

Committee Report

Application No:	DC/18/01009/FUL
Case Officer	Owain Curtis
Date Application Valid	8 October 2018
Applicant	Enso Energy Ltd
Site:	Land on North Side Of Lead Road (Penny Hill)
Ward:	Crawcrook And Greenside
Proposal:	Construction of gas powered standby generation plant (as amended 11.01.2019)
Recommendation:	GRANT TEMPORARY PERMISSION
Application Type	Full Application

1.0 The Application:**1.1 DESCRIPTION OF THE SITE**

The application site is located in the west of Gateshead on land off Lead Road known as Penny Hill, approximately halfway between Coalburns and Leadgate (Northumberland). The site is located on the north side of Lead Road and comprises of undeveloped greenfield land in open countryside. Some vegetation is present to the south and west of the site and the surrounding area is rural in character. On the south of Lead Road is the Coalburns Bulk Supply Point Sub-station. The application site is approximately 0.95ha in area.

1.2 DESCRIPTION OF THE APPLICATION

This application is for the construction of a 40 megawatt gas powered electricity generation plant ("peaking plant") which consists of the construction and installation of: 40 gas engines, welfare cabin, switchgear cabin, control relay room, gas governor, various fences between 1.2m and 4m in height and 6m high security columns.

1.2 Vehicular access would be gained via an 85m track running parallel with Lead Road some 60m from the existing access into the electricity sub-station site on the South side of the road.

1.3 The purpose of the peaking plant would be to generate electricity at short notice to meet peaks in demand within the local electricity network. When required by the National Grid the peaking plant would be turned on remotely and the gas would spin a generator to produce electricity which would be exported to the electricity network by the existing Coalburns Bulk Supply Point Sub-station. The applicant states the lifespan of the peaking plant would be 25 years.

1.4 PLANNING HISTORY

None

2.0 Consultation Responses:

Campaign to Protect Rural England	No objection
Coal Authority	No objection subject to informative note
Environment Agency	No objection
National Grid	No response received
Northern Powergrid	No conflict with Northern Powergrid infrastructure
Northern Gas Networks	No objection
Tyne and Wear Fire and Rescue Service	No response received

3.0 Representations:

3.1 Publicity was carried out in accordance with Article 15 of the Town & Country Planning (Development Management Procedure) Order 2015 (as amended).

- 3.2 Two objections have been received raising the following points:
- Why in countryside?
 - Gas is a fossil fuel – why not build at Stella where there would be less impact on the countryside?
 - Very limited information received
 - Concerns over possible bio / waste gas and smells
 - Extra traffic
 - Health concerns

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS1 Spatial Strategy for Sustainable Growth

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS16 Climate Change

CS18 Green Infrastructure/Natural Environment

CS19 Green Belt

DC1C Landform, landscape and after-use

DC1D Protected Species

DC1E Planting and Screening

DC1H Pollution

DC1P Contamination, derelict land, stability

DC2 Residential Amenity

ENV3 The Built Environment - Character/Design

ENV44 Wood/Tree/Hedge Protection/Enhancement

ENV46 The Durham Biodiversity Action Plan

ENV47 Wildlife Habitats

ENV51 Wildlife Corridors

ENV54 Dev on Land Affected by Contamination

ENV61 New Noise-Generating Developments

5.0 Assessment of the Proposal:

5.1 The main issues to be taken into account when assessing this planning application are:

- i. whether the development comprises inappropriate development in the Green Belt;
- ii. the effect on the openness and purposes of the Green Belt;
- iii. the effect on the character and appearance of the area;
- iv. the impact on the living conditions of surrounding residents;
- v. the impact on air quality;
- vi. whether the development would give rise to any highway safety issues;
- vii. the local ecological impact of the development;
- viii. whether land stability or contamination issues are mitigated; and
- ix. if the proposal comprises inappropriate development in the Green Belt, whether any harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development proposed.

- 5.2 **WHETHER INAPPROPRIATE DEVELOPMENT IN THE GREEN BELT**
The application site is located within the Green Belt. Policy CS19 of the Core Strategy and Urban Core Plan states that the Green Belt will be protected in accordance with national policy.
- 5.3 Paragraph 145 of the NPPF states that the construction of new buildings in the Green Belt is inappropriate save for seven specified exceptions. Paragraph 146 advises that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.
- 5.4 The application proposal does not accord with any of the exceptions within paragraphs 145 and 146 of the NPPF and, as such, comprises inappropriate development in the Green Belt contrary to policy CS19 of the Core Strategy and Urban Core Plan. Consequently, the development should not be approved unless very special circumstances can be demonstrated which outweigh the harm to the Green Belt and any other harm.
- 5.5 **EFFECT ON OPENNESS AND PURPOSES OF THE GREEN BELT**
The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Openness is the absence of development and is thus characterised by a lack of buildings, structures or other above-ground items rather than those that are unobtrusive or screened in some manner. There is therefore a clear distinction between openness and visual impact, and the containment of the application site by shrubs, hedges and trees has no bearing on this assessment.
- 5.6 Given the nature and scale of the development, it is clear that the proposed structures, buildings and containers would diminish the openness of the Green Belt; albeit only for anticipated the 25 year lifespan of the facility. Furthermore, the proposal would conflict with one of the five purposes of the Green Belt as set out in paragraph 134 of the NPPF, namely to assist in safeguarding the countryside from encroachment.
- 5.7 **CHARACTER AND APPEARANCE**
The proposed development would be clearly visible from Lead Road and the adjacent Public Right of Way and the prominence of the development would be increased during the autumn and winter months when the landscaping foliage thins out. The application site has a distinctly rural character and appearance and is seen as part of the wider open countryside. Although the existing sub-station detracts from that countryside character, it is contained on one side of Lead Road with the predominant character of the area remaining rural and open. The siting of the proposed peaking plant to the north of Lead Road, and opposite the sub-station, would cause a fundamental change in character due to the introduction of structures and buildings close to the northern boundary of the road creating a sense of enclosure by industrial urbanising features on both sides of Lead Road. As a result, notwithstanding

the proposed landscaping, officers consider the development would cause localised harm to the appearance and character of this part of the countryside.

- 5.8 The proposed plant would therefore conflict with policies CS1(8)(iii) and CS15, of the Core Strategy and Urban Core Plan and saved policies DC1(c) and ENV3 of the Unitary Development Plan.
- 5.9 **LIVING CONDITIONS**
Paragraph 117 of the revised NPPF states that planning policies and decisions should, amongst other things, ensure safe and healthy living conditions. Paragraph 180 goes on to state that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health and living conditions. Decisions should, amongst other things, mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 5.10 Local policies CS14 of the CSUCP and saved policies DC1(h) and DC2 of the UDP require that development does not have any negative impacts on nearby residents and ensures a high quality of amenity for residents.
- 5.11 The applicant has submitted an acoustic report prepared by a qualified acoustic consultant. The noise assessment models the proposed peaking plant noise levels against existing background noise levels at the nearest noise sensitive receptors to determine the impact. The report concludes that that noise levels from the operation will be below background noise levels during the day therefore the impact of the development on surrounding residents by virtue of noise would be low. Officers consider it is appropriate to condition that the noise rating level from the operation of the peaking plant shall not exceed the background noise level when measured at the façade of a noise sensitive receptor (condition 10). It would also be necessary to condition the hours of construction (condition 9).
- 5.12 Subject to the suggested conditions, officers consider the development would not cause harm to the living conditions of the occupiers of surrounding properties and would accord with the NPPF, policy CS14 of the CSUCP and saved policies DC1(h) and DC2 of the UDP in regard to noise.
- 5.13 **AIR QUALITY**
Paragraph 181 of the NPPF requires that planning decisions sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account, amongst other things, the cumulative impacts from individual sites in local areas. Policy CS14(1)(iii) of the Core Strategy and Urban Core Plan is consistent with this aim.
- 5.14 The applicant states all 40 engines would always operate at maximum load order to produce as much additional electricity as possible in a short space of time during periods of high demand. The gas engines would take 30 seconds to 2 minutes to start-up and 2 to 5 minutes to ramp down.

- 5.15 An assessment of the potential impacts on local air quality from construction activity and the operation of the peaking plant has been conducted by a qualified consultant. Officers concur with the consultant's recommendations that the peaking plant would not interfere with the implementation of the Council's Air Quality Action Plan and air quality management related policies.
- 5.16 The peaking plant is also subject to the Environmental Permitting Regime and the operator must apply to the Environment Agency for a permit under the Medium Combustion Plant Directive which sets out rules to control emissions of sulphur dioxide (SO₂), nitrogen oxides (NO_x) and dust into the air.
- 5.17 HIGHWAY SAFETY
Paragraph 109 of the revised NPPF states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 5.18 Whilst the site is not sustainable in transport terms, the peaking plant would not be a main place of employment and would only receive occasional visits, being in-large monitored remotely. The applicant advises that the number of visits to the site would be very small once the plant is operational – approximately one visit every two weeks. On this basis, officers do not raise concerns over the use of the existing access in terms of visibility as this level of use would be similar to that of a typical field access and the level of visibility which can be achieved appears to be good.
- 5.19 A condition can be imposed requiring the submission of a Construction Management Plan (conditions 1 and 2). This would include details of how vehicles could turn in and out of the access and turn within the site before re-entering the highway. It would also include details regarding wheel washing to prevent the spread of mud onto the highway.
- 5.20 Overall the application is acceptable from a highway safety perspective and therefore accords with the NPPF and policy CS13 of the Core Strategy and Urban Core Plan.
- 5.21 ECOLOGY
The application site lies within a Wildlife Corridor which broadly sweeps over the site and surrounding area in a 1km-wide band. Saved policy ENV51 of the UDP states that a network of wildlife corridors will be protected by resisting development which would seriously impair their integrity or value to wildlife. It goes on to state that in exceptional occasions, damaging developments may be allowed where habitats would be enhanced or where suitable replacement land is provided to retain the integrity of the corridor.
- 5.22 The site comprises of a small area of arable land in a wider agricultural landscape. Officers consider the loss of this habitat will not cause any significant impact on any wider green infrastructure resource. In order to avoid harm to breeding birds and reptiles it can be conditioned that the mitigation

and protection measures contained within the ecological report submitted by the applicant are implemented on-site (condition 12).

5.23 Subject to the condition above, the development would be acceptable in terms of its impact on wildlife and ecology.

5.24 GROUND CONDITIONS

The site has been assessed and inspected as part of the Council's Contaminated Land Strategy and appears to have never been subject to significant commercial end use, with the area having been used for agriculture since circa 1856. Overall the potential level of contamination possibly being a hazard to site operatives and future site users is low and, as such, contaminated land conditions are not necessary.

5.25 The application site falls within a Coal Mining High Risk Area as defined by The Coal Authority. Records indicate that the site is subject to historic recorded and likely unrecorded coal mine workings at shallow depth. The applicant has submitted a ground conditions report with the planning application. On the basis that the development would not require substantial groundworks it is considered it would be unreasonable in this instance to condition the undertaking of intrusive investigation works for coal mining.

5.26 WHETHER VERY SPECIAL CIRCUMSTANCES EXIST AND PLANNING BALANCE

The proposal comprises inappropriate development in the Green Belt and, in accordance with paragraph 143 of the revised NPPF, the development should not be approved except in very special circumstances.

5.27 Paragraph 144 advises that the Local Planning Authority should ensure that substantial weight is given to any harm to the Green Belt and that "very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations".

5.28 *Need*

The Government's 'Energy Security Strategy' states that it is essential that a robust strategy is in place to maintain the energy security needed for domestic and business consumers in the UK. This means providing the energy services they need, at prices that avoid excessive volatility whilst delivering the Government's 'Overarching National Policy Statement for Energy (EN-1)'. EN-1 demonstrates that energy is vital to economic prosperity and social well-being and that it is important to ensure that the UK has secure and affordable energy.

5.29 Peaking power generation forms an important part of balancing services procured by the National Grid for it to balance demand and supply, and to ensure security and quality of electricity supplies. Whilst renewable energy provides a low carbon option, its generation is intermittent, as it is dependent on the time of day and weather. The larger the difference between available capacity and demand, the more resilient the system will be in dealing with

unexpected events, and consequently the lower the risk of a supply interruption. This helps protect businesses and consumers from rising and volatile prices and, eventually, from physical interruptions to supplies that might impact on essential services.

- 5.30 Officers note that the application proposes a non-renewable energy source to provide energy to the National Grid however 'flexible' peaking power generation capacity specifically forms part of the renewable energy associated infrastructure being developed to meet the UK's obligations under the EU Renewable Energy Directive to cover the intermittency of generation.
- 5.31 Paragraph 148 of the NPPF is clear that the planning system should support the transition to a low carbon future in a changing climate and should help to support renewable and low carbon energy and 'associated infrastructure'.
- 5.32 The proposed peaking plant would be to provide back-up generation capacity and would not be in continuous operation. It is designed to specifically work around renewables and to support the system when renewable generation levels decline. It is recognised in the electricity industry that combined carbon emissions from peaking plants, along with renewable sites can provide very low carbon power therefore peaking plants of this nature are categorised as low carbon energy 'associated infrastructure', as supported by paragraph 148.
- 5.33 Taking the above into account, officers are of the view that on balance it is not unreasonable to conclude that the proposed development would constitute development required for the exploitation of sources of renewable energy. The proposed development would be environmentally sustainable in so far as it would support the move towards low carbon energy supplied by renewable energy developments and would have a limited operational life. As such, the development would be in accordance with the aims and objectives of section 14 of the NPPF.
- 5.34 *Site Selection and Grid Connection*
The applicant has submitted detailed information regarding the site selection. Site selection is grid connection led. Sites can only be considered when a District Network Operator has the ability to allocate a developer with a point of connection to the electricity network. Nationally, the general availability of grid connections is increasingly located in countryside locations. Available grid connections in urban and industrial areas are more restricted as the grid networks in these areas are generally highly constrained and available sites are developed for other uses which command a higher commercial value. The applicant proffers that this means that if standby generation facilities are to continue to play the role envisaged by the UK Government, then local planning authorities everywhere "need to consider proposals for them positively". An addition site selection restriction is that the capacity of the grid to accommodate such development varies over time and over geography (the availability of suitable grid connections changes constantly), and so it calls on local planning authorities to "adopt a positive and flexible approach to applications for the development of standby generation facilities".

- 5.35 The applicant has shown it has a national remit to find, build and operate sites for peaking power generation to help balance the network and since January 2016, it has identified some 2,000 prospective sites nationally. After applying an initial planning filter for top-level planning constraints such as National Parks and AONBs, Conservation Areas and SSSIs/SPAs/SACs/Ramsars, around 1,500 sites were left. Of these, fewer than 100 sites were then identified as having a practicable grid connection therefore 95% of the initially identified sites are unsuitable. The applicant then carried out a comprehensive search of gas infrastructure maps to find a location where acceptable gas infrastructure passed near to an electrical point of connection. The sites were then filtered further - including technical considerations, capacity, electrical and gas constraints amongst other factors.
- 5.36 The applicant acknowledges that there are other sites theoretically capable of accommodating a peaking plant however these were discounted as the distances from the gas and electricity connection points were further than those at the Penny Hill application site. This would result in costs which would render a scheme unviable due to the extremely high cost of laying additional lengths of electrical cable and gas piping (at approximately £13,000 for every 10 metres). Consequently, the proposed points of connections to the gas and electricity network at Penny Hill are the only viable connections available for this development.
- 5.37 The applicant states the Penny Hill site was chosen as overall: it is in close proximity to the Coalburns Bulk Supply Point Sub-station with a point of connection 30m from the site; the gas point of connection is 550m from the site; the site is located away from potentially sensitive receptors; the location will provide good access for maintenance vehicles; the site is located entirely within flood zone 1 and the site is not located within an Air Quality Management Area. Alternative sites were considered within a 1km radius of the application site. No other sites were suitable or capable of accommodating the peaking plant due to the distance from electricity and gas connections. Further, no non-Green Belt site alternatives exist which would provide a viable connection to the electricity and gas network and, as a result, officers accept that the application site is one of a very limited number of possible sites.
- 5.38 Furthermore, officers accept a peaking plant at the application site would be the most beneficial for the region as the Coalburns Bulk Supply Point Sub-station, to which the peaking plant would connect, is directly connected to Northern Powergrid's sub-stations in the area including Consett, Tanfield, Annfield, Ravensworth and infrastructure connected to National Grid's 400kV network at Newburn Bridge Road, Blaydon, which distributes power throughout the North East.
- 5.39 Overall, in addition to harm by reason of inappropriateness, substantial weight must be attributed to the harm to the openness of the Green Belt and harmful effects in relation to encroachment. Officers have also identified a moderate degree of harm to the character and appearance of the countryside. The

energy balancing and renewable-facilitating benefits of the proposal carry significant weight and the economic and social benefits (through the provision of infrastructure and supporting strong, vibrant and healthy communities through the supply of energy to meet their needs) also weigh in favour of the proposal. On balance, officers consider that the benefits of the development outweigh the temporary harm by reason of inappropriateness and any other harm identified. As such, it is considered that the very special circumstances necessary to justify inappropriate development in the Green Belt exist in this instance.

5.40 Notwithstanding this, it is considered the permission should be temporary for the anticipated 25 year lifespan, and once the use ceases, the infrastructure shall be removed and the site. The site would then be restored in accordance with a scheme that has been approved by the Local Planning Authority

5.41 OTHER ISSUES

For clarity, saved policy MWR31 of the Unitary Development Plan which seeks to encourage renewable energy generation does not apply to this proposal as the gas-powered plant would use a non-renewable energy source to generate electricity.

5.42 COMMUNITY INFRASTRUCTURE LEVY

This application has been assessed against the Council's CIL charging schedule and the development is not CIL chargeable development as it is not for qualifying housing or retail development. Therefore, this proposal would not be charged.

6.0 CONCLUSION

Substantial weight must be given to the potential harm to the Green Belt by reason of inappropriateness. Substantial weight must also be given to the loss of openness of this part of the Green Belt that would be a consequence of the proposed development. In addition, there would be moderate harm in terms of the localised impact of the development on the character and appearance of the countryside. Both these harms would be relatively short-term (25 years).

6.1 Weighing in favour of the proposal are the energy balancing and renewable-facilitating benefits which carry significant weight, and the consequential economic and social benefits through the provision of infrastructure and supporting strong, vibrant and healthy communities through the supply of energy to meet their needs.

7.0 **Recommendation:**

That temporary planning permission be GRANTED subject to the following condition(s) and that the Service Director of Development, Transport and Public Protection be authorised to add, delete, vary and amend the planning conditions as necessary:

No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority.

The Statement shall provide for:

1. The parking of vehicles of site operatives and visitors;
2. A Construction Traffic Management Plan which includes further details of the management of vehicles arriving at and leaving the site during construction;
3. Storage of plant and materials used in constructing the development;
4. The erection and maintenance of security hoarding;
5. Wheel washing facilities;
6. Measures to control the emission of dust and dirt during construction; and
7. A scheme for recycling/disposing of waste resulting from construction works.

Reason

To safeguard the amenities of nearby sensitive receptors and to safeguard highway safety and in accordance with policies CS13 and CS14 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV61 of the Unitary Development Plan.

Pre-commencement reason

To ensure that construction details can be approved prior to on-site works thereby avoiding any abortive work and preventing harm to nearby sensitive receptors due to uncontrolled construction and harm to highway safety which could otherwise occur.

2

The Construction Method Statement approved under condition 1 shall be adhered to throughout the construction period for the development.

Reason

To safeguard the amenities of nearby sensitive receptors and to safeguard highway safety and in accordance with policies CS13 and CS14 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV61 of the Unitary Development Plan.

3

Prior to their use on-site, details and samples of the materials to be used in the construction of the structures hereby approved shall be submitted to and approved in writing by the local planning authority.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with the NPPF, Saved Policies

DC2 and ENV3 of the Unitary Development Plan and Policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

4

The materials used shall be in accordance with the details approved under condition 3.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the area in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

5

Prior to the development hereby approved being brought into use for the first time, details of any external lighting shall be submitted to and approved in writing by the local planning authority.

Reason

In order to safeguard the character and appearance of the countryside, in the interest of the residential amenity of surrounding residents and to prevent harm to local wildlife in accordance with policies CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV46 of the Unitary Development Plan.

6

The illumination of the external areas shall be in accordance with the details approved under condition 5.

Reason

In order to safeguard the character and appearance of the countryside, in the interest of the residential amenity of surrounding residents and to prevent harm to local wildlife in accordance with policies CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV46 of the Unitary Development Plan.

7

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

Reason

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.

8

The development shall be carried out in complete accordance with the approved plans and documents as detailed below -

911-PL-01 Rev 3 dated 10.07.2018
911-PL-02 Rev 9 dated 31.08.2018
911-PL-03 Rev 9 dated 02.07.2018
911-PL-04 Rev 7 dated 10.07.2018
911-PL-06 Rev 2 dated 31.08.2018
911-PL-07 Rev 1 dated 15.10.2018
CRM.349.008.L.D.001 dated 31.08.2018
CRM.349.008.L.D.002 dated 17.12.2018
CRM.349.008.L.D.003 dated 17.12.2018
CRM.349.008.L.D.004 dated 17.12.2018
1750103/01 R2018/004 Rev A dated 29.08.2018
CRM.349.008.EC.R.001 dated 05.09.2018
CRM.349.008.GE. R.006.A dated April 2018
Acoustic Report Rev D dated 19.09.2018

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

9

Construction works shall take place only between 0730 and 1800 Mondays to Fridays, and between 0900 and 1700 Saturdays, and shall not take place at any time on Sundays or on Bank or Public Holidays.

Reason

To safeguard the amenities of nearby sensitive receptors in accordance with policy CS14 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV61 of the Unitary Development Plan.

10

The noise rating level from the operation of the plant hereby approved shall not exceed the daytime background noise level, as measured at the façade of any noise sensitive receptor identified in section 5.4 of the Acoustic Report Rev D dated 19.09.2018. The measurements and assessment shall be made in accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound.

Reason

To safeguard the amenities of nearby sensitive receptors in accordance with policy CS14 of the Core Strategy and Urban Core Plan and saved policies DC1, DC2 and ENV61 of the Unitary Development Plan.

11

The implementation of the approved landscaping details shall be carried out in the first planting and seeding season (October to March) following the completion of the development, and any trees, shrubs 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 similar size and species.

Reason

To ensure that the approved landscaping scheme is completed within a reasonable time scale in the interests of the visual amenity of the area and in accordance with policies CS15 and CS18 of the Core Strategy and Urban Core Plan and saved policies DC1 and ENV3 of the Unitary Development Plan.

12

The ecological mitigation measures in Section 5.2 of Ecological Appraisal report CRM.349.008.EC.R.001 dated 05.09.2018 shall be adhered to and carried out in full during any site preparation works and the construction of the development hereby approved.

Reason

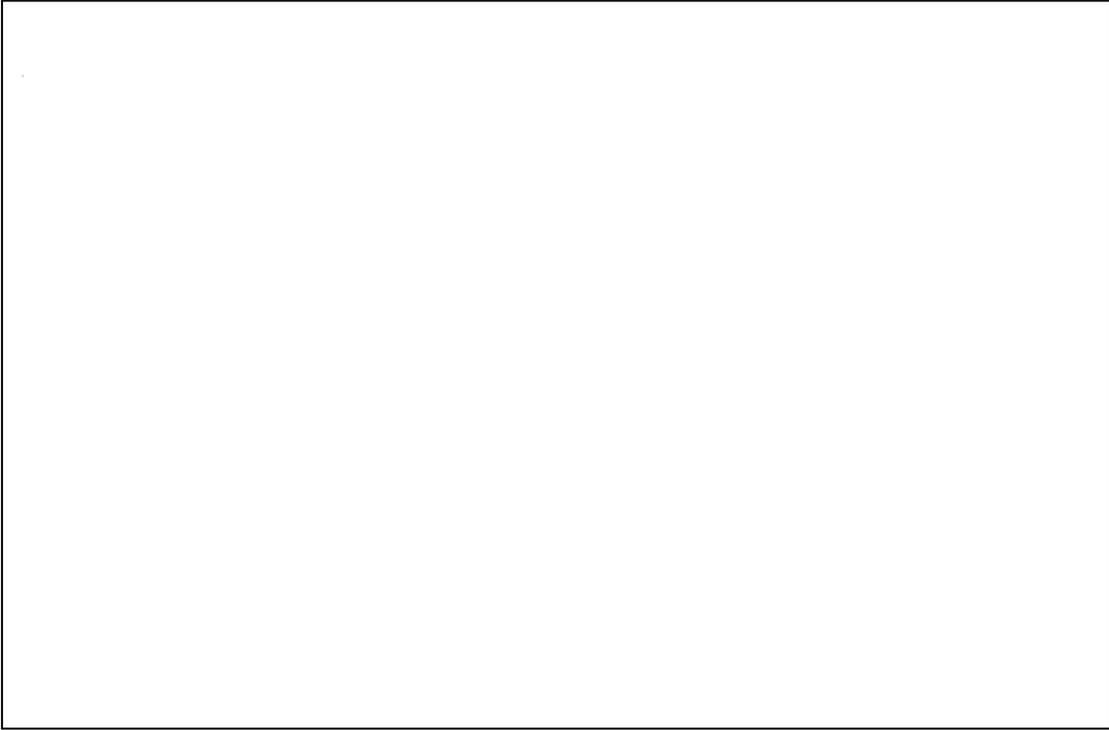
In order to avoid harm to breeding birds and reptiles in accordance with policy CS18 of the Core Strategy and Urban Core Plan and saved policies DC1, ENV44, ENV46, ENV47 and ENV51 of the Unitary Development Plan.

13

Within 25 years of the date of this permission or 6 months of the end of the operational life of the standby generation plant hereby approved (whichever is soonest) the plant shall be decommissioned, all items, structures, hardcore and any underground apparatus or concrete shall be removed from the site within the red line application site identified on drawing 911-PL-04 Rev 7 dated 10.07.2018 and the land shall be subsequently restored to its undeveloped state in accordance with a scheme which shall have previously been submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that upon the end of the operational life of the development the harm to the Green Belt ceases and the visual amenity of the countryside is restored in accordance with the NPPF, policies CS15 and CS19 of the Core Strategy and Urban Core Plan and saved policy ENV3 of the Unitary Development Plan.



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