDP.

22. Prior to the occupation of any individual workshop building, details of the intended activities to take place within the workshop building, the equipment to be used within the building and the mitigation measures necessary to prevent or minimise the emission of noise to the external environment, must be submitted to and approved in writing by the Local Planning Authority. Proposed mitigation measures should be informed by an expert assessment of potential noise impacts arising from the use of each workshop. Each workshop building shall then be constructed and operated in accordance with the mitigation measures agreed in respect of that building for the lifetime of the development.

Reason: to ensure the noise impacts of the development are acceptable and comply with the objectives of the NPPF and policy HS2 of the CSDP.

23. Prior to the occupation of any individual workshop building, details of the intended activities to take place within the workshop building, the equipment to be used within the building and the mitigation measures necessary to prevent or minimise impacts on local air quality, must be submitted to and approved in writing by the Local Planning Authority. Proposed mitigation measures should be informed by an expert assessment of potential air quality impacts arising from the use of each workshop. Each workshop building shall then be constructed and operated in accordance with the mitigation measures agreed in respect of that building for the lifetime of the development.

Reason: to ensure the air quality impacts of the development are acceptable and comply with the objectives of the NPPF and policy HS2 of the CSDP.

24. No building within the development which will, either in full or in part, be used for the preparation and serving of food, shall be brought into use until an odour risk assessment (link here: [Odour Risk Assessment Pro Forma.pdf \(sunderland.gov.uk\)](#)) has been submitted to and approved in writing by the Local Planning Authority. The submitted assessment must be accompanied by the details of any extraction/exhaust system required to acceptably address identified odour impacts, including details of the design, size, siting, acoustic treatment, finish and odour abatement techniques of the proposed system. Any approved system shall then be installed in accordance with the agreed details and maintained in an effective condition for the lifetime of the development.

Reason: to ensure odour emissions are adequately dealt with and comply with the requirements of the NPPF and policy HS1 of the CSDP.

25. No 'backlot' external filming activity shall take place until a Noise Management Plan Framework has been agreed in writing with the Local Planning Authority. The Framework, which must be informed by specialist advice from both a noise consultant and ecologist, shall specify the range of activities and equipment to be employed during external filming events, together with suitable noise mitigation measures to ensure the impacts of noise and artificial lighting on local amenity and ecology (particularly wintering birds) are limited to an acceptable level.

Measures should include:

- Limitation of hours of activity;
- Selection of suitable locations for filming (i.e. distant from receptors) within the application site;
- Use of temporary noise barriers/acoustic screens of at least 2m height around backlot filming activities;
- Use of low noise plant and equipment;
- Avoiding use of temporary lighting within 10 m of the Green Infrastructure Zone (GIZ), which is shown on drawing ref. 2208-4DS-CRL11-XX-DR-A-08503-PL2 (Appendix C1 of the Environmental Statement).
- Avoiding backlot filming within a buffer from the area used by the highest concentrations of wintering wading birds from November to February inclusive. This buffer is shown on Figure D2, Appendix D of the Environmental Statement.

All external filming activity must then take place in accordance with the agreed Framework for the lifetime of the development.

Reason: to ensure the noise impacts of the development on local amenity and wintering birds are acceptable and to comply with the objectives of the NPPF and policies HS2 and NE2 of the CSDP.

26. Any application(s) for reserved matters approval (other than any such application relating solely to landscaping) shall be accompanied by an updated glint and glare assessment, informed by the submitted reserved matters details, for the written approval of the Local Planning Authority. The assessment must include details of any mitigation measures considered necessary to address any negative impacts arising from glint and glare, both in relation to public amenity and transport safety. The development shall then be carried out in accordance with the agreed measures.

Reason: to ensure that the development of the site does not give rise to any unacceptable glint and glare issues and to accord with the objectives of policies HS1 and ST3 of the CSDP.

27. Any application(s) for reserved matters approval shall be accompanied by details of the design and mitigation measures to be incorporated into the development to ensure the development does not give rise to unacceptable negative wind impacts, both in relation to the local environment and users of the development (including external roof terraces). The proposed measures shall be informed by the wind modelling and recommendations of Chapter N (Wind Environment) of the submitted Environmental Statement. The development shall then be carried out in accordance with the agreed measures.

Reason: to ensure that the development of the site does not give rise to any unacceptable issues relative to wind and to accord with the objectives of policies HS1 of the CSDP.

28. No development, other than site investigation works required to discharge conditions of this planning permission, shall commence until such a time as a Water Framework Directive (WFD) Assessment has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. The plan shall then be implemented as approved. The WFD Assessment should:

- Consider the impact of the proposal on the WFD status of the Wear Transitional Waterbody (GB5103024002900) and any linked water bodies;
- Identify all potential risks to the following receptors: hydromorphology, biology – habitats, biology – fish, water quality, WFD protected areas and invasive non-native species (INNS);
- Ensure that there is no deterioration resulting from the proposed activities;
- Demonstrate how any identified impacts will be mitigated for or suggest compensation for loss.

Guidance on how to assess the impact to WFD is available at: [Water Framework Directive assessment: estuarine and coastal waters - GOV.UK \(www.gov.uk\)](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304241/Water_Framework_Directive_assessment_estuarine_and_coastal_waters.pdf)

Reason: the WFD Regulations 2017 and the Northumbrian River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. It specifically states that no waterbody should deteriorate in status and aim to achieve a Good Status or Good Ecological Potential as soon as is reasonably practicable. Any proposed plan or development should not contradict the Northumbrian River Basin Management Plan 2015.

29. No development, other than demolition and site investigation works required to discharge conditions of this planning permission, shall commence within each part of the application site until a detailed scheme for the disposal of foul water for that part of the site has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the LLFA. Thereafter, the development shall take place in accordance with the approved details.

Reason: in order to prevent an increase in the risk of flooding from foul water sources, in accordance with the requirements of the NPPF and policies WWE2, WWE3, WWE4 and WWE5 of the CSDP.

30. Prior to the first occupation of Phase 1 of the development (i.e. Site A, detailed area), full details of the location and design of cycle parking, lockers and changing/showering facilities to serve Phase 1 shall be submitted to and approved by the Local Planning Authority in consultation with Active Travel England. The cycle parking details shall include the following:

- 120 cycle parking spaces;
- A ceiling height of at least 2.7m where there are two-tier racks;
- All two-tier racks shall be spring loaded or gas assisted;
- A minimum of 6 cycle parking spaces shall be identified/marked as reserved for adapted/non-standard/disabled-user cycles and shall be designed to accommodate these cycles

The agreed facilities must be completed and made available for the use of employees at the site prior to first occupation of this phase. Thereafter, cycle parking stores/rooms shall always remain free from obstruction and available for these purposes.

Reason: to support cycling to and from the site and comply with the Council's Development Management SPD, CSDP policies ST1, ST2 and ST3 and LTN 1/20.

31. Any application for the approval of reserved matters (other than an application relating solely to approval of landscaping details) must be accompanied by full details of the cycle parking facilities to be provided within the area of the site to which the reserved matters application relates. For the avoidance of doubt, a total of 360 cycle parking spaces must be provided within Phase 2 of the development (i.e. outline areas) and any submission of cycle parking details made in respect of this condition must demonstrate how the facilities being provided contribute to the total number of cycle parking spaces required for this Phase.

The agreed facilities must then be completed and made available for the use of employees at the site prior to the first occupation of the phase and thereafter, the cycle parking stores/rooms shall always remain free from obstruction and available for these purposes.

Reason: to support cycling to and from the site and comply with the Council's Development Management SPD, CSDP policies ST1, ST2 and ST3 and LTN 1/20.

32. No development (excepting site investigation works required to discharge conditions of this planning permission) shall commence within any part of the application site until details of a Construction Traffic Management Plan (CTMP) for that part of the site has been submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority and National Highways.

The CTMP for each Site shall include:

- Routing of movements including details of any abnormal loads;
- Details of a route management plan to control HGV movements during the construction phase to avoid travelling through residential areas and streets in Pallion and Ford Estate
- Contractor parking and site compound arrangements;
- Measures to prevent debris being displaced onto the highway;
- Details of any temporary highway / rights of way closures and alternative routes;
- Temporary traffic management and site access control measures; and
- Site security and contract details.

Any site operations and activities associated with the periods for construction (excluding deliveries) shall only be carried out between 0700 hours and 1830 hours on Mondays to Fridays, only between 0800 hours and 1400 hours on Saturdays. Any deliveries associated with the periods of construction shall only take place between 0800 hours and 1430 hours and between 1700 hours and 0600 hours on Mondays to Saturdays. No construction work or construction related deliveries should take place on Sundays, Bank Holidays or Public Holidays.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In

the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the adopted CSDP.

33. No development shall be brought into use until the completion of a Road Safety Audit stages 1 and 2 and the approval of detailed highway designs, to be agreed with the Local Highway Authority. Locations for detailed highway designs must include the left-in/left-out site access from the A1231 and alterations to junctions at:

- St Luke's Road/Westmoor Road,
- Holborn Road/Hylton Road,
- Wessington Way/Dene Road/Castellian Road/Colima Avenue; and
- Barrons Quay Road/Colima Avenue.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the adopted CSDP.

34. No development shall be brought into use until the scheme of highway improvements to alter the section of the A1231 required to form a new highway access for Phase 1 of the development has been completed to the satisfaction of the Local Highway Authority.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the adopted CSDP.

35. No development on Site B shall be brought into use until a scheme of proposed offsite highway improvements to improve traffic flow and capacity at:

- St Luke's Road/Westmoor Road;
- Holborn Road/Hylton Road;
- Wessington Way/Dene Road/Castellian Road/Colima Avenue; and
- Barrons Quay Road/Colima Avenue

has been submitted to and approved in writing by the Local Planning Authority and a programme for the delivery of the improvements agreed with the Local Highway Authority.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the adopted CSDP.

36. No development shall be brought into use until a detailed scheme for bus stop infrastructure improvements and links for Paul Watson Way and the A1231 in the vicinity of the proposed development, together with a programme for their implementation, have been submitted to and agreed in writing by the Local Planning Authority and then completed to the satisfaction of the Local Highway Authority in accordance with the agreed programme.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the adopted CSDP.

37. No development shall be brought into use until full details are identified on a plan showing sections of highway to be stopped up and approved by the Local Highway Authority.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the CSDP.

38. No development shall be brought into use until full details of a Freight Management Plan has been submitted and approved by the Local Highway Authority. This will need to include details of a route management plan and signage to control HGV movements once the development is operational to avoid travelling through residential areas and streets in Pallion and Ford Estate.

Reason: To ensure that requirements are met for the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST1, ST2 and ST3 of the CSDP.

39. No development shall be brought into use until a detailed Travel Plan (TP) has been submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority and National Highways. The TP shall include:

- establishment of a Transport Advisory Board to coordinate travel planning measures with membership including representatives from the Council's Sustainable travel team, Nexus and potentially bus operators;
- details of appointment of a Travel Plan Coordinator for the development;
- an undertaking of an initial baseline travel survey within six months of occupation of each building, with a full Travel Plan adopted within 12

months of occupation, to be submitted and agreed subject to the satisfaction of the Local Highway Authority;

The measures within the agreed Travel Plan must then be adopted in full for the lifetime of the operation of the approved development.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST2 and ST3 of the adopted CSDP.

40. No development shall be brought into use within any part of the site until a scheme for the provision of electric vehicle charging point infrastructure for the development within that site has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the electric vehicle charging points shall be implemented in accordance with the approved details and shall be available for use and be subject to the satisfaction of the Local Highway Authority.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies ST2 and ST3 of the adopted CSDP.

41. Buildings within each part of the development site shall not be brought into use until the parking space(s) for that part of the site have been constructed and made available for the use of staff and/or visitors.

Reason: to ensure that adequate and satisfactory provision is made for the parking of vehicles and to comply with policy ST3 of the CSDP.

42. Development shall not commence in Site C until a construction methodology has been submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The developer shall thereafter be carried out in accordance with the approved construction methodology.

Reason: to ensure local rail infrastructure is not adversely affected by construction works and to accord with policy SP10 of the CSDP.

43. Buildings within Site C shall not be brought into use until details of proposals for the design and installation of suitable measures to prevent vehicle incursions from within the site onto adjacent rail infrastructure have been submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail. The agreed measures shall then be installed

prior to buildings within Sites B and C being brought into use and maintained in an effective condition for the lifetime of the development.

Reason: to ensure local rail infrastructure is not adversely affected by construction works and to accord with policy SP10 of the CSDP.

44. No development within each part of the site (excepting demolition works and site investigation works required to discharge conditions of this planning permission) shall commence until there has been submitted to and approved in writing by the Local Planning Authority a final scheme of landscaping and treatment of hard surfaces for that part of the site. For the avoidance of doubt, the submitted details, which must be informed by the landscaping and ecological recommendations made within the submitted Environmental Statement and other technical reports submitted with the application as relevant, shall include:

- indications of all existing trees, hedgerows and areas of vegetation on the land, and details for their protection during the course of construction works;
- information on detail of planting, levels, boundary treatments, construction methods and specific materials to be used;
- lifespan of gabions, to ensure trees in the terraced areas can reach maturity;
- confirmation that tree planting does not clash with drainage infrastructure;
- final details of breakout areas and roof terrace areas, to include details of measures to address any issues from wind modelling;
- opportunities for advance planting for ecological benefits and wind speed mitigation and phasing of landscaping works within the Site

The agreed landscaping scheme shall then be implemented in accordance with the timings set out in condition no. 45.

Reason: in order to ensure the final landscaping scheme for the development is acceptable, in the interests of visual amenity and to comply with policies BH1, BH3, NE1 and NE4 of the UDP.

45. All planting, seeding or turfing comprised in the details of landscaping (approved pursuant to condition no. 44) shall be carried out in the first planting season following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: in order to ensure the success of the final landscaping scheme for the development, in the interests of visual amenity and to comply with policies BH1, BH3, NE1 and NE4 of the UDP.

46. No trees or areas of vegetation shown to be retained on the approved landscape and parameter plans shall be cut down, uprooted or destroyed during construction works without the prior consent of the Council as Local Planning Authority.

Reason: in the interests of visual amenity and to comply with policies BH1 and NE3 of the CSDP.

47. All works shall be undertaken in complete accordance with the submitted Arboricultural Method Statement (AMS) and Tree Protection Measures within the Elliott Consultancy Ltd. report dated May 2023. The recommended protective fencing to retained trees must be erected at the locations shown on the Tree Protection Plans within the report prior to any works (including demolition) commencing on each Site (i.e. Site A (detailed area), Site A (outline area), Site B and Site C) and must remain in place until the construction works at the Site are complete.

Reason: in the interests of ensuring retained trees at the site are not unacceptably damaged or harmed by the development and to comply with the objectives of policy NE3 of the CSDP.

48. The development hereby approved shall not commence within each part of the site until details of a Training and Employment Management Plan for that part of the site has been submitted to and approved in writing by the Local Planning Authority. The plan will aim to promote training and employment opportunities at all stages of the development for local people and include:

- Measures to ensure the owner and contractors work directly with local employment and training agencies;
- Targets for employing local labour
- Targets for work experience opportunities
- Measures to provide training opportunities in respect of any new jobs created
- Requirements to submit monitoring information on the plan at regular intervals to the LPA

The development within each part of the site shall be carried out in accordance with the agreed plan and any amendments to the plan shall be agreed in writing with the LPA.

Reason: In the interests of promoting economic and training opportunities in association with approved developments in accordance with the NPPF and CSDP policies SP1 and SP7.

49. The development hereby approved shall be carried out in full accordance with the sustainable design and construction measures set out within the 'Planning and Sustainability Statement' (Lichfields, November 2023) submitted with the application.

Reason: in order to ensure the agreed sustainability measures are incorporated into the development and to comply with the objectives of policy BH2 of the CSDP.

50. No development (excepting site investigation works and ecological mitigation works required to discharge conditions of this planning permission), shall commence within Site A until full details of the construction of green roofs within the site have been submitted to and approved in writing by the Local Planning Authority in conjunction with the LLFA. The submitted details must confirm that each green roof will contribute sufficient storage towards meeting the overall requirement to store, on site, the first 5mm of rainfall. The green roofs must then be constructed in accordance with the agreed details and maintained in an effective condition for the lifetime of the development.

Reason: to ensure that all sustainable drainage systems are designed to the DEFRA non-technical standards for SuDS and comply with policies WWE2 and WWE3 of the CSDP.

51. Any application(s) for the approval of reserved matters must be accompanied by final details of the proposed sustainable drainage strategy for the area of the site subject to that application, for the approval of the Council as Local Planning Authority in consultation with the LLFA and Northumbrian Water. For the avoidance of doubt, the proposed final strategy shall be informed by the submitted Flood Risk and Drainage Impact Assessment (4th October 2023), Drainage Management and Maintenance Document (4th October 2023) and proposed indicative drainage strategy plans (drawing nos. 29002-HYD-XX-XX-DR-C-1200 and 29002-HYD-XX-XX-DR-C-1201).

The development shall then be undertaken in full accordance with the agreed strategy.

Reason: to ensure that all sustainable drainage systems are designed to the DEFRA non-technical standards for SuDS and comply with policies WWE2 and WWE3 of the CSDP.

52. Prior to any development commencing within any area of the site, specific details of the proposed timing of the submission of drainage verification

report(s) and the extent of the SuDS features to be covered in the verification report(s) for that area of the site (required pursuant to condition 53 of this decision notice), must be submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure that report(s) to verify the implementation of agreed sustainable drainage infrastructure will be submitted at appropriate times and to comply with policies WWE2 and WWE3 of the CSDP.

53. Drainage verification report(s) must be submitted in accordance with the timings and details approved pursuant to the discharge of condition 52 of this decision notice. The report(s), which must be produced by a suitably qualified person, shall demonstrate that all sustainable drainage systems have been constructed as per the final agreed drainage scheme and must include, in totality:

- As built drawings (in dwg/shapefile format) for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc) and supported by photos of installation and completion.
- Construction details (component drawings, materials, vegetation).
- Health and Safety file.
- Details of ownership organisation, adoption & maintenance.

Reason: to ensure that all sustainable drainage systems are designed to the DEFRA non-technical standards for SuDS and comply with policies WWE2 and WWE3 of the CSDP.

END OF REPORT