



REGULATORY COMMITTEE
THURSDAY 2 FEBRUARY 2023 AT 10:00AM
CIVIC CENTRE, RIDLEY STREET, REDCAR, YORKSHIRE, TS10 1TD

CONTACT

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24 January 2023

CIRCULATION

Councillors Stuart Smith (Chair), Head (Vice Chair), Baldwin, Brook, R Clark, Hixon, S Jeffrey, Lockwood, Morgan, Ovens, Rider, Thomson and Watts.
Managing Director
All Members of the Council (For information)
The Press [except for Confidential item(s)]

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REPORTS OF THE MANAGING DIRECTOR

PLANNING APPLICATIONS FOR DECISION

6. R/2022/0891/F3M Improvements and alterations to the public realm in Redcar Town Centre including works to surfaces, boundary treatments, street furniture, landscaping, lighting, road layouts, parking and relocation of bus shelters and associated works High Street, Queen Street, The Esplanade, Station Road and Moore Street Redcar – Officer's recommendation approval	55-71
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TAXI PANEL

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TAXI PANEL

A meeting of the Taxi Panel was held on 1 December 2022 in the Redcar & Cleveland Leisure and Community Heart.

PRESENT Councillor Smith (Chair),
Councillors Head, Hixon, Lockwood and Morgan

OFFICIALS E Dale, D Iceton and C Stannard

EXCLUSION OF PRESS AND PUBLIC

RESOLVED that the press and public be excluded from the meeting on the grounds that the following items contain exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended).

1. **GRANT PRIVATE HIRE DRIVER LICENCE- APB.**

The Managing Director asked Members to consider granting a Private Hire Driver licence.

The applicant APB was present at the meeting.

RESOLVED that having taken all the facts into consideration and the Council's guidelines, APB be granted a Private Hire Driver Licence.

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REGULATORY COMMITTEE

A meeting of the Regulatory Committee was held on 8 December 2022.

PRESENT. Councillor Smith (Chair),
Councillors Ayre, Baldwin, Head, Hixon,
Lockwood, Morgan, Ovens, Richardson and
Thomson.

OFFICIALS. E Dale, C Griffiths and J Morgan

APOLOGIES FOR ABSENCE were submitted on behalf of Councillors
Rider and Watts.

IN ATTENDANCE: Councillor Leah Quartermain

47. **DECLARATIONS OF INTEREST.**

Councillor Oven declared an interest in application R/2022/0670/FFM as
the Ward Member.

48. **MINUTES**

RESOLVED that the minutes of the Taxi Panel held on 2 November 2022
and Regulatory Committees held on 10 November 2022 be confirmed and
signed by the Chair as correct records with a corrections to the minutes of
the Regulatory Committee held on 10 November 2022 to read as follows:-

DECLARATIONS OF INTEREST.

Councillor Hixon declared an interest in R/2021/0986/FFM as a resident in
the Hutton Ward and a Guisborough Ward Member.

49. **R/2022/0670/FFM Detached two storey care home (20 units) with
attached single storey nursing home (3 units) with new vehicular
access and associated parking and landscaping Yew Tree Care
Centre Yew Tree Avenue Redcar.**

The Managing Director advised that photographs from a resident who
would be speaking had been circulated by email prior to the meeting and
would be displayed while the resident was speaking.

The Managing Director reported that permission was sought for a
detached two storey care home (20 units) with attached single storey
nursing home (3 units) with new vehicular access and associated parking
and landscaping.

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The application related to land at Yew Tree Care Centre, Yew Tree Avenue, Redcar. The site was located to the north of the existing home. The existing care home was located within an established residential area. Detached dwellings ran along the northern boundary of the site on Tenby Road and Low Farm Drive and a mix of dwellings to the south west on St Albans Close.

This application sought consent to build a detached two storey care home with an attached single storey nursing home. The two storey section would be approximately 44m in length, 17m wide and 9.7m high. The building would have windows on all four sides and a small terraced area at first floor on the western side of the building. The two storey section would provide 20 ensuite rooms for older residents with a variety of care requirements. All the ground floor bedrooms had direct access to amenity garden space. Bedrooms on the upper floor all had level access to a shared small external terrace. Each floor contained ancillary space, i.e. day rooms, sanitary facilities, nurse offices and storage. The single storey element would be attached to the two storey section and provide three rooms for individuals with more complex, longer term conditions. The single storey element would measure approximately 15.6m x 14.7m and 6.4m high. The three rooms would have individual access into a shared amenity area.

The care home was likely to have a peak staffing level of 30 people (this figure includes 2 kitchen staff, working at mealtimes). The residents themselves were unlikely to be car owners. A total of 19 new parking spaces were proposed, including two spaces for mobility impaired drivers. Hammerhead turning was provided within the parking area. A cycle rack for at least two bicycles was also proposed. There would be provision for parking two motorbikes. The main parking area would be accessed via the existing turning head of St Albans Close. Six of the nineteen spaces would be adjacent to the existing footpath/highway of St Albans Close. The garden around the proposed home would be lawned and planted. Paving and patios would be laid around the perimeter of the new building providing for access directly from the residents' rooms to the garden.

The consultation exercise had resulted in 13 representations having been received making the following comments:-

- *Concern regarding access to development in terms of safety of children playing on the street, noise pollution and overall disruption*
- *Existing problems with visitors parking on St Albans Close instead of car park and hgv's, bin waggons, ambulances and taxis*
- *Concerns further access onto St Albans will create greater parking problems and highway safety concerns*
- *Concern insufficient proposed parking spaces*
- *Several near accidents at the junction of the close and the entrance to the existing car park, partly due to lack of road*

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- markings, the restricted line of sight because of the hedging and on occasion parked vehicles*
- *Existing turning head is integral part of the design of the close, turning into access will impact massively on any vehicle or pedestrian using the close*
- *Six spaces off the pavement will be dangerous with vehicles manoeuvring in or out of spaces*
- *Will be 100 beds in total, with 36 regular plus 4 disabled parking. Where will everyone park?*
- *Existing car park has flooded on several occasions which rendered most of it unusable for several days*
- *Could applicant considered changing access and add more parking. Could applicant work with residents to come to some sort of resolution*
- *Not opposed to development of the land just the proposed access and parking problems*
- *Turning head needed to safely turn in street. Turning head was a feature of the road as per Persimmons previous plans*
- *Problems with existing access/parking for delivery lorries. Proposed entry way for new site will be more difficult due to tangle of the turning point and space within the proposed car park*
- *Additional 6 parking spaces directly opposite where I park my car on the street next to house and will remove space used by residents and visitors.*
- *Concern regarding construction traffic, noise, dust, disturbance and potential damage to existing roads and residents vehicles*
- *Half of St Albans is unadopted narrow road that children can play in*
- *Will result in two busy care homes and entrances situated within a small close. This will be overbearing. Small area of Redcar already has a number of care homes within walking distance from St Albans Close*
- *Lack of existing road markings and no clear right of way between our road the existing car home site has been the case of several potential accidents.*
- *Light pollution during building a post build occupation*
- *Noise pollution during build and occupation*
- *Odours from meal preparation*
- *Rubbish disposal, unwanted furniture from the home has been left on proposed site*
- *Visitor gazebo likely to become a smoking area*
- *Car park could become a surety risk*
- *Loss of privacy. Structure going to be close by dwellings and occupants will have clear line of sight into gardens and upper windows of neighbouring properties.*
- *Proposed area too small for facility and too close to residential homes.*

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- *Two storey building will have a big impact on our privacy and also an impact on blocking natural light*
- *Low Farm Drive used as rat run, extra traffic on road not built for this*
- *Already three very large care homes very near to each other and this build only adds to the strain on already busy residential area.*
- *Believe we have right to privacy without having to close blinds or curtains to obtain it*
- *Lack of privacy could lead to devaluation of our houses or difficulty in selling them in future*
- *Previous approved plans in April 2013 ref R/2012/0978/FF were much more suitable as single storey bungalow and would not have overlooked our properties as significantly*

Northumbrian Water requested that the following condition be included:-

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

NHS Clinical Commissioning made the following comments:-

Comments received 06/09/2022:

“Request S106 funds

I am writing in response to the above planning application currently being evaluated by you. Please see below for the required contribution to healthcare should the scheme be approved.

Local surgeries are part of CCG wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured.

Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers.

In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the

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nearest practice to the development, for ease of calculation. We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement. This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved.

Further comments received 14/11/2022:

Amended S106 contribution based on 23 single occupancy units of £4, 830.”

Cleveland Police Crime Prevention recommended the applicant actively seek to develop to accredited Secured By Design standards.

Redcar and Cleveland Borough Council (Development Engineers) made the following comments:-

“Comments received 27/10/2022

Highways would offer no objection to the proposed development. The number of car parking spaces is deemed adequate (no EV points have been proposed). The layout of the car park does not appear to have sufficient manoeuvring space of 6m behind the bays, this could be rectified as there is space around the designated car parking area. Should the application be recommended for approval, a condition requiring the layout of the contractor car parking and deliveries to site along with details of material storage and site cabins (construction management plan) shall be submitted to and approved in writing.

Comments received 08/11/2022

The principle of development has been established in previous planning applications and have utilised the same highway arrangements as the proposed development.

The access road has a width of 6m, which betters the standard for residential local access road (category 4b), additionally there is a 2m footway either side of the carriageway which again meets standard.

A new turning area is to be provided along the northern boundary of the site to aid with turning practices of the users of the development. The current layout of the carriage way still allows for turning area within the adopted highway.

There is additional parking adjacent to the adopted highway within the red edge boundary as such, a section 184 agreement for the construction of a new vehicular crossings over footways and verges.”

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Redcar and Cleveland Borough Council (Planning Strategy) made the following comments:-

“Proposal

The site is considered to be a ‘Class C2: Residential Institution’ under the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 for residential accommodation and care, to people in need of care.

Location

The site is located within Redcar’s Development Limits as per Policy SD3 and is deemed a suitable location in that regard. Housing needs Policy H2 – Type and Mix of Housing outlines that housing development should contribute to meet specialist housing needs as indicated in the strategic housing market assessment. The SHMA outlines at para 3.152 that a major strategic challenge for the Council is to ensure a range of appropriate housing provision, adaptation and support for the area’s older population.

There is expected to be a 35.6% increase in people aged 65 or over between 2015 and 2037 (29,200 to 39,600). Whilst Table 3.23 suggests only 4.9% would consider living in a residential care home, this still represents a significant number and the proposed development would help meet that demand.

Impacts

The case officer should determine that the proposal complies with Policy SD4 General Development Principles and particularly criteria (b) that the development will not have a significant adverse impact on the amenities of occupiers of existing nearby land and buildings.

The development should also comply with the Design of Residential Areas SPD.

Nutrient neutrality

This development will create 20 additional overnight accommodation units and therefore the latest nutrient neutrality advice should be followed.

Conclusion

From a planning strategy perspective the proposal can be supported. This is subject to the case officer’s determination on design and potential impacts.”

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Redcar and Cleveland Borough Council (Local Lead Flood Authority) made the following comments:-

“The LLFA have reviewed the information however, there is no FRA to support this application. At this stage there is insufficient information to fully assess the application.

A drainage strategy should be submitted in order to demonstrate where surface water will discharge to. It should be noted that new development is restricted to greenfield run off, therefore supporting calculations for required on site storage will need to be submitted alongside the surface water system design. LLFA Standard conditions 1, 2 & 3 should the above requested information not be submitted through application stage.”

Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) recommended the following condition:-

“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. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development

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.”

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) recommended the following condition be included:-

• Prior to commencement of construction, a CEMP shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide the following;

- i) The parking of vehicles for site operatives and visitors;*
- ii) Loading and unloading of plant and materials;*
- iii) Storage of plant and materials used in constructing the*

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- development;*
- iv) The erection and maintenance of security hoarding including decorative displays;*
 - v) Wheel washing facilities;*
 - vi) Measures to control the emission of noise dust and vibration during the construction period.*
 - vii) A scheme for recycling/disposing of waste resulting from construction works.*

REASON: To protect the amenity of nearby residents and in the interests of highway safety.

- The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.*

REASON: In the interest of neighbour amenity.

- Prior to installation of the equipment for ventilation and filtration to suppress and disperse any fumes and/or smell created from the cooking operations on the premises (including details of noise attenuation), a scheme of works shall be submitted to and approved in writing by the Local Planning Authority.*

The development shall not be brought into end use until the approved ventilation equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval.

REASON: In the interests of the amenity of the area.

The Managing Director advised that the main considerations in the assessment of the application were:-

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety
- The impacts on nuisance and contaminated land
- The impact on flooding and drainage
- Section 106

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The site was located within Redcar's Development Limits as per Policy SD3 and was deemed a suitable location in that regard. Housing needs Policy H2 – Type and Mix of Housing outlined that housing development should contribute to meet specialist housing needs as indicated in the strategic housing market assessment. The SHMA outlined at para 3.152 that a major strategic challenge for the Council was to ensure a range of appropriate housing provision, adaptation and support for the area's older population.

There is expected to be a 35.6% increase in people aged 65 or over between 2015 and 2037 (29,200 to 39,600). Whilst Table 3.23 suggests only 4.9% would consider living in a residential care home, this still represents a significant number and the proposed development would help meet that demand.

Taking the above into consideration the proposed development was considered to broadly comply with policies SD3 and H2 of the Redcar and Cleveland Local Plan.

The application proposed a two storey and single storey building. The application site was surrounded by a mix of the three storey existing care home and two storey residential dwellings. The development would be constructed with external finishing materials to match the existing home. In light of the mix of land uses, building scales and forms, it was considered the proposed two and single storey building would be in keeping with the character and appearance of the area.

The proposals were considered suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

Objections had been received from residents on St Albans Close, Tenby Road and Low Farm Drive. The large majority of the concerns related to parking and highway safety concerns.

In terms of impact on amenity, the Design of Residential Areas Supplementary Planning Document advised to '*Protect the privacy of existing dwellings by ensuring that there is a suitable separation distance between proposed and existing dwellings. The minimum separation distance usually required is 21m between the fronts and/or backs of dwellings and 13m from the rear or front wall to the side wall of an adjacent property*'. The dwellings on Tenby Road to the north of the site had rear windows facing onto the site. There would be a minimum of 21m between the north facing two storey elevation and Tenby Road which was in accordance with the guidance in the SPD. The occupier of 62 Low Fam Drive had objected to the impact on their privacy. This dwelling was

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located to the north east of the application site, the rear garden was to the side of the site. The rear windows of No. 62 face west and would not directly look onto the proposed home. It was considered due to the orientation of the neighbouring dwelling and the proposed home there would not be direct overlooking into the windows of the property and the impact on privacy would be acceptable and not sufficient to warrant refusal of the application. The proposed home would be located to the east of dwellings on St Albans Close. The closest neighbouring dwellings on St Albans Close side onto the site and as such the relationship was considered acceptable.

Discussions had taken place between the case officer and agent regarding the relationship between the existing home and proposed home and impact on existing residents. The two buildings would be relatively close to each other with windows from each building facing into a central garden area. Both buildings would be at an angle to each other, however the relationship between the two buildings would not accord with the separation distances as advised in the Design of Residential Areas SPD. The agent had provided further supporting information regarding the relationship. It was granted bedrooms on the proposed south facing elevation of the home are angled away from the existing home and the window that did face existing windows was a high level window. The agent had explained the relationship was carefully considered and the detailed design amended prior to the Full Application. The changes included the elevational treatment to reduce the direct inter visibility of bedrooms and creating greater articulation of the facade closest to the present home. It had been argued there were windows in the existing home, where *'several bedrooms have facing distances of less than 6 metres, this relationship wasn't a barrier to obtaining Registration from the Care Quality Commission (CQC)'*. The outlook would provide a variety of views, to other buildings, the landscaped garden, busy entrances and car park areas. The supporting statement argued the subject to availability there was an element of choice of rooms and outlook for residents. The design allowed for visual distraction and interest with no room looking onto a blank wall. As such it was granted the proposed relationship between the two buildings was not in accordance with the guidance in the SPD, however due to the design features, option of choice of rooms and existing relationship within the home, on balance the relationship was considered acceptable.

A number of conditions were proposed to ensure the protection of the neighbouring properties during the construction actives including working hours, final ground levels and a CEMP.

The residential development subject to the imposition of the proposed conditions would not have a significant adverse impact on the amenity of occupiers of existing or proposed buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

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The Council's Environmental Protection team have assessed the application in terms of nuisance and contaminated land. In terms of nuisance, the proposed development is in close proximity to residential properties and the existing care home whose occupant's amenity could be affected during construction works from noise, vibration and dust.

In order to minimise the environmental impact Environmental Protection have recommended the inclusion of several conditions. The first being the submission of a Construction Environmental Management Plan (CEMP), secondly a condition restricting construction hours and finally a condition requiring the submission of details of any ventilation and extraction system. In light of the nature and location of the application, it was considered all three conditions were necessary and would be included if the application was recommended for approval.

In terms of land contamination, a geo-environmental appraisal had been submitted in support of this application. The appraisal stated that no made ground, no contamination sources and no gas hazards were encountered. As such Environmental Protection had requested the inclusion of an unexpected land contamination condition, would be included should the application be recommended for approval.

Neighbouring residents had objected to the proposal due to the use of the existing turning head in St Albans Close as the access/entrance into the application site and highway safety issues, especially the safety of children playing in the street. Residents were concerned about the lack of parking at both the application site and the existing home and existing problems with people parking on St Albans Close to visit the existing home, delivery vehicles and lack of care and attention from visitors to the home leaving the site without looking on St Albans Close.

The application proposed to use the existing turning head in the north east corner of St Albans Close as access into the site. The access would create a parking area containing 11 parking spaces and two disabled parking spaces. The area would include a turning head within the site. In addition, the proposal included a further 6 parking spaces directly to the west of the proposed single storey element. The spaces would be accessed directly off St Albans Close and would be located to the east side of 1 St Albans Close.

The Council's Highway team had no objection to the proposed development. The number of car parking spaces was deemed adequate. The proposed site plan had been amended to allow for 6m manoeuvring space behind the bays.

The access road had a width of 6m, which bettered the standard for residential local access road (category 4b), additionally there was a 2m

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footway either side of the carriageway which again met standard.

A new turning area was to be provided along the northern boundary of the site to aid with turning practices of the users of the development. The current layout of the carriage way still allowed for turning area within the adopted highway.

There was additional parking adjacent to the adopted highway within the red edge boundary as such, a section 184 agreement for the construction of a new vehicular crossings over footways and verges.

The highway concerns raised by neighbouring occupiers were noted, however the Council's Highway team were satisfied with the parking provision and width of existing highway. The application raised no issues in terms of highways safety and the application accords with Policies SD4 (p) and of the Redcar and Cleveland Local Plan.

The proposal raised no issues in terms of flooding and / or drainage and the application accords with the NPPF and policy SD7 of the Redcar and Cleveland Local Plan.

The NHS Clinical Commissioning team had commented on the application. It was noted the three nearby GP practices were within the Redcar Coast Primary Care Network which were at full capacity. The Clinical Commissioning team had requested Section 106 funding to support creating extra capacity for the practices to provide appropriate services to patients. The sum of £4, 830 had been requested. The agent had been in discussions with the Clinical Commissioning team following the initial sum requested which was incorrectly calculated. The agent had confirmed the applicant was agreeable to the payment via a Section 106 agreement.

The application fell within the catchment for nutrient neutrality, however the site drained to Marske Treatment Works, which had an outfall pipe to the east of the catchment area. Confirmation had been received from NWL and Natural England to confirm this position. As such no further additional information or assessment was required for this site as the development would not impact on the River Tees.

The application raised no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

The application had been considered by Cleveland Police ALO who had raised no objection to the proposed development and offered advice to the applicant in terms of secured by design.

The site was within the development limits and was considered to be in a

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sustainable location. The principle of residential care home on the site was one that was accepted.

Matters relating to residential amenity and highways had been considered and assessed.

Matters relating to noise and contamination had all been considered and assessed. For the reasons outlined above and subject to a number of conditions the proposal raised no issues in relation to these topics. The site was within flood zone 1 and was at low risk of flooding. Foul and surface water details were to be submitted and agreed prior to works commencing on site. Subject to conditions the application raised no issues in relation to flooding or drainage.

Subject to the completion of a S106 agreement and the recommended conditions the application raised no issues which would warrant the refusal of planning permission.

Taking the contents of the report into consideration, the development was one that was considered to comply with policies SD1 (Sustainable Development) SD2 (Locational Policy) SD3 (Development Limits) SD4 (General Development Principles) SD5 (Developer Contributions) SD7 (Flood and Water Management) LS2 (Coast Area Spatial Strategy) H2 (Type and Mix of Housing).

The objector present at the meeting made the following comments:-

- In favour of the development in principle but object to the new access and inadequate parking spaces;
- Concerned for the safety of residents in St Albans Close;
- Traffic had been an issue for the last ten years and no consideration had been given to residents;
- There had been several near miss accidents near the current care home access so adding another would only add to the problem;
- Submitted photographs illustrated the current problems;
- There had been an incident where an ambulance on a blue light had not been able to exit the car park as it was blocked in by a delivery vehicle;
- An alternative access should be considered;
- Road markings could be put on St Albans Close to prevent visitors parking inconsiderately.
- Would the applicant be willing to work with residents?
- The current situation was an accident waiting to happen.

The applicant was present at the meeting and made the following comments:-

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- The home would provide specialist nursing for which there was a demand within the Local Authority in particular for dementia nursing;
- liaised with the Local Authority and the CCG;
- the proposal would support local residents and reduce the need for out of area placements;
- the development would provide job opportunities;
- would support the current demand for hospital places and ambulances;
- free up hospital beds as there was a known problem of bed blocking;
- the development would be a two storey care home on land that was currently wasteland;
- the development would help local infrastructure and would benefit the local community.

Councillor Leah Quartermain spoke on behalf of a resident who could not be present at the meeting and made the following comments:-

- the proposed entrance and turning point were unsafe;
- St Albans Close was a small close and two entrances would make it intolerable.
- Visitors and deliveries already used At Albans Close for access to the current care home;
- The turning point was required by the residents of St Albans Close to safely turn and this proposal would take that facility away from residents;
- Care home visitors had nowhere to park and consequently they blocked our drives;
- Existing parking was insufficient;
- The risk of accidents would increase as there had been a number of near misses already.

The agent was present at the meeting and made the following comments:-

- There were understandable concerns from residents however they can be reassured that they will be addressed through the design and conditions;
- The Section 106 Agreement would contribute to help GP services;
- The additional care home beds were required to relieve pressure on the NHS;
- 19 new car parking spaces exceeded the number required and would double capacity;
- Highway engineers agreed that the proposed car parking proposal was acceptable;
- The turning head would not be removed;

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- The separation distances would comply with the Planning Authorities criteria;
- Construction works were a temporary inconvenience which would be actively managed;
- Met security by design criteria;
- Security would be provided during construction;
- Extensive experience in care home services;
- The proposal would benefit the local population and the wider community;
- Urged Members to support the application subject to conditions and the Section 106 Agreement.

Following the presentation of the report of the Managing Director and taking into account the representations, the Committee made the following comments:-

- We are being asked just to accept the Safer Street Pack but we were piling onto an existing problem and it could have been better designed;
- We were short of nursing homes as during and following the Pandemic many closed;
- Concerned about the parking in particular, whether parked cars would leave sufficient room for pedestrians;
- Cannot refuse an application based on speculation;
- The residents of St Albans Close were not objecting but they were concerned about parking and access which were their main concerns;
- There were no planning reasons to refuse, parking was an existing problem and increasing parking spaces within the site should alleviate the problem;
- There was a need for extra nursing homes and this application addressed the increased demand;
- The use of the car park was down to the operator;
- The proposal was within development limits.

RESOLVED that Planning Permission be granted subject to the following

[A] THAT THE HEAD OF PLANNING AND DEVELOPMENT BE AUTHORISED TO ENTER INTO AN AGREEMENT UNDER S106 OF THE TOWN AND COUNTRY PLANNING ACT TO SECURE THE FOLLOWING:

- (i) COMMUTED SUM OF £4, 830 FOR NHS GP PRACTICES FUNDING

AND

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[B] THAT UPON THE COMPLETION OF THE AGREEMENT THE HEAD OF SERVICE BE AUTHORISED TO GRANT PLANNING PERMISSION SUBJECT TO THE FOLLOWING CONDITIONS

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Location plan received by the Local Planning Authority on 12/08/2022
 - Site plan as Proposed - AMENDED 25 11 2022 received by the Local Planning Authority on 25/11/2022
 - Site plan as existing and as proposed received by the Local Planning Authority on 25/11/2022
 - Topographic survey received by the Local Planning Authority on 12/08/2022
 - Elevations as proposed received by the Local Planning Authority on 12/08/2022
 - Ground floor plan as proposed received by the Local Planning Authority on 12/08/2022
 - First floor plan as proposed received by the Local Planning Authority on 12/08/2022
 - Roof plan received by the Local Planning Authority on 12/08/2022
 - Site constraints received by the Local Planning Authority on 12/08/2022
 - Sections (Sheet 1) received by the Local Planning Authority on 17/08/2022
 - Sections (Sheet 2) received by the Local Planning Authority on 17/08/2022
 - Elevation of fencing as proposed received by the Local Planning Authority on 17/08/2022

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REASON: To accord with the terms of the planning application.

3. Prior to the commencement of development plans showing the existing and proposed ground levels over the site together with finished floor levels and maximum building heights shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure a satisfactory relationship between existing and proposed buildings in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as construction activity and site preparation can change existing levels resulting in increased ground levels which the authority needs to consider.

4. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

5. Prior to the commencement of the development, or in such extended time as may be agreed in writing with the Local Planning Authority, details shall be submitted and approved of the surface water drainage scheme and the development shall be completed in accordance with the approved scheme. The design of the drainage scheme shall include;
 - (i) Restriction of surface water greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
 - (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.
 - (iii) Full Micro Drainage design files (mdx files) including a catchment plan

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(iv) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme and to minimise the risk flooding in the locality.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

6. Prior to the commencement of the development, or in such extended time that may be agreed with the Local Planning Authority, details of a Surface Water Drainage Management Plan shall be submitted and approved by the Local Planning Authority. The Management Plan shall include;
- (i) The timetable and phasing for construction of the drainage system
 - (ii) Details of any control structure(s)
 - (iii) Details of surface water storage structures
 - (iv) Measures to control silt levels entering the system and out falling into any watercourse during the construction process
- The development shall, in all respects, be carried out in accordance with the approved Management Plan.

REASON: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased flooding and contamination of the system during the construction process.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

7. The development shall not be occupied until a Management & Maintenance Plan for the surface water drainage scheme has been submitted to and approved by the Local planning Authority; the plan shall include details of the following;
- (i) A plan clearly identifying the sections of surface water system that are to be adopted
 - (ii) Arrangements for the short and long term maintenance of the SuDS elements of the surface water system

REASON: To ensure that the surface water drainage infrastructure is maintained to minimise the risk flooding in the locality.

8. Prior to commencement of construction, a CEMP shall be submitted to and approved in writing by the Local Planning Authority. The

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approved Statement shall be adhered to throughout the construction period. The Statement shall provide the following;

- i) The parking of vehicles for site operatives and visitors;
- ii) Loading and unloading of plant and materials;
- iii) Storage of plant and materials used in constructing the development;
- iv) The erection and maintenance of security hoarding including decorative displays;
- v) Wheel washing facilities;
- vi) Measures to control the emission of noise dust and vibration during the construction period.
- vii) A scheme for recycling/disposing of waste resulting from construction works.

REASON: To protect the amenity of nearby residents and in the interests of highway safety

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to site preparation.

9. 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. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development.

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.

10. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

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REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

11. The external elevations of the extension(s) hereby approved shall be built in materials to match in type, style and colour the external elevations of the existing dwelling/building.

REASON: To ensure that the appearance of the development matches the existing property and would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

12. Prior to installation of the equipment for ventilation and filtration to suppress and disperse any fumes and/or smell created from the cooking operations on the premises (including details of noise attenuation), a scheme of works shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be brought into end use until the approved ventilation equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval.

REASON: In the interests of the amenity of the area in accordance with Local Plan Policy SD4.

13. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

50. **R/2022/0465/FFM Erection of a new discount food store (Use Class E) with new vehicle access, car parking, landscaping and other associated works land at Redcar Racecourse West Dyke Road Redcar.**

The Managing Director advised that photographs from two residents who would be speaking had been circulated by email prior to the meeting and

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would be displayed while the resident was speaking. Confirmation was also provided that an additional objection on behalf of Tesco had been received following the completion of the agenda. The representation raised comments in relation to sequential assessment and impacts on the Special Protection Area (SPA). The representation had been sent directly to Members by email.

The Managing Director advised that Permission was sought for erection of a new discount food store (use class E) with new vehicle access, car parking, landscaping and other associated works

The application related to land at Redcar Racecourse, West Dyke Road, Redcar and comprises 0.7hectares. To the north of the application site was Tesco foodstore and petrol filling station. To the east and south of the site were the stables and land of Redcar racecourse. To the west of the site were a mix of residential properties which were separated from the site by West Dyke Road. The application site was currently the horse box parking and some grassed area outside of the actual racetrack. It was proposed that the horse box parking and entrance be relocated, and permission had been sought and granted for this work through application R/2022/0385/FF.

The application indicated that the operator of the proposed foodstore would be Lidl.

The originally submitted scheme had been amended throughout the lifetime of the application.

The consultation exercise had resulted in 34 representations objecting to the proposal were submitted making the following comments:-

- The Local Plan does not support this out of centre retail development
- The proposal is not environmentally sustainable so does not accord with national and local planning policy
- Redcar already has a competitive food retailing market.
- The proposal will not 'grow' the retail market in Redcar but will divert sales from existing retailers and will worsen things for Redcar Town centre.
- Creativity and flexibility might have found a town centre site that was workable.
- Employment opportunities for the local population are unclear.
- Existing key traffic issues have not been analysed and/or addressed.
- The impact of traffic from the possible catchment area for the store has not been assessed.
- Highway's safety issues
- Existing highways problems/traffic tailbacks/congestion on West

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- Dyke Road caused by volume of traffic, railway crossing, and roundabout will be exacerbated by proposed development.
- Already difficult/dangerous to access/egress Tesco's, Easson Road, Orchard Road, Westfield Avenue and Brooksbank Avenue; proposal will exacerbate this.
 - Weekly car boots sale on the racecourse already cause congestion.
 - Safer if Lidl used the existing Tesco's slip road for access/egress.
 - Insufficient/unfeasible parking spaces provided, too close to road resulting in congestion with cars waiting to go in and out of site, users may park in surrounding streets.
 - Difficult for emergency vehicles to access/egress Easson Road and other roads
 - Proposed road markings are not to the legal requirement.
 - HGV's use West Dyke Road route in and out of the town centre as it is quickest.
 - Will increase traffic past Lakes Primary School which has had one of its school crossing patrols removed.
 - No need for another supermarket.
 - Existing noise, exhaust smells, anti-social behaviour and night time deliveries will increase.
 - Conflict between horse boxes access point to racecourse from West Dyke Road and vehicles access point to Lidl.
 - Where will horse boxes park to deliver/pick up horses
 - Racecourse stables will require re-siting, resulting in new gateway onto West Dyke Road with more disruption and loss of green space.
 - Detrimental to racecourse, a major asset for Redcar.
 - Congestion will disrupt bus services
 - The car park should be reduced in size to allow retention of the wide grass verges/raised earth bunds adjoining West Dyke Road; the bunds enhance amenity, screening and privacy and can be further landscaped to achieve this.
 - The car park should be lower than West Dyke Road to minimise its impact on amenity/privacy for the properties located opposite.
 - Better locations / sites available.
 - Contrary to policy SD4 of the Local Plan.
 - Site is not in the town centre.
 - The Council should not ignore the Local Plan.
 - Lack of consultation.
 - People in support do not live near the site.
 - Already have trouble accessing drives the proposed road markings will not help this but almost make the manoeuvre illegal.
 - Failure of the sequential test
 - The only site considered has the same status as the application site.

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- The site considered is better connected to the town centre.
- The other site considered meets all the parameters of the identified operator.
- The other site is not suitable dismissed.
- Lack of condition for floor space restrictions.
- Application does not provide suitable or sufficient information in relation to the highway access and ghost right hand turn lane.
- Any ghost right hand turn lane will not work.
- Existing road layout is substandard and does not work.
- There are highway safety issues and the proposal does not accord with part p of policy SD4.
- The application should be independently reviewed by a highway consultant.
- An application has also been submitted for a Lidl store in Middlesbrough with the same footprint and design with the same projected turnover.
- The comments by Middlesbrough Borough Council should be considered.
- Lack of flexibility in sequential assessment.
- Five minute drive time catchment is questionable.
- Oversized car park.

26 representations in support which make the following comments:

- Create new jobs
- Will increased choice, and competition for existing supermarkets, leading to reduced prices overall.
- Convenient as can walk to, less fuel used than travelling to Lidl's elsewhere; needed due to high cost of living and fuel prices.
- Existing stores are too busy; extra stores needed.
- Electrical charging points, and solar panels are sustainable
- Investing money into Redcar
- Will ease traffic congestion around other supermarkets, railway and roundabout, as some traffic will go to Lidl.
- West Dyke Road is already set up to accommodate traffic.
- Reuse of unusable car park to benefit the community
- Investment will improve look of the area
- Raise funds for the racecourse/secure its future.
- Perfect place for a food store.

Northumbrian Water made the following comments:-

"We note a Flood Risk and Drainage Impact Assessment has been submitted with the planning application which sets out the proposed drainage strategy for this development which states a Pre- Planning Enquiry has been undertaken. However, at the present time the

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connection points and discharge rates are yet to be agreed with our pre-planning enquiry team. We advise that the applicant submits a copy of their Pre-Planning Enquiry response and demonstrates that the drainage strategy aligns with our recommendations. In the interim we request the following condition:

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.”

Cleveland Police recommended that the applicant contact them for advice/guidance they could offer regarding designing out opportunities for crime and disorder in the future.

Redcar and Cleveland Borough Council (Development Engineers) made the following comments:-

07/09/2022

“The car parking spaces are in accordance with the Design Guide & Specification and includes 6 no disabled user bays, 9 No parent and child spaces plus 2 No EV charging bays. 118 No in total.

The bays are generally larger than our standard bays of 2.3m x 4.8m. It is noted that the spaces around the perimeter of the development are only 4.7m in length, however as they overhang the landscaped areas then this is acceptable.

The existing entrance into the horse park is to be enlarged – this will be subject to a S278 Agreement to ensure adoptable standards.

The NCN1 cycle route runs across the site entrance therefore new pedestrian and cycle crossing tactiles will need to be included. The footway and cycleway should continue into the development to link with the store and cycle stands.

The swept path analysis demonstrates that deliveries into and out off the development can be accommodated both within the site and on the adopted highway. As with the horse box application, the ghost right hand turn lane appears to be sub standard– can this be demonstrated that it will be workable?

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Contents of the Travel Plan are noted – 3.5 refers to North Yorkshire LTP- this is not Redcar & Cleveland.

The site is readily assessable for staff and customers to walk, cycle and use public transport links, both bus and rail.

From the Transport Assessment, the trip generation is considered acceptable and will not adversely affect the local highway network and the site junction and West Dyke Road/ A1085 roundabout will operate within capacity.

Please condition that prior to commencement, the layout of the site compound, material storage and contractor car parking will be agreed; in the interests of highway safety.

01/11/2022

The ghost right hand turn lane into the proposed Lidl store be is amended as part of the S278 Agreement. Currently the two ghost righthand turn lanes are evenly split and I'd propose lengthening the Lidl lane to aid the higher volume of right turners over the Easson Road junction.

Also, in order to strengthen that the routes of the delivery vehicles are adhered to, please condition a service management plan be agreed in writing, to ensure that all deliveries approach from a northerly direction and exit the same way."

Redcar and Cleveland Borough Council (Local Lead Flood Authority) commented as follows:-

"The LLFA would offer no objection to the proposed development. The applicant has advised that surface water will be restricted to 5l/s with appropriate on site storage and will discharge via a culverted watercourse. Whilst no details of this connection have been submitted at this stage the LLFA is unable to fully assess. It is further advised that a separate Ordinary watercourse Consent application will be required for a connection to be made.

Should this application be approved the LLFA would request the inclusion of standard conditions 1, 2 & 3."

Redcar and Cleveland Borough Council (Business Growth Team) made the following comment:-

"From a Business Growth perspective we would broadly welcome this proposal which positively contributes towards our key local growth and regeneration priorities linked to job creation - 40 FTE's. We would welcome an opportunity to engage with the client to explore maximising

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local labour and skills on site and where possible would suggest/request recruitment needs are drawn from the 'local' community. Introductions to our local Training and Employment Hubs can be arranged and advice given linked to financial incentives for recruiting apprentices and work placement roles."

Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) recommended the following condition:-

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. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development

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

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) made the following comments:-

"I note that an Air Quality Impact assessment and a noise impact assessment have been submitted in support of this application.

Both assessments are satisfactory and providing the mitigation measures for air quality in the construction phase are adhered to I have no objections."

Redcar and Cleveland Borough Council (Health & Safety Food) (Food Team) had no objections to the proposal.

Redcar and Cleveland Borough Council (Strategic Planning) commented as follows:-

"The proposed site is located within Redcar's development limits and on unallocated (or 'white land') but outside a town, district or local centre.

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Local policies promote Class E (retail) development in centres. However, national policy allows sequential and impacts assessments to be undertaken. That assessment has shown there to be no suitable or available sites in nearby centres and no significant adverse impacts. As such the application is acceptable in planning strategy terms.”

The Managing Director advised that the main considerations in the assessment of the application were:-

- The principle of development
- Sequential Assessment and Retail Impact
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The National Planning Policy Framework (NPPF) stated that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirmed the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar was within the coastal area. The policy confirmed that the majority of development would be focused within the urban and coastal areas. Policy SD2 also stated that priority would be given to brownfield land in sustainable locations.

Policy SD3 related to development limits and confirmed that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site was located within the identified development limits and on an area of unallocated previously developed land. There was a mix of uses in the area including racecourse, existing commercial and residential developments.

The site was in a sustainable location and was in close proximity to a range of public transport methods, including bus routes and Redcar Central train station. The site was well connected by the existing road network and pedestrian footpaths.

As a result of the site's location the principle of development was acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

Section 7 of the NPPF sought to ensure the vitality of Town Centres. Paragraphs 87-91 set out the requirements for both a sequential test and

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impact assessment where a main town centre use, such as food-retail, would be located out-of-centre and where the floorspace involved exceeds 2500m². The NPPF confirmed that where an application failed to satisfy the sequential test, or would likely have a significant adverse impact on investment or vitality and viability in nearby town centres, permission should be refused.

Policy ED1 of the Local Plan confirmed the requirement for sequential tests and sets out the hierarchy of commercial centres. Redcar was identified, through policy ED1, as the only Town Centre within the borough. The town centre boundaries were identified within the Proposal Map. The application site was outside of the town centre boundaries.

The application had been accompanied by a Planning and Retail Statement (and subsequent addendum) which included the sequential assessment. This document had been independently reviewed by an external consultant on behalf of the Council.

National Planning Practice Guidance (NPPG) set out that a sequential test guides main town centre uses, such as retail, towards town centre locations first, then, if no town centre locations were available, to edge of centre locations, and if neither town centre locations nor edge of centre locations were available, to out of centre locations. It was for the applicant to demonstrate compliance with the sequential test.

When undertaking a sequential test, the applicant and the Local Planning Authority (LPA) should be realistic and only consider sites suitable for the development proposed. This was recognised by NPPF paragraph 88 which stated that when considering out-of-centre proposals, applicants and LPAs should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge-of-centre sites were fully explored.

The submitted Planning and Retail Statement referred to a number of appeal decisions and legal judgements which related the business model of the developer (Lidl) and the approach of sequential assessments and the matter of flexibility.

The application sought consents for a retail food store which was a class E use under the Use Class Order in an out of centre location. Class E uses were considered a main town centre use through the NPPF and Local Plan. Within the Local Plan policy ED1 sets out that such uses would be focused within the designated town, district and local centres in order to safeguard and enhance the vitality and viability of the commercial centres.

The Planning and Retail Statement confirmed that Lidl foodstores served a relatively compact catchment as they were considered a neighbourhood

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shopping facility. Based on this commercial operation the catchment equated to a 0-5minute drive from the site. Taken that approach into considerations the following designated centres had been considered for sites and vacant units;

- Redcar Town Centre;
- Park Avenue Local Centre;
- Roseberry Square Local Centre;
- Ennis Square Local Centre

As part of a sequential assessment the proposed user was required to set out their parameters and site/unit requirements. For the proposed user the requirements were;

- *Available sites with an area between 0.6ha (1.5 acres) and 1.6ha (4 acres) with the potential to house a unit measuring between 1,672 sqm and 2,461 sqm (18,000 – 26,500 sqft);*
- *Existing vacant units with a floorspace measuring at least 90% of the size of that proposed;*
- *A site that can allow for the safe manoeuvring of customer vehicles;*
- *A prominent site with the ability to attract passing trade;*
- *A site that is able to offer adjacent surface level car parking, so that customers can easily transfer goods to their vehicles;*
- *A site that can accommodate a dedicated service area to the rear of the store and associated HGV's deliveries and manoeuvres; and*
- *A single storey, open and unrestricted sales floor area which benefits from a generally level/flat topography, or which has the ability to be developed as such.*

Within the Planning and Retail Statement the applicant confirmed that the above were the minimum requirements necessary to accommodate the proposed retailer and as such demonstrated flexibility. The parameters had therefore been accepted for the assessment.

The only site capable of meeting the above parameters and which had been assessed within the submitted sequential assessment was;

- Former Coatham Bowl site, Majuba Road

The search areas identified were suitable for the catchment and no centres had been missed. The parameters for the proposed users were considered flexible and appropriate to form the basis for site selection. The submitted sequential assessment had found no suitable or available sequentially preferable site to accommodate the development.

A further Sequential Assessment Addendum was submitted in November

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2022 for assessment. The Addendum had been prepared in response to a consultation representation. The Addendum provided an assessment of the wider Coatham Bowl allocation which was set out in the Local Plan through policy REG1. For the purposes of the Addendum the allocation had been spilt into 5 sites, all of which were owned by the Council who had been contacted in relation to availability. The Addendum report included copies of emails which confirmed that none of the sites were available.

Two other sites were included in the addendum (Majuba Car Park West and Tingdene Holiday Park). Neither of these sites were sequential preferable to the application site, further more confirmation had been provided that the Majuba Car Park site was not available and the Tingdene site was in active use.

The Addendum confirmed the position of the originally submitted sequential assessment in that no suitable or available sites were found to accommodate the development.

The Council's town centre monitoring data had confirmed and corroborated the information submitted by the applicant that there were no sequentially preferable sites.

The sequential assessment had demonstrated that there were no sites vacant, suitable or available for the proposed development taking into account the developments parameters. As a result and in respect of sequential assessment the provision of a food retail store in an out of centre location was acceptable in principle and accords with the NPPF and policy ED1 of the Local Plan.

Policy SD4 of the Local Plan referred to General Development Principles. Criteria j, k and l required proposals to respect the character of the area and sought to improve the character and quality where possible along with being sustainable in design.

Within the area surrounding the application sites there was a mix of buildings including a range of uses and a range in terms of style, massing and design. The proposal reflected a traditional food store design, single storey flat roof. To the north of the site was Tesco foodstore and petrol filling station with residential properties (mainly two storey in nature) to the west of the site. To the east and south of the site was Redcar Racecourse which also included a number of buildings and the grandstand. Due to the location of the building, in between the existing Tesco and the racecourse, the proposal would not have an adverse impact on the street scene.

There was already a mix of materials in the area on the existing residential properties and commercial buildings. The submitted drawings showed the materials to be used within the development. The materials

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proposed were considered acceptable for the location and would be conditioned through the approved plans.

The store proposed would incorporate a highly sustainable design which was demonstrated in the submitted Energy Use and Sustainability Statement. The application included various fabric improvements along with the inclusion of a rooftop solar PV array.

The existing site was mainly hard surfaced car parking within limited soft landscaping. The application included new soft landscaping through tree planting, hedges and ornamental shrub planting. In terms of hard landscaping the car park area would be tarmac with block paving pedestrian areas around the store. The details were shown on the submitted drawings which formed part of the approved plan condition. However, a condition was proposed in relation the implementation of the landscaping scheme within the first planting season.

Based on the design and the location the proposal was suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The proposal incorporated landscaping to improve the appearance of the site and the development included various measures to improve energy efficiency.

The application therefore accords with parts j, k and l of policy SD4 of the Redcar and Cleveland Local Plan.

Policy SD4 of the Local Plan at criteria b required that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

The closest residential properties were located on the opposite side of West Dyke Road to the application site. Given the proposed use, the development raised no issues in terms of overlooking or loss of privacy and the development maintained sufficient separation to ensure there were no overbearing impacts.

It was acknowledged that there would be some short term disturbance from the construction of the development. However, given the location, range of uses in the area and the separation distances proposed it was not considered necessary, in the instance, to add any conditions in relation to construction hours.

Given the location of the site, adjacent to an existing food store, it was also not considered necessary to attach a condition relating to operating hours. The delivery yard was sufficient separated from nearby residential properties to ensure there would be no adverse impacts in relation to noise and disturbance. The submitted Noise Assessment confirmed that

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there would be no adverse impact in relation to residential occupiers and that plant and deliveries would be acceptable during day and night and therefore no restrictions were necessary.

The proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

Criteria p of policy SD4 states that developments would be expected to *provide suitable and safe vehicular access and parking suitable for its use and location*. Policy TA1 sought to promote sustainable travel in relation to new developments.

The application had been accompanied by a transport assessment and travel plan. The Councils Development Engineers had reviewed the application and submitted documentation and had raised no objections to the proposal from a highway point of view.

The submitted report assessed the following junctions during a Friday and Saturday peak periods;

- West Dyke Road / A1085 junction
- West Dyke Road / Tesco Access T-Junction

The development, in terms of highways, was described as;

Access to the site will be taken off West Dyke Road, via an improved access road in roughly the same location as the existing access point. Pedestrian access will be taken in the same location and marked crossings will convey customers across the car park to the store building.

The proposed foodstore will be served by a dedicated car park with a total of 126 car parking spaces, comprising 109 standard spaces, six accessible parking bays, nine parent & child spaces and two 'rapid' EV charging spaces. Both the accessible and the parent & child spaces will be located close to the store entrance, along the western and northern elevation respectively. The number of parking spaces proposed is based on Lidl's operational model; and are designed to ensure that the site will safely and conveniently accommodate maximum demand and prevent overspill onto adjacent streets.

Parking facilities will also be provided for cyclists, in the form of six Sheffield style bike stands, offering secure parking for 12 cycles. Lidl employees are permitted to store their bikes in a suitable location within the warehouse. The proposed provision will provide secure cycle parking for customers and staff alike.

In terms of the site location, it was in close proximity to a wide catchment

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of residential properties which would be in walking distance. The site was well served by public transport in terms of both bus routes and bus stops on West Dyke Road and Redcar Central Train Station which was in walking distance.

The submitted document referred to the trip rate and generation.

The document made the statement that retail development attracted rather than generate trips. People would always need to shop and the provision of a new store did not in itself create the need to make an existing shopping trip it simply provided an alternative destination for an existing journey.

The submitted impact assessment showed that the proposed store would have a minimal impact on the local highway network and that the existing junctions would be able to cope with the traffic.

The level of parking within the site was acceptable along with the provision of accessible spaces, EV charging points and cycle spaces.

The access to the site would be subject to a S278 agreement. The submitted swept path analysis confirmed that deliveries in and out of the site could be safely accommodated. The ghost right hand turn lands would be amended through the S278 agreement and would be considered acceptable. A condition was recommended to agree the details of the highways works, which would be delivered through a S278 agreement, to ensure they were completed prior to the opening of the store.

Within their response highway colleagues had recommended a condition in relation to delivery routes. Given the location of the site in proximity to a number of adopted roads which already accommodated buses and delivery vehicles for a number of food and commercial stores it would not be reasonable to restrict the route of delivery vehicles in relation to this store through a planning condition. It was however considered appropriate to add an information to highlight the highways preference for delivery routes.

A condition in relation to a Construction Environmental Management Plan (CEMP) was recommended to agree;

- i. construction vehicle access and routing,
- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- iv. contractor and visitor parking clear of the highway,
- v. highway safety considerations,

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- vi. turning, loading and unloading of plant and materials and
- vii. hours of deliveries

The condition would ensure that there would be no adverse impact on the highway network during construction.

The proposal, subject to conditions, provided suitable access and parking. The site was in a suitable location and could be access by walking and a range of public transport. The development and predicted travel flow could be accommodated without any adverse impact on the existing network or junctions.

The application raised no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Contamination

Part e of policy SD4 of the Local Plan stated that development should *avoid locations which would put the environment, or human health or safety, at unacceptable risk.*

The application had been reviewed by the Councils contaminated land officer. It was noted that the site was not at risk from contamination from previous uses and therefore it was not necessary to have any up front contamination information. It was however considered reasonable to attach a condition in relation to the reporting of any unexpected contamination.

Subject to the use of a condition the application would accord with part e of policy SD4 of the Local Plan.

Flooding

Part f of policy SD4 stated that development would be permitted where it *will not increase flood risk either on site or downstream of the development.* Policy SD7 supported part f of policy SD4 and further sets out requirements for proposals.

The application site was located within flood zone 1 and the submission included a flood risk assessment. The site was at low risk of flooding and was suitable for the development proposed. The Council as Local Lead Flood Authority and Northumbrian Water had both reviewed the application and had raised no objections subject to the use of planning conditions. The LLFA had recommended the use of standard drainage conditions (1, 2 and 3) which related to the submission of details for a surface water drainage scheme along with maintenance and management details. The conditions were considered reasonable and necessary and were recommended should planning permission be granted.

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Subject to the use of planning conditions the application raised no issues in terms of drainage of flood risk and accords with part f of policy SD4 and policy SD7 of the Local Plan.

Nutrient neutrality

The application site was within the catchment for nutrient neutrality however based on the inform provided by Natural England was out of scope for requiring additional information or assessment in relation to this matter. It was acknowledged, however, that a Nutrient Neutrality Assessment had submitted with the application. The assessment stated that there would be no likely significant affect.

Ecology

Policy N4 of the Local Plan sought to protect and enhance the Boroughs biodiversity.

An Ecological Impact Assessment had been submitted with the application. The Assessment confirmed that was no significant vegetation on the application site and no buildings or watercourses. There was no loss of significant habitats as part of the proposal. The submitted assessment had looked at a number of protected species and flora and fauna and given the existing site constraints all were identified as having negligible impacts. As a result of the existing site constraints and lack of impact on protected species no additional surveys or additional mitigation was required.

The proposal had the potential to have a minor positive effect in terms of ecological impacts through the additional landscaping and use of bat and bird boxes within the development. The landscaping scheme including the species and the bat and bird boxes were shown on the submitted landscaping plan which formed part of the approved plan condition.

The proposal was considered acceptable in terms of ecology and accords with policy N4 of the Local Plan.

Prevention of Crime

The application raised no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

Training and Employment Hubs

The comments received from the Councils Business Growth Team were noted. Given the scale of development it was not considered necessary to insist upon a local labour agreement or condition the use of the hubs for

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training and employment. The agents attention had been drawn to the comments and contact details could be provided should the developers wish to engage with the Councils Business Growth Team.

General

The comments received as a result of the public consultation were noted, several of the comments received were not related to matters which were considered through planning. The remaining comments had been considered, however for the reasons outlined above none were considered to raise matters for which planning permission could be refused.

For the reasons outlined above the proposal was considered acceptable.

The proposal would not have a significant adverse impact on neighbour amenity and the proposal raised no issues in terms of highways safety or crime prevention. The scale and design was acceptable and the proposal would respect the character of the site and surroundings.

The submitted information and analysis had confirmed there were no sequential preferable sites and that the proposal would not have an adverse impact on the vitality and viability of the existing town centre. As a result the development of a food store outside of the designated centre was acceptable.

In terms of economic benefits the proposal would create up to 40 new employment opportunities and would increase retail competition and improve consumer choice with the potential to reduce food expenditure for local residents.

Subject to conditions the proposal accords with the NPPF and policies SD1, SD2, SD3, SD4, SD7, TA1, N4 and ED1 of the Redcar and Cleveland Local Plan.

The objectors at the meeting made the following comments:-

- The Local Plan stated that development should respect the character of the surrounding area, this was a metal warehouse which would be an eyesore;
- Would the proposal deal with the substandard ghost lanes?
- It was the duty of the Local Authority to ensure the safe management of traffic;
- The ghost lane should be 35 metres instead it was 21.5 metres;
- The lengthening of the Lidl ghost lane would in turn reduce the ghost lane into Easson Road;
- The ghost lane into the Tesco store was 55 metres;

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- The Local Authority had that the highway issues be resolved before the store opened whereas other Local Authorities insisted that they were resolved before construction commenced;
- It would not be reasonable to restrict delivery routes;
- There were no conditions relating to construction or to the opening hours of the store and therefore it would be free to open day and night;
- The rest of the report was meaningless and appendix 1 was not attached;
- This was a dangerous application which should be refused or the subject of an independent safety review;
- There were four residential roads opposite the site which were all cul de sacs and therefore access and egress was via Redcar Lane;
- There were traffic problems already on Redcar Lane particularly when the railway crossing closed and this application had not addressed that problem;
- Pedestrians would be crossing an enlarged entrance with no safety islands;
- There were serious safety concerns regarding the Tesco exit and Lidl entrance;
- Policy SD4 2.2.6 advised that sites should be avoided where human safety was at risk;
- The law required strong reasons for the Local Plan to be ignored;
- The loss of an open aspect reduced the visual amenity of the area;
- Objectors had expressed concern regarding traffic, noise, visual amenity and the negative impact on existing retail outlets;
- The current economic crisis should be factored into any assessment as Lidl may survive but many others may not;
- Residents concerns were being ignored.

The agent was present at the meeting and made the following comments:-

- No objections had been received from the statutory consultees;
- Tesco had submitted an objection based on the sequential test and residents highways concerns;
- The Sequential Test included a detailed review and confirmed that the Coatham Bowl site was neither suitable or available;
- The third party consultant was satisfied that there were no sequential sites suitable or available;
- The Retail Impact Assessment concluded that there would be no significant impact on the centre;
- The traffic assessment concluded that the proposal would generate minimum traffic and that there was sufficient capacity within the existing junctions;
- The proposal had been scrutinised by highways officers who had no objections subject to conditions;

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- Deliveries would be made from the north so there would be no impact on the access;
- We have demonstrated that there would be no adverse impact and that the proposal would deliver benefits bringing in a discount retailer into a contemporary building;
- The store would use sustainable energy and would have vehicle charging points;
- There would be job opportunities and economic benefits which were pertinent at this time;
- This would be a multi million pound development.

SUSPENSION OF COUNCIL PROCEDURE RULE NO. 9

The Chair reminded Members that as the meeting had lasted for nearly three hours, it was necessary to suspend Council Procedure Rule No. 9 to allow the meeting to continue.

At this point Cllr Ayre left the meeting.

Following the presentation of the report of the Managing Director and taking into account the representations, the Committee made the following comments:-

- Concerned with the application relating to the traffic element;
- Requested deferral until an informed discussion could be held with highways officers present;
- Not satisfied with the answers from the agent;
- The contemporary design of the building was not befitting of the area;
- Would like to see discussions with the department and the applicant regarding a redesign of the fascia;
- The traffic implications need more investigation;
- The street scene would be affected by the look of this building;
- There was a two page submission by our highways officer which concluded that they had no objections;
- Feel the external appearance would make it stand out and for that reason am unable to support;
- Could see no reason why the concerns of the highways officer regarding the Section 278 Agreement were reversed;
- The traffic problems existed now;
- The area had other commercial buildings, it was a commercial area and the racecourse was commercial so the proposal fit in;
- There should be further discussions with Lidl to improve the visual aspect as the other commercial buildings were some distance away;
- This was not a Conservation Area there was a mix of commercial

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- buildings in the wider area;
- The proposal was within development limits, it was not a Conservation Area or a restricted area and there was a Section 278 Highways Agreement;
 - There were no proposed changes to the right hand turning lanes and the proposal was within a 30mph zone;
 - This was a congested road however the proposal may take traffic away from the town centre;
 - This was a sustainable location with good transport links and a mixture of development;
 - Can not justify a deferral
 - Revise condition to agree materials and including some brickwork.
 - Request a condition for delivery routes
 - Request a condition for a lighting scheme
 - The proposal had passed the sequential test in that there was no other site suitable or available and the retail assessment was acceptable;

RESOLVED that Planning Permission be granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location plan (7584-SMR-00-ZZ-DR-A-2101-A3 Rev P2) received by the Local Planning Authority on 24/05/2022

Proposed site plan (7584-SMR-00-ZZ-DR-A-2103-A3 Rev C7) received by the Local Planning Authority on 13/09/2022

Proposed external works (7584-SMR-00-ZZ-DR-A-2104-A3 Rev C7) received by the Local Planning Authority on 25/11/2022

Proposed floor and roof plan (7584-SMR-XX-ZZ-DR-A-2201-A3 Rev C6) received by the Local Planning Authority on 13/09/2022

Proposed elevations (7584-SMR-00-ZZ-DR-A-2202-A3 Rev C4) received by the Local Planning Authority on 13/09/2022

Landscaping details (R/2580/1B) received by the Local Planning Authority on 25/11/2022

REASON: To accord with the terms of the planning application.

3. Notwithstanding the details shown on drawing 7584-SMR-00-ZZ-

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DR-A-2202-A3 Rev C4 (Proposed elevations received by the Local Planning Authority on 13/09/2022) and prior to any development above damp-proof course details of the external materials to be used in the carrying out of this permission (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Prior to the first use of the development a detailed Lighting Strategy shall be submitted to and agreed in writing by the Local Planning Authority. The Strategy shall seek to implement a sensitive lighting scheme in accordance with the guidance note Bats and Artificial Lighting in the UK (ILP,2018) to minimise impacts on wildlife and ensure no light spill onto adjacent wildlife habitats / buildings. The development shall proceed in full accordance with the approved detail and no additional external lighting shall be provided within the development at any time.

REASON: To ensure a satisfactory form of development in relation to ecological impacts in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

5. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF and policy SD7 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

6. Prior to the commencement of the development, or in such extended time as may be agreed in writing with the Local Planning Authority, details shall be submitted and approved of the surface water drainage scheme and the development shall be completed in accordance with the approved scheme. The design of the drainage

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scheme shall include;

- (i) Restriction of surface water greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
- (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.
- (iii) Full Micro Drainage design files (mdx files) including a catchment plan
- (iv) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme and to minimise the risk of flooding in the locality.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

7. Prior to the commencement of the development, or in such extended time that may be agreed with the Local Planning Authority, details of a Surface Water Drainage Management Plan shall be submitted and approved by the Local Planning Authority. The Management Plan shall include;
- (i) The timetable and phasing for construction of the drainage system
 - (ii) Details of any control structure(s)
 - (iii) Details of surface water storage structures
 - (iv) Measures to control silt levels entering the system and out falling into any watercourse during the construction process

The development shall, in all respects, be carried out in accordance with the approved Management Plan.

REASON: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased flooding and contamination of the system during the construction process.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to

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site preparation.

8. The development shall not be occupied until a Management & Maintenance Plan for the surface water drainage scheme has been submitted to and approved by the Local planning Authority; the plan shall include details of the following:

(i) A plan clearly identifying the sections of surface water system that are to be adopted

(ii) Arrangements for the short and long term maintenance of the SuDS elements of the surface water system

REASON: To ensure that the surface water drainage infrastructure is maintained to minimise the risk of flooding in the locality

9. 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. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development

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

10. A Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for:
- (i.) construction vehicle access and routing,
 - (ii.) any temporary traffic management/signage,
 - (iii.) wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
 - (iv.) contractor and visitor parking clear of the highway,
 - (v.) highway safety considerations,
 - (vi.) turning, loading and unloading of plant and materials and

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(vii.) hours of deliveries

Details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

REASON: To safeguard the construction period of the development and in the interests of maintaining highway efficiency and safety in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to site preparation.

11. Prior to the development being brought into use, precise details showing the offsite highways works, including the amendments to the ghost island right turn and pedestrian and cycle crossing arrangements should be submitted and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to the store opening.

REASON: To ensure suitable access to the site in relation to highways safety in accordance with policy SD4 of the Local Plan.

12. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of ten 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 unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

13. The foodstore hereby permitted shall be subject to the following restrictions:
 - (i.) The total gross internal floorspace shall not exceed 1,895 sq.m including any mezzanine floorspace.
 - (ii.) The net retail floor area (excluding checkouts, lobbies, concessions, restaurants, customer toilets and walkways behind the checkouts) shall not exceed 1,251 sq.m including any mezzanine floorspace.
 - (iii.) The total retail sales area for the sale and display of convenience goods shall not exceed 1,001 sq.m including any mezzanine floorspace.
 - (iv.) The total retail sales area for the sale and display of

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comparison goods shall not exceed 250 sq.m including any mezzanine floorspace.

REASON: To accord with the terms of the planning application and to ensure no adverse impact in accordance with policy ED1 of the Local Plan.

14. All deliveries to the site shall approach from a northly direction.

REASON: In the interest of highways safety in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

51. **DELEGATED DECISIONS.**

The Managing Director circulated as schedule of delegated decisions determined by the Corporate Director for Growth, Enterprise and Environment under the delegated power procedure.

:-NOTED.

52. **APPEAL INFORMATION.**

The Managing Director presented Members with a schedule of the appeals which had been received.

:-NOTED.

53. **ENFORCEMENT SCHEDULE.**

The Managing Director presented Members with the schedule of enforcement actions which had been undertaken.

:-NOTED.

54. **SECTION 106 AGREEMENTS.**

The Managing Director presented a response to a recommendation of the Tees Valley Audit and Assurance TVASS report (April 2016) in respect of the reporting of progress on the completion of Section 106 Agreements.

RESOLVED that a list of all live s.106 agreements be presented to the Regulatory Committee on a quarterly basis.

55. **DEEMED CONSENT APPLICATIONS.**

R/2022/0796/F3 Change of use and conversion of vacant church (Class F1) to a mixed use of artist studios, gallery and workshop space (Classes E & F) including external alterations to half height

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walls to West Road and Westfield Terrace and reinstatement of stone pulpit; installation of new windows at rear and replacement windows to all existing windows except eastern window Loftus United Reform Church West Road Loftus.

Deemed consent granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Location plan received by the Local Planning Authority on 03/10/2022
 - Site plan received by the Local Planning Authority on 03/10/2022
 - Ground floor demolition received by the Local Planning Authority on 03/10/2022
 - First Floor demolition received by the Local Planning Authority on 03/10/2022
 - Second floor demolition received by the Local Planning Authority on 03/10/2022
 - Proposed ground floor plan (dwg 15099-EDA-XX-00-DR-A-1030 Rev P02) AMENDED 16 11 2022 received by the Local Planning Authority on 16/11/2022
 - Proposed first floor plan (dwg: 15099-EDA-XX-01-DR-A-1031 Rev P03) AMENDED 16 11 2022 received by the Local Planning Authority on 16/11/2022
 - Proposed second floor plan (dwg: 15099-EDA-XX-02-DR-A-1032 Rev P02) AMENDED 16 11 2022 received by the Local Planning Authority on 16/11/2022
 - Proposed south elevation (dwg 15099-EDA-XX-ZZ-DR-A-1050 Rev P04) AMENDED 03 11 2022 received by the Local Planning Authority on 03/11/2022
 - Proposed east elevation (dwg 15099-EDA-XX-ZZ-DR-A-1051 Rev P04) AMENDED 03 11 2022 received by the Local Planning Authority on 03/11/2022

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Authority on 03/11/2022

- Proposed north elevation (dwg 15099-EDA-XX-ZZ-DR-A-1052 Rev P04) AMENDED 03 11 2022 received by the Local Planning Authority on 03/11/2022

- Proposed section AA AMENDED 28 10 2022 received by the Local Planning Authority on 28/10/2022

- Proposed section BB received by the Local Planning Authority on 03/10/2022

- Proposed roof plan received by the Local Planning Authority on 03/10/2022

- Proposed elevation pulpit detail received by the Local Planning Authority on 03/10/2022

- Proposed plan and section pulpit detail received by the Local Planning Authority on 03/10/2022

- Proposed ramp and balustrade detail received by the Local Planning Authority on 03/10/2022

- Casement window system datasheet received by the Local Planning Authority on 28/10/2022

- Asbestos Refurbishment survey received by the Local Planning Authority on 03/11/2022

- Acoustic Calculation of ventilation systems received by the Local Planning Authority on 16/11/2022

- Luminaires Opus Sconce received by the Local Planning Authority on 03/11/2022

- Luminaires Tanek received by the Local Planning Authority on 03/11/2022

REASON: To accord with the terms of the planning application.

3. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of

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the Local Plan.

4. No external lighting other than luminaries details contained with the application, shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The lighting approved shall be installed and maintained in accordance with the approved details.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site in accordance with Local Plan Policy SD4 and to safeguard and enhance the character of the conservation area as required by Policy HE1 of the adopted Local Plan.

5. Notwithstanding ventilation and extraction details contained within this application, prior to installation of the equipment for ventilation and extraction within the site (including details of its position, appearance and details of measures to prevent noise emissions), a scheme of works shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be brought into end use until the approved ventilation/extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval.

REASON: In the interests of the amenity of the area in accordance with Local Plan Policy SD4.

6. 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. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the development a report must be

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submitted confirming that unexpected contamination was not encountered during the development.

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.

R/2022/0717/F3M Proposed redevelopment of railway station to include repairs, refurbishment and internal and external alterations, creation of 10 commercial/retail units (Class E) at ground floor with associated ancillary rooms; w/cs and rest room facilities' storage units at first floor; solar panel array to roof; reinstate chimney and associated works Redcar Central Railway Station Station Road Redcar.

Deemed consent granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location plan (1000 Rev P02) received by the Local Planning Authority on 02/09/2022

Proposed site plan (1600 Rev P04) received by the Local Planning Authority on 02/09/2022

Proposed ground floor plan (2000 Rev P04) received by the Local Planning Authority on 02/09/2022

Proposed first floor plan (2001 Rev P05) received by the Local Planning Authority on 02/09/2022

Proposed roof plan (2002 Rev P03) received by the Local Planning Authority on 02/09/2022

Proposed elevations (2100 Rev P05) received by the Local Planning Authority on 02/09/2022

REASON: To accord with the terms of the planning application.

3. In the event that contamination is found at any time when carrying out the

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approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development.

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.

R/2022/0718/LB Listed Building Consent for the Proposed redevelopment of railway station to include repairs, refurbishment and internal and external alterations, creation of 10 commercial/retail units (Class E) at ground floor with associated ancillary rooms; w/cs and rest room facilities' storage units at first floor; solar panel array to roof; reinstate chimney and associated works Redcar Central Railway Station Station Road Redcar.

Listed Building Consent granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Location plan (1000 Rev P02) received by the Local Planning Authority on 02/09/2022

Proposed site plan (1600 Rev P04) received by the Local Planning Authority on 02/09/2022

Proposed ground floor plan (2000 Rev P04) received by the Local Planning Authority on 02/09/2022

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Proposed first floor plan (2001 Rev P05) received by the Local Planning Authority on 02/09/2022

Proposed roof plan (2002 Rev P03) received by the Local Planning Authority on 02/09/2022

Proposed elevations (2100 Rev P05) received by the Local Planning Authority on 02/09/2022

REASON: To accord with the terms of the application

Regulatory Committee

ATTENDANCE RECORD - 2022/23

Surname	First name	26.05.2 2	23.06.2 2	21.07.2 2	18.08.2 2	15.09.2 2	10.11.2 2	08.12.2 2	dd.mm. yy	dd.mm. yy	Total Meetings Attended / total possible
Ayre	Billy	✓	✓	✓	✓	✓	✓	✓			
Foley-McCormack	Chris	✓	✓	✓	✓	✓					
Richardson	Carrie	Apols	Apols	✓	Apols	Apols	✓	✓			
Head	Malcom	✓	✓	✓	Apols	✓	✓	✓			
Morgan	Carole	Apols 1	✓	✓	✓	✓	Apols	✓			
Ovens	Mary	✓	✓	✓	✓	✓	✓	✓			
Hixon	Andrew	✓	✓	✓	✓	✓	✓	✓			
Thomson	Phillip	✓	✓	✓	✓	✓	✓	✓			
Smith	Stuart	✓	✓	Apols	✓	Apols 6	✓	✓			
Baldwin	Neil	✓	✓	✓	✓	✓	✓	✓			
Lockwood	Mike	✓	✓	✓	✓	✓	✓	✓			
Brook	Adam	X	Apols3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Watts	Anne	✓	✓	✓	✓	✓	✓	Apols			
Rider	Vera	n/a	n/a	✓	✓	✓	✓	Apols			

Substitutes

Key	
✓	Attended
RA	Apologies Submitted (replacement attended)
Apols	Apologies Submitted (no replacement)
X	Did Not Attend (no apologies received)
C	Cancelled Meeting
n/a	Not a Member

Reason for Absence (NB Full details may not be provided for reasons of confidentiality)	
1	Personal Commitment
2	Work Commitment
3	Illness/Medical
4	Conflicting Council Commitment
5	Other
6	Civic Duties

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0891/F3M
LOCATION:	HIGH STREET, QUEEN STREET, THE ESPLANADE, STATION ROAD AND MOORE STREET REDCAR
PROPOSAL:	IMPROVEMENTS AND ALTERATIONS TO THE PUBLIC REALM IN REDCAR TOWN CENTRE INCLUDING WORKS TO SURFACES, BOUNDARY TREATMENTS, STREET FURNITURE, LANDSCAPING, LIGHTING, ROAD LAYOUTS, PARKING AND RELOCATION OF BUS SHELTERS AND ASSOCIATED WORKS

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for improvements and alterations to the public realm in Redcar town centre including works to surfaces, boundary treatments, street furniture, landscaping, lighting, road layouts, parking and relocation of bus shelters and associated works.

The application relates to High Street, Queen Street, The Esplanade, Station Road and Moore Street, Redcar.

There are three key areas of change within the proposal, Station Road, The High Street and The Esplanade.

Station Road

The proposal for this area looks to reduce the impacts of traffic and parked cars and improve the use and quality of space for pedestrians and businesses. The proposals include changes to boundary and surface treatments, removing clutter, changing street furniture and integrating it with soft landscaping. Two-way traffic flows would continue however build-outs including tree and shrub planting would be included.

The Esplanade

The paved pedestrian areas would be widened to allow improved pedestrian movements. This would be achieved by the removal of some of the existing parking and loading bays which would be re-located to Dundas and Bath Street. A new feature wall would be installed to separate the pavement from the highway. A similar feature would be installed on the north of the

Esplanade to also restrict illegal parking. A new paving surface is to be installed.

High Street

The High Street would be enhanced but would still allow a range of existing and proposed activities and events. It is proposed that Queen Street be pedestrianised to reinforce the links between Station Road and the High Street. Key visual links will be enhanced through the relocation of bus shelters opening up vistas around the High Street and clock towers. New feature paving is also proposed.

A summary of the parking and highways changes and upgrades includes;

- *High Street East - Surface treatment, tree and shrub planting and benches are to be introduced.*
- *Esplanade - Carriageway narrowing to provide a wider footway. Changes to the number of the existing accessible and loading bays. 2 accessible parking spaces and 1 loading bay will be provided on the south side of Esplanade to accommodate the needs of the proposed Anchor Building.*
- *Dundas Street - The existing loading and accessible bays will be reconfigured. The loading bay is to be converted to accessible bays.*
- *Bath Street - Bath Street to be changed to one-way operation with entry from Esplanade and exit from Moore Street for improved circulation and efficiency of refuse and servicing arrangements. The existing loading area will be converted to accessible bays as the existing businesses use the back lanes for deliveries.*
- *Station Road - A mix of pay and display standard parking spaces, accessible parking spaces, loading bays and taxi/waiting limited spaces will be provided. Surface improvements, tree and shrub planting and benches will be introduced.*
- *Queen Street - The existing car parking and taxi ranks are to be removed/relocated to Station Road.*
- *Turner Street - The existing link between Station Road and Turners Street Car Park is to be stopped-up to make way for an improved surface for pedestrians and cyclists.*

The application has been accompanied by the following plans and elevations;

- Location plan
- Existing site surveys
- Proposed general arrangement plans
- Auto tracking plans
- Ecology Report
- Ecological Appraisal
- Drainage Philosophy
- Design and Access Statement
- Transport Statement

- SUDs Management Plan
- Covering Letter (including Planning and Heritage Statement) and Statement of Community Involvement)
- Habitats Regulations Assessment
- Flood Risk Assessment
- External Lighting Statement

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
 SD2 Locational Policy
 SD3 Development Limits
 SD4 General Development Principles
 SD7 Flood and Water Management
 LS2 Coastal Area Spatial Strategy
 ED1 Protecting and Enhancing the Boroughs Centres
 ED9 Leisure and Tourism Development
 HE2 Heritage Assets
 N4 Biodiversity and Geological Conservation.

OTHER POLICY DOCUMENTS

None

PLANNING HISTORY

None

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the consultation period 1 representations has been received which makes the following comments;

- The drawings indicate that a street barrier will be erected outside one of the access doors for the RNLI lifeboat station. Access and egress is required to this access door.

Following amendments to the plans the following comments has been received;

- If the original concerns have been resolved then no further comments to make.

Northumbrian Water (08/11/2022)

No comments to make.

Cleveland Police (29/11/2022)

In relation to this application, I strongly recommend applicant and/or agent contact me for any input, guidance I can offer in relation to designing out opportunities for crime and disorder to occur.

Environment Agency (21/11/2022)

No objections

Natural England

09/12/2022

FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

As submitted, the application could have potential significant effects on the:

- *Teessmouth and Cleveland Coast Site of Special Scientific Interest (SSSI)*
- *Teessmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar Site*

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

- *A full Habitats Regulations Assessment (including Stage 2 - Appropriate Assessment) is required for this proposal.*

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

13/01/2023

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

We consider that without appropriate mitigation the application would:

- *have an adverse effect on the integrity of Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site*
<https://designatedsites.naturalengland.org.uk/>.
- *damage or destroy the interest features for which Teesmouth and Cleveland Coast Site of Special Scientific Interest has been notified.*

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required:

- *Adherence to the Construction Environmental Management Plan included as an appendix to the shadow Habitats Regulations Assessment.*

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Redcar and Cleveland Borough Council (Development Engineers)

(24/01/2023)

The proposed use of Bath Street will be in a southerly then easterly direction for one way traffic from the Esplanade, a change from the existing 2-way use. It is therefore anticipated that the vehicular usage will consequently be reduced. The bays to the western side of Bath street will be altered from a loading bay to 4 no. proposed accessible bays.

The submitted swept path analysis does demonstrate that the manoeuvres , whilst tight are workable given the road constraints.

(15/12/2022)

*Parking (summary shown Table 4.2 p21 +1 space overall & wider distribution)
It is noted that a total of 136 retained or created car parking spaces.*

Esplanade

21 to 13 disabled user bays. Changes on south side of carriageway. Will need to prevent blue badge parking in running lanes. Overall reduction by 1 space as +7 proposed in either Bath or Dundas Streets.

Dundas Street

+3 disabled user spaces (4 shared with taxis currently). No change taxi provision.

Bath Street

+4 disabled user spaces (4 shared with taxis currently). No change taxi provision. Loading bay becomes disabled parking as business deliveries in back lanes.

Station Road & Queen Street.

More parking overall, but less parking on Queen Street (only 3 disabled user spaces to west end rather than 8 along street). Reduction in general P&D spaces by 4 with more categorised parking. Acceptable in principle, south of the Farm food access junction with Station Road is not adopted highway nor council owned land therefore any car parking delineation should be discussed with the private owner.

Bath Street one way

One way southbound from the Esplanade exiting to Moore Street via connecting back lane. Has the applicant provided a swept path for vehicles to show that this arrangement is workable, happy for this be agreed/confirmed before the determination of application.

Stopping up east end of Newcomen Court

It is noted that vehicular access from Station Road to car park will no longer be available, however it will provide an improved walk route to cinema.

Bus route

Lane widths must be 3m+ to be acceptable. No changes to bus stops, as access at each end of pedestrianised High Street.

Cycling

No changes proposed.

Highway safety

Agree that accident history does not indicate special concerns but recommend extending the Esplanade 20mph zone to the side streets given the likely pedestrian/traffic interactions.

Visibility

The applicant has not sufficiently detailed the street furniture. The height of the walls should be no more than 600mm where they fall within a visibility splay i.e. Dundas Street with Esplanade. Happy for all street furniture details including seats, planters and walls to be submitted by way of condition.

Any works to the adopted highway will be incorporated into a section 278 agreement under The Highways Act.

To summarise, highways request a condition relating to the street furniture and confirmation by way of swept path analysis for Bath Street one way system as detailed above.

**Redcar and Cleveland Borough Council (Local Lead Flood Authority)
(25/11/2022)**

The LLFA have reviewed all the information submitted and would offer no objection to the proposed development. The information satisfies the requirements of the LLFA and would therefore request that should this application be recommended for approval that all documents relating to the drainage strategy and maintenance of such, is conditioned and that the development is carried out in strict accordance with the documents.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land) (21/11/2022)**

No objections

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance) (21/11/2022)**

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

No Objections however I would recommend the following condition:

*The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.
REASON: In the interest of neighbour amenity.*

Redcar and Cleveland Borough Council (Business Growth) (16/12/2022)

From a Business Growth perspective, we welcome this proposal which will positively contribute towards the Council's key local growth and regeneration priorities and support the increase visitor numbers to the borough.

The plans to transform the town centre through a series of linked projects improving how the High Street looks and functions with the introduction of new hard landscaping, street furniture, lighting and signage will create a vibrant High Street and Esplanade to encourage both dwell time and circulation and result in a positive impact for local businesses who will benefit from the increased visitor footfall. Consultation with local businesses has taken place and has been key to some of the plans being changed to accommodate business needs.

As part of the proposed works a Town Centre Management function within the town will be set up which will be key to providing a first point of contact for all businesses in Redcar Town Centre to update and advise on all aspects of the RTD Programme and the significant construction works.

The Town Centre Management function will:

- Provide focus and support needed to ensure the capital investment is effective*

- *Through relationship management understand the needs, perceptions, confidence and aspirations of local businesses now and determine our baseline*
- *Deliver a grants scheme within a defined area which will support businesses to locate in the town centre and improve their premises*
- *Create a meaningful stakeholder forum (external) to provide insight and a temperature-check on the state of the High Street, this will include representation from all sectors and categories*
- *Create a streamlined mechanism for relevant departments and teams within RCBC to collaborate on TCM issues proactively and to be able to provide a timely response to external challenges. This will include, but not be limited to: highways, cleansing, licensing, car-parking, planning, business growth*
- *Understand our metrics, performance and direction of travel – this will include smart interventions to understand footfall and flow. Tracking items such as vacant floorspace, retail mix and diversity, challenges to growth and a willingness to work with comparison towns*
- *Support colleagues to deliver a cultural events programme in the town*

We are very much in support of this proposal.

Redcar and Cleveland Borough Council (Place Development and Investment) (21/12/2022)

Thank you for consulting The Place Development and Investment Team on these proposals, which seek to deliver a scheme of public realm improvements in Redcar Town Centre. The opportunity comes as a result of the Council's successful Town Deal bid to Government, which has agreed £25 million of investment to develop an ambitious programme of works that aim to stimulate economic growth in the town.

Following extensive consultations with the public, projects have been selected that will improve the built environment and culture and leisure offer of Redcar by:

- *Strengthening our culture and leisure offer to draw visitors and residents into the town throughout the year.*
- *Building upon its heritage as a coastal resort to increase visitor numbers and reduce the effects of seasonality.*
- *Improving perceptions and increase pride in Redcar.*
- *Create a vibrant and attractive town centre.*

The focus of this project is to enhance the public realm in the town centre. It is hoped that ultimately, these improvements along with the other planned Town Deal investments will help Redcar fulfil its potential by becoming a key coastal asset in a thriving Tees Valley economy.

The works proposed in this application seek to supplement the positive impact that will be brought about by the new Anchor Attraction that would be delivered in tandem with these improvements. Focussing on three

interconnected areas of the Town Centre; the Esplanade, High Street, and Station Road, the proposals will improve the use & quality of space for pedestrians & businesses, whilst reducing the impacts of traffic and parked cars. The changes to these spaces will allow for a more culture-led experience to be delivered, with infrastructure added that will allow more events to take place throughout the year. Adding to Redcar's offer in this way will maximise the uniqueness of its coastal location and will help create a vibrant, attractive town centre, that should:

- *Strengthen our culture and leisure offer;*
- *Attract more regular visitors, including workers from nearby key employment sites;*
- *Stimulate town centre footfall;*
- *Support existing businesses;*
- *Encourage inward investment and create additional jobs;*

Local Policy Context

Clearly, these proposals will help realise the ambitions of the Council's Local Plan and its Regeneration Masterplan, which between them aim to:

1. *Grow our economy by creating 800 new businesses and 14,000 more jobs;*
2. *Develop great places to live; and*
3. *Improve quality of life*

In particular, the proposals align closely with the following policies and themes:

- *LS2 Coastal Area Spatial Strategy*

This policy seeks to promote the role of Redcar town centre as the borough's main service centre for shopping, businesses, services, leisure, and community facilities. It also seeks to secure environmental improvements to the public realm of Redcar Town Centre to provide an attractive retail and business offer that is conducive to investment.

- *ED1 Protecting and Enhancing the Borough's Centres*

This Policy sets out that Redcar Town Centre is at the top of the hierarchy of centres. The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. This includes enhancing the appearance, safety, and environmental quality of the centre.

- *Policy ED9 Leisure and Tourism Development*

Leisure and tourism development will be supported throughout the borough including enhancing the visitor facilities on Redcar Seafront.

- *Diversifying and strengthening the local economy*

To include a stronger service sector, creative and visitor economies whilst maintaining and strengthening existing strengths in primary and port related industries;

- *Delivering of healthy, sustainable, inclusive and cohesive communities*

To attract and retain population and reverse population decline;

- *Protecting, conserving and enhancing the Borough's built, historic, cultural and natural environments*

To use existing assets to promote pride in place, underpin the visitor economy and provide a setting for investment.

Conclusion

It is clear that these exciting proposals will deliver a much-needed boost to the vitality of Redcar's town centre. They will make an important contribution to the Councils Vision for Economic Growth in this part of the Borough; "Redcar Reborn By 2025" This sees the town reborn and its seafront transformed, with Redcar "once again being a great day out and a destination of choice – to live, work and shop and for the attraction of the coast".

For the above reasons, The Place Development & Investment Team fully endorse these proposals.

Redcar and Cleveland Borough Council (Public Rights of Way) (08/11/2022)

No comments

Redcar and Cleveland Borough Council (Conservation) (21/11/2022)

No objection as the proposals are considered to preserve and enhance the setting of the GII listed Town Clock, especially with relation to relocation of the bus shelters away from the clock. The tree planting will also act to draw the eye from some regrettable architecture seen immediately to the north of the Town Clock, again have a positive impact upon setting and according with Policy HE2 of the adopted Local Plan.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar is within the coastal area. The policy confirms that the majority of development would be focused within the urban and coastal areas. Policy SD2 also states that priority will be given to brownfield land in sustainable locations.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits. The application seeks improvements to the public realm through changes to the surface treatments, road layouts and street furniture. The works are to the existing highway and pedestrian area of the designated commercial centre.

The site is in a sustainable location and is in close proximity to a range of public transport methods, including bus routes and Redcar Central train station. The site is well connected by the existing road network and pedestrian footpaths.

As a result of the site's location and the proposal the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

Policy ED1 of the Local Plan seeks to maintain and protect the Boroughs Centres. The application site is located within the designed commercial centre of Redcar which is the main centre within the Borough. The works proposed would maintain the vitality and viability of the centre by improving the public realm aspects. The proposal therefore accords with policy ED1 of the Local Plan.

Policy ED9 of the Local Plan seeks, amongst other things, to enhance the visitor facilities on Redcar Seafront. While the application itself does not provide a visitor facility it seeks to improve the public realm aspects and is part of the wider Town Deal proposals for Redcar. The application accords with policy ED9 of the Local Plan.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and

seek to improve the character and quality where possible along with being sustainable in design.

The works proposed would upgrade and improve the public realm within the areas identified. The work includes alterations to the road layout, changes to surface treatments, including of landscaping and new street furniture. The proposals would improve the character and appearance of the area while respecting the existing features and buildings which would be retained.

Limited details have been provided in relation to the final materials to be used on site, final landscaping details and final details of the street furniture to be used. Conditions are therefore recommended to ensure that these details are agreed prior to the use / installation on site.

Based on the design and the location the proposal is suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings.

The application therefore accords with parts j, k and l of policy SD4 of the Redcar and Cleveland Local Plan.

Policy HE2 of the Local Plan seeks to protect heritage assets, including listed buildings by ensuring development would preserve or enhance the asset and protects the setting.

The proposal would see the removal of some existing street furniture located around the existing Town Clock which is a listed building. The removal of such features along with the proposed landscaping would improve the vistas and views around the clock enhancing the setting of the listed building. The proposal would therefore be a positive contribution in relation to the impact on heritage assets and the application accords with policy HE2 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Given the nature of the works proposed there would be no impact in relation to overlooking or loss of privacy and the application raises no issues in terms of over bearing impacts.

It is noted that Environmental Protection have recommended the use of a condition in relation to working hours. Given the location of the works in the existing commercial centre where there is a range of activity including late night uses it is considered unreasonable to restrict working hours. It is also acknowledged that the majority of the works are within the adopted highway

where certain works could be undertaken by the Highway Authority and / or other statutory undertakers with no restrictions on hours.

The proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location.*

The Councils Highways Engineers have reviewed the application and have raised no objections to the proposal from a highway point of view.

The proposals seek to change some of the car parking within the existing streets however the level of car parking overall continues to be acceptable.

Following the submission of additional plans the new arrangements around Bath Street / Moore Street are acceptable and raise no issues in terms of highways safety.

There is insufficient detail in relation to some of the street furniture given the proximity to junctions. Conditions are recommended in relation to agreeing the street furniture details (including walls and railings) prior to any installation on site. Subject to the condition the application raises no issues in terms of highways safety.

The comments received in relation to the consultation and the location of barriers are noted. The plans have been amended and the barriers / wall relocation to ensure there are no issues in terms of blocking of accesses.

The application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

Contaminated land

Part e of policy SD4 of the Local Plan states that development should *avoid locations which would put the environment, or human health or safety, at unacceptable risk.*

The application has been reviewed by the Councils contaminated land officer who has raised no objections to the proposal.

The application would accord with part e of policy SD4 of the Local Plan.

Flooding

Part f of policy SD4 states that development will be permitted where it *will not increase flood risk either on site or downstream of the development*. Policy SD7 supports part f of policy SD4 and further sets out requirements for proposals.

The application site is located within flood zones 1, 2 and 3 and the submission includes a flood risk assessment, drainage plans, drainage philosophy and a SUDS Management Plan. The site is suitable for the development proposed. The Council as Local Lead Flood Authority, the Environment Agency and Northumbrian Water have all reviewed the application and have raised no objections to the proposal subject to the development been completed in accordance with the submitted information.

Subject to the use of planning conditions listed the drainage information as approved plans and documents the application raises no issues in terms of drainage of flood risk and accords with part f of policy SD4 and policy SD7 of the Local Plan.

Nutrient neutrality

The application site is within the catchment for nutrient neutrality however based on the inform provided by Natural England is out of scope for requiring additional information or assessment in relation to this matter.

Ecology

Policy N4 of the Local Plan seeks to protect and enhance the Boroughs biodiversity.

An Ecological Appraisal was submitted with the application which has been followed by the submission of an ecological report and Habitats Regulations Assessment (HRA).

The Assessment confirms that is no significant vegetation on the application site and no buildings or watercourses. There is no loss of significant habitats as part of the proposal. The submitted reports confirm there are no likely significant effects as a result of the development.

The proposal has the potential to have a minor positive effect in terms of ecological impacts through the additional landscaping. While landscaping has been identified no full details have been provided and therefore a condition is proposed to agree the details. A landscaping implementation condition is also proposed to ensure the works take place.

The HRA includes a Construction Environmental Management Plan (CEMP) for the construction phase of the works to ensure no likely significant affects. Natural England have reviewed the submitted information and confirmed they

have no objections to the proposal subject to a condition to ensure compliance with the CEMP.

Subject to the conditions the application raises no issues in terms of ecology.

The proposal is considered acceptable in terms of ecology and accords with policy N4 of the Local Plan.

Prevention of Crime

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The proposal would not have a significant adverse impact on neighbour amenity and the proposal raises no issues in terms of highways safety or crime prevention. The scale and design is acceptable and the proposal would respect and improve the character of the site and surroundings. The works are part of the wider Redcar Town Deal. The proposal accords with policies SD1, SD2, SD3, SD4, SD7, LS2, ED1, ED9, N4 and HE2 of the Redcar and Cleveland Local Plan.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
Site Location Plan (1331_005) received by the Local Planning Authority on 07/11/2022
Town Centre High Street General Arrangement (1331_SGL_ZZ_XX_DR_L_90_101) received by the Local Planning Authority on 07/11/2022
Town Centre Esplanade General Arrangement (1331_SGL_ZZ_XX_DR_L_90_111 Rev A) received by the Local Planning Authority on 12/12/2022
Station Road General Arrangement (1331_SGL_ZZ_XX_DR_L_90_121) received by the Local Planning Authority on 07/11/2022

REASON: To accord with the terms of the planning application.

3. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Prior to the installation of any soft landscaping on site a landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include size, type and species and a programme of work. The development shall be completed in accordance with the approved details.

REASON: To ensure that the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of ten 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 unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

6. Full details of the street furniture (including any walls / railings) to be used in the carrying out of this permission shall be submitted to, and approved in writing by the Local Planning Authority, prior to their installation on site and the development shall not be carried out except in accordance with the approved details.

REASON: In the interests of the appearance of the scheme.

7. Prior to the installation of any permanent lighting infrastructure, a Lighting Strategy will be submitted to approved in writing by the Local Planning Authority. Thereafter development will be implanted in accordance with the approved details, unless otherwise agreed in writing.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenity of the locality and the

appearance of the development in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

8. The development, hereby approved, shall be completed in accordance with the Construction Environmental Management Plan included as appendix to the shadow Habitats Regulations Assessment received by the Local Planning Authority on 20/12/2022.

REASON: To ensure a satisfactory form of development and for the avoidance of doubt.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0920/F3M
LOCATION:	LAND BETWEEN 37- 43 HIGH STREET AND THE ESPLANADE REDCAR
PROPOSAL:	DEMOLITION OF EXISTING BUILDINGS AND THE ERECTION OF BUILDING FOR LEISURE AND CULTURAL USES (INCLUDING LIBRARY), AND CREATION OF AN INDOOR STREET AND PUBLIC EVENT SPACE WITH ASSOCIATED WORKS INCLUDING SOLAR PANELS TO ROOF, LANDSCAPING AND HIGHWAYS WORKS

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for the demolition of existing buildings and the erection of building for leisure and cultural uses (including library), and creation of an indoor street and public event space with associated works including solar panels to roof, landscaping and highways works.

The application relates to land between 37 and 43 High Street and The Esplanade, Redcar. The site relates to two units both of which have frontages on The Esplanade and the High Street. One of the units is current vacant and was last occupied by Marske and Spencers, the other unit is currently occupied by Goodwins.

The site is within the designated commercial centre of Redcar Town Centre. The site is surrounded by a variety of buildings, in terms of scale and design, and a range of uses, although the majority is commercial. The frontage of the existing units face the High Street which forms part of the designated Primary Shopping Area.

The proposed development is part of the wider Redcar Town Deal proposals. The application seeks consent for a new building to allow leisure and cultural uses. No end user is currently identified for the leisure elements, however, the building could accommodate uses including tenpin bowling, mini golf, laser tag and / or climbing walls. The cultural hub would include access to digital technology, information, services and learning and would replace existing library provision. A story telling area and rooms for exhibitions and events could also be provided within the space created.

The submitted plans show that the development would incorporate an “indoor street” connecting the High Street and The Esplanade. A new public space would also be provided to allow a range of outdoor activities and events.

Member should be aware there is separate planning application for public realm improvements which includes the High Street and The Esplanade which is also part of the Town Deal improvements.

The submitted Planning Statement describes the development as;

The proposed development subject to this application comprises a number of elements. These includes the new culture and leisure anchor attraction itself, which would be on the northern part of the site, comprising 2,519 sqm in total, and incorporate:

- *a cultural hub of 607 sqm net floorspace, which provides a replacement/new library for the town, as well as immersive, innovative and collaborative spaces, and multi-use community rooms/spaces;*
- *a new leisure attraction comprising 997 sqm net floorspace, with space for activities which could include bowling, mini golf, laser tag and/or other interactive experiences; and*
- *shared facilities (comprising 373 sqm net), including accessible toilets, changing stations, stairs and lifts, as well as support facilities (comprising 409 sqm net), which include back of house areas, such as a kitchen, cycle and cleaners’ stores, and fire escape routes.*

An internal street is proposed to run alongside the western side of the building at ground floor level, containing opportunities for people to sit down and eat/drink, helping to facilitate linked trips between the High Street and Esplanade.

Finally, a public event space, comprising around 0.2 ha, is proposed on the southern part of the application site. This has been designed for multi-function use, with potential to cater for a variety of activities, such as festivals, live music/performances, street markets and other events. It will include opportunities for informal seating, public artwork, lighting and ornamental planting, whilst helping – along with the internal street – to provide a convenient route between the High Street and Esplanade.

The application has been accompanied by the following plans and documents;

- Location Plan
- Existing and Proposed site plan
- Existing and Proposed Plans and Elevations
- Landscaping General Arrangements
- Drainage Plans
- Proposed Street Elevations

- Ecological Appraisal
- Drainage Philosophy
- Transport Statement
- SuDs Management Plan
- Statement of Community Involvement
- Design and Access Statement
- Planning Statement
- Phase 1 Desk Study Report
- Covering Letter
- Interim Travel Plan
- Habitat Regulations Assessment (updated during application)
- Flood Risk Assessment
- Construction Environmental Management Plan

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
 SD2 Locational Policy
 SD3 Development Limits
 SD4 General Development Principles
 SD7 Flood and Water Management
 LS2 Coastal Area Spatial Strategy
 ED1 Protecting and Enhancing the Boroughs Centres
 ED9 Leisure and Tourism Development

OTHER POLICY DOCUMENTS

None

PLANNING HISTORY

None relevant to the current application.

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the consultation period 2 representations have been received which make the following comments;

- Building is an eyesore and adds nothing of value to the Town.
- Proposal does not fit within the existing town.
- Libraries belong in the past.
- Site should be developed sympathetically with facilities of need.
- Visual aspect is terrible.
- Building is too industrial and grey.
- Any building should enhance the sea front and encourage people to visit.

Northumbrian Water (17/11/2022)

At this time the planning application does not provide sufficient detail with regards to the management of foul and surface water from the development for Northumbrian Water to be able to assess our capacity to treat the flows from the development. We therefore request the following condition:

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

Environment Agency (02/12/2022)

We have NO OBJECTION to the application. The proposed development will only meet the National Planning Policy Framework's requirements in relation to flood risk if the following planning condition is included.

Condition The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref [09-11-22/Flood Risk Assessment/Billinghurst George & Partners]) and the following mitigation measures it details:

Finished floor levels shall be set no lower than 5.994 metres above Ordnance Datum (AOD)

These mitigation measures shall be fully implemented prior to occupation and in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason(s)

- *To reduce the risk of flooding to the proposed development and future occupants*

- *To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site*

Natural England

13/12/2022

FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

As submitted, the application could have potential significant effects on the:

- *Teesmouth and Cleveland Coast Site of Special Scientific Interest (SSSI)*
- *Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar Site*

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

- *A full Habitats Regulations Assessment (including Stage 2 - Appropriate Assessment) is required for this proposal.*

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

24/01/23

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

We consider that without appropriate mitigation the application would:

- *have an adverse effect on the integrity of Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site*
<https://designatedsites.naturalengland.org.uk/>
- *damage or destroy the interest features for which Teesmouth and Cleveland Coast Site of Special Scientific Interest has been notified.*

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required:

- *Adherence to the Construction Environmental Management Plan included as an appendix to the shadow Habitats Regulations Assessment.*

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Cleveland Police (29/11/2022)

In relation to this application, I strongly recommend applicant and/or agent contact me for any advice, guidance I can offer in relation to designing out opportunities for crime and disorder to occur. There is also information available in addition at

<https://eur01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.securedbydesign.com%2F&data=05%7C01%7CPlanningAdmin.Admin%40redcarcleveland.gov.uk%7Cdbd3980cf1034148d9eb08dad20655e7%7Ca95b5b75274441ba91105a29c6ee2ba4%7C0%7C0%7C638053221893059861%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLjCjBTRiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=xC8WvVzBW3OSpcBSvdtOduhiXoIReVrHc9oos0V3D84%3D&reserved=0>

This advice from myself is in relation to all aspects of the proposal, physical standards for doors, windows, curtain walling, lighting, cctv HVM to name some.

Early contact is encouraged.

**Redcar and Cleveland Borough Council (Development Engineers)
(16/12/2022)**

Highways would offer no objection to the proposed development based on the points listed below.

Travel Plan

- *A full travel plan will be submitted within one year of first occupancy.*
- *A travel plan co-ordinator will be in place three months prior to first occupancy for a minimum of 5 years after occupancy.*
- *Noted that they will need to work with the Council and others to deliver the travel plan through a travel plan steering group.*
- *Interim travel plan aims to reduce vehicle trips especially single occupancy.*
- *Cycling – Tees Valley Design Guide with LTN1/20. NCN1 along northern boundary of site.*
- *Car parking – use of existing general parking provision & disabled parking as set out in associated application for the Esplanade/side streets.*
- *Refuse collection – as now.*
- *Bus, Rail, walking – within guidelines as town centre location.*

A full travel plan will need to be submitted and approved within 1 year of occupancy and a travel plan coordinator shall be in post within 3 months prior to the commencement of the use of the building.

Should this application be recommended for approval, please ensure that the Interim Travel Plan is listed as an approved document, to ensure development is carried out in accordance with the document prior to full Travel Plan being submitted to and approved.

Suggested condition

Within one year of occupancy of the development, a Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The Travel Plan will include: -

- agreed targets to promote sustainable travel and reduce vehicle trips and emissions within specified timescales and a programme for delivery;
- a programme for the delivery of any proposed physical works;
- effective measures for the on-going monitoring and review of the travel plan
- a commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development, and;
- effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development must be carried out and operated in accordance with the approved Travel Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

REASON: To establish measures to encourage more sustainable non-car modes of transport.

**Redcar and Cleveland Borough Council (Local Lead Flood Authority)
(22/11/2022)**

The LLFA have reviewed the information submitted and subject to the standard LLFA conditions 1,2 & 3 being met have no objections in principal to the application.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land) (28/11/2022)**

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I note that desk study report has been submitted in support of this application.

The report suggests that Asbestos containing materials may also be present on the site from previous/existing building materials used on-site.

The report also recommends a Phase 2 Site Investigation should be undertaken to verify the assumptions made in the Preliminary Conceptual Site Model and to provide data for foundation design.

The applicant should be aware of his responsibilities under para 178 of the NPPF

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation) and
- b) that after remediation, as a minimum, land should not be capable of being

determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

In order to minimise the environmental impact, I would recommend the inclusion of the standard contaminated land condition onto any planning permission which may be granted:

I would also recommend the following condition:

- Prior to the development being brought into permitted end use, the developer must either submit evidence that the building was built post 2000 or carry out an intrusive pre-demolition asbestos survey in accordance with HSG264 and provide a mitigation plan to reduce risks to potential workers, neighbours and other offsite receptors.*

REASON: To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) (29/11/2022)

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

Demolition/construction activities have the potential to create dust and affect both commercial premises and pedestrian users of the high street during the development.

In order to minimise the environmental impact, I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

Prior to the commencement of demolition details of a dust mitigation strategy for the demolition/construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The approved strategy shall be implemented in its entirety and maintained throughout the period of the development.

REASON: In the interests of neighbour amenity.

Redcar and Cleveland Borough Council (Health and Safety) (16/11/2022)

All responsible parties must ensure that they comply with The Control of Asbestos at Work Regulations in relation to identification, removal and disposal of asbestos containing materials prior to demolition.

Redcar and Cleveland Borough Council (Place Development and Investment Team) (21/12/2022)

Thank you for consulting The Place Development and Investment Team on these proposals, which seek to deliver a new Cultural and Leisure Anchor Attraction at the seafront at Redcar town centre. The opportunity to realise this comes as a result of the Council's successful Town Deal bid to Government, which has agreed £25 million of investment to develop an ambitious programme of works that aim to stimulate economic growth in the town.

Following extensive consultations with the public, projects have been selected that will improve the built environment and culture and leisure offer of Redcar by:

- Strengthening our culture and leisure offer to draw visitors and residents into the town throughout the year.*
- Building upon its heritage as a coastal resort to increase visitor numbers and reduce the effects of seasonality.*
- Improving perceptions and increase pride in Redcar.*
- Create a vibrant and attractive town centre.*

The focus of this particular project is to improve the leisure and tourism offer, by creating an all-year-round attraction for residents and visitors, that in turn will generate 'spin-off' footfall for the High Street/town centre. It is hoped that ultimately, this scheme along with the other planned Town Deal investments will help Redcar fulfil its potential by becoming a key coastal asset in a thriving Tees Valley economy.

This new cultural & leisure attraction will provide a modern and exciting indoor facility for both residents and visitors to the town. It will provide the opportunity for a number of indoor activities which will help make Redcar a year-round destination, addressing the current shortfall of "wet weather" attractions for when trips to the beach aren't popular. The buildings dual frontage, facing both the Esplanade and the High Street helps better connect the seaside & town centre via the incorporation of an "internal street" for people to use to move from one space to another. By being located on the high street, visitors to the attraction will also be likely to visit shops during their visit, this would bring a number of benefits, such as; supporting existing businesses and increasing footfall, which could encourage further inward investment, creating new jobs and growing the local economy.

In terms of its offer, the attraction would comprise a number of elements. A cultural hub will include access to digital technology, information, services and learning, replacing existing library provision. It would also include a story telling area and rooms for exhibitions and events. Alongside this, there will be space for a variety of indoor leisure activities which could include, tenpin bowling and other leisure uses.

In front of its high street frontage, a new public space would be created which would be capable of hosting a range of outdoor activities and events, helping to make Redcar 'festival ready' and further increasing footfall at the heart of its town centre.

Taken together, all of the above elements will help raise Redcar's profile, attracting visitors from outside of the area and generating additional economic benefits for the town.

Local Policy Context

Clearly, these proposals will help realise the ambitions of the Council's Local Plan and its Regeneration Masterplan, which between them aim to:

- 1. Grow our economy by creating 800 new businesses and 14,000 more jobs;*
- 2. Develop great places to live; and*
- 3. Improve quality of life*

In particular, the proposals align closely with the following policies and themes:

- LS2 Coastal Area Spatial Strategy*

This policy seeks to promote the role of Redcar town centre as the borough's main service centre for shopping, businesses, services, leisure, and community facilities. It also seeks to secure environmental improvements to the public realm of Redcar Town Centre to provide an attractive retail and business offer that is conducive to investment.

- ED1 Protecting and Enhancing the Borough's Centres*

This Policy sets out that Redcar Town Centre is at the top of the hierarchy of centres. The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. This includes enhancing the appearance, safety, and environmental quality of the centre.

- Policy ED9 Leisure and Tourism Development*

Leisure and tourism development will be supported throughout the borough including enhancing the visitor facilities on Redcar Seafront.

- Diversifying and strengthening the local economy*

To include a stronger service sector, creative and visitor economies whilst maintaining and strengthening existing strengths in primary and port related industries;

- Delivering of healthy, sustainable, inclusive and cohesive communities*

To attract and retain population and reverse population decline;

- Protecting, conserving and enhancing the Borough's built, historic, cultural and natural environments*

To use existing assets to promote pride in place, underpin the visitor economy and provide a setting for investment.

Conclusion

It is clear that these exciting proposals will deliver a much-needed boost to the vitality of Redcar's town centre. They will make an important contribution to the Council's Vision for Economic Growth in this part of the Borough; Redcar Reborn by 2025. This sees the town reborn and its seafront transformed with Redcar "once again being a great day out but what's more, the town itself would be working, serving the people of Redcar and the communities of the Borough with good quality shops and services and strong links to Middlesbrough. Redcar would be a destination of choice – to live, work and shop and for the attraction of the coast".

Not only do the proposal align with the objectives of the Council's objectives but also the over-arching principles of the NPPF, in particular paragraph 86, which states that planning decisions "should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption". For the above reasons, The Place Development & Investment Team fully endorse these proposals.

Redcar and Cleveland Borough Council (Business Growth Team) (14/12/2022)

From a Business Growth perspective, we welcome this proposal which will positively contribute towards the Council's key local growth and regeneration priorities and increase visitor numbers to the borough.

This proposed culture and leisure anchor attraction will create an exciting new space for residents and visitors and like our fabulous new cinema, The Regent, it will bolster our current offer to attract more visitors to Redcar, all year round. Visitors to the venture will bring increased footfall to the borough and are likely use other local businesses in the area including many of our independent shops, cafés, bars and restaurants. This "new spend" will be welcome "new income" for existing (and some struggling) established local businesses.

The attraction will be built on the site of a currently vacant retail property and will create welcome new jobs in construction and when operational. The anchor attraction will offer exciting activities allowing residents freedom to spend their disposable income 'locally' in the borough and not have to travel further afield for such leisure pursuits. This new offering will breathe new life into our high street and town centre which will be most welcome by our local business community.

From the outset, we would welcome the opportunity to engage, with any named operator and would be happy to broker introductions to potential supply chain contacts. We would suggest/request where possible recruitment needs are drawn from the "local" community and introductions to our local Training and Employment Hub can be easily arranged.

We are keen to offer our support to ensure this exciting new venture gets off the ground successfully and would be happy to broker introductions to our wider business support network.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar is within the coastal area. The policy confirms that the majority of development would be focused within the urban and coastal areas. Policy SD2 also states that priority will be given to brownfield land in sustainable locations.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits. The site is in a sustainable location and is in close proximity to a range of public transport methods, including bus routes and Redcar Central train station. The site is well connected by the existing road network and pedestrian footpaths.

As a result of the site's location and the proposal the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

Policy ED1 of the Local Plan seeks to maintain and protect the Boroughs Centres. The application site is located within the designed commercial centre of Redcar which is the main centre within the Borough. The proposal seeks consent for a cultural and leisure hub which would be main town centres uses as identified in the NPPF. The location within the centre is therefore acceptable. The proposal would increase the range of facilities on offer within the centre and would enhance the vitality and viability of the centre. The proposal therefore accords with policy ED1 of the Local Plan.

Policy ED9 of the Local Plan seeks, amongst other things, to enhance the visitor facilities on Redcar Seafront. The proposal is part of the wider Town Deal proposals for Redcar and would create a new visitor facility within the commercial centre. The application accords with policy ED9 of the Local Plan.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

There are a range of buildings within the vicinity of the site including two storey buildings and larger three / four storey properties. The proposal is considered to be a suitable scale for the location given the surrounding developments. There is also a mix in the area in terms of detail design and materials. Given the mix in the area the proposal is considered acceptable in terms of design and would not have an adverse impact on the character and appearance of the street scene or wider area.

Limited details have been provided in relation to the final materials to be used on site, final landscaping details and final details of the street furniture to be used. Conditions are therefore recommended to ensure that these details are agreed prior to the use / installation on site.

Based on the design and the location the proposal is suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings.

The application therefore accords with parts j, k and l of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Given the nature of the works proposed and the fact the surrounding buildings are commercial in use there would be no impact in relation to overlooking or loss of privacy and the application raises no issues in terms of over bearing impacts.

Environmental Protection have recommended the use of conditions in relation to dust mitigation strategies both for demolition and for construction. The conditions are considered suitable and necessary and will be attached should planning permission be granted.

Subject to the use of conditions the proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location*.

The Councils Highways Engineers have reviewed the application and have raised no objections to the proposal from a highway point of view.

Customers, staff and visitors will be expected to utilise existing car parking facilities, public transport and / or cycle walk as is the case with the previous uses and other facilities within the commercial centre.

The proposal would not have any adverse impact on the existing operation or capacity of the highway.

The application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

Contaminated land

Part e of policy SD4 of the Local Plan states that development should *avoid locations which would put the environment, or human health or safety, at unacceptable risk*.

The application has been reviewed by the Councils contaminated land officer who has raised no objections to the proposal subject to the use of the standard contaminated land condition.

The application would accord with part e of policy SD4 of the Local Plan.

The comments in relation to asbestos are noted however they are controlled by separate legislation and therefore a condition would not be appropriate in this instance.

Flooding

Part f of policy SD4 states that development will be permitted where it *will not increase flood risk either on site or downstream of the development*. Policy SD7 supports part f of policy SD4 and further sets out requirements for proposals.

The application site is located within flood zones 1, 2 and 3 and the submission includes a flood risk assessment, drainage plans, drainage philosophy and a SUDS Management Plan.

The site is considered suitable for the development proposed.

The Council as Local Lead Flood Authority and Northumbrian Water have reviewed the application and have raised no objections to the proposal subject to conditions to agree the final drainage details both in relation to foul and surface water drainage.

The Environment Agency have also reviewed the application give the location in the flood zones. The EA have no objections to the proposal subject to a condition to ensure the development is completed in accordance with the mitigation measures identified within the submitted Flood Risk Assessment in so far as it relates to finished floor levels.

Subject to the use of planning conditions as listed above the application raises no issues in terms of drainage of flood risk and accords with part f of policy SD4 and policy SD7 of the Local Plan.

Nutrient neutrality

The application site is within the catchment for nutrient neutrality however based on the inform provided by Natural England is out of scope for requiring additional information or assessment in relation to this matter.

Ecology

Policy N4 of the Local Plan seeks to protect and enhance the Boroughs biodiversity.

An Ecological Appraisal was submitted with the application along with a Habitats Regulations Assessment (HRA) which has been updated throughout the lifetime of the application.

The Assessment confirms there is no significant vegetation on the application site and no buildings or watercourses. There is no loss of significant habitats as part of the proposal. The Ecological Report has assess the site for a range of protected species including bats, birds, newts, reptiles and badgers and confirms the site is of low value to protected species. The submitted reports confirm there are no likely significant effects as a result of the development. No further survey works are proposed or required.

The proposal has the potential to have a minor positive effect in terms of ecological impacts through the additional landscaping. While landscaping has been identified no full details have been provided and therefore a condition is proposed to agree the details. A landscaping implementation condition is also proposed to ensure the works take place.

The HRA includes a Construction Environmental Management Plan (CEMP) for the construction phase of the works to ensure no likely significant affects. Natural England have reviewed the submitted information and confirmed they have no objections to the proposal subject to a condition to ensure compliance with the CEMP.

Subject to the conditions the application raises no issues in terms of ecology.

The proposal is considered acceptable in terms of ecology and accords with policy N4 of the Local Plan.

Prevention of Crime

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The proposal would not have a significant adverse impact on neighbour amenity and the proposal raises no issues in terms of highways safety or crime prevention. The scale and design is acceptable and the proposal would respect the character of the site and surroundings. The works are part of the wider Redcar Town Deal. The proposal accords with policies SD1, SD2, SD3, SD4, SD7, LS2, ED1, ED9, and N4 of the Redcar and Cleveland Local Plan.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location Plan (0001 Rev P6) received by the Local Planning Authority on 16/11/2022

Proposed site plan (2000 Rev P7) received by the Local Planning Authority on 16/11/2022

Building and Events Space Proposed Site Layout

(1331_SGL_ZZ_XX_DR_L_90_080) received by the Local Planning Authority on 16/11/2022

Building and Events Space Proposed Site Sections
(1331_SGL_ZZ_XX_DR_L_90_140) received by the Local Planning Authority on 16/11/2022
Landscaping general arrangement plan
(1331_SGL_ZZ_XX_DR_L_90_133) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Plan Level 00 (3000 Rev P8) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Plan Level 01 (3001 Rev P8) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Plan Level 02 (3002 Rev P8) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Plan Roof (3004 Rev P6) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Plan Level 03 Roof 1 (3003 Rev P7) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Elevations (3600 Rev P6) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement Street Elevations (3604 Rev P5) received by the Local Planning Authority on 16/11/2022
Proposed General Arrangement West Elevations (0440 Rev P1) received by the Local Planning Authority on 16/11/2022

REASON: To accord with the terms of the planning application.

3. The development here by approved shall be carried out in accordance with the following mitigation measures detailed in the submitted Flood Risk Assessment (ref [09-11-22/Flood Risk Assessment/Billinghurst George & Partners]) received by the Local Planning Authority on 16/11/2022
 - Finished floor levels shall be set no lower than 5.994 metres above Ordnance Datum (AOD)These mitigation measures shall be fully implemented prior to occupation and in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with the NPPF and policies SD4 and SD7 of the Redcar and Cleveland Local Plan.

4. Prior to the commencement of demolition details of a dust mitigation strategy for the demolition phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in its entirety and maintained throughout the demolition period of the development.

REASON: In the interests of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan

5. Prior to the commencement of construction of the development hereby approved details of a dust mitigation strategy for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in its entirety and maintained throughout the construction period of the development.

REASON: In the interests of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan

6. Construction of new buildings on the site shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF and policies SD4 and SD7 of the Redcar and Cleveland Local Plan.

7. Prior to the commencement of the construction of new buildings, or in such extended time as may be agreed in writing with the Local Planning Authority, details shall be submitted to and approved in writing by the Local Planning Authority of the surface water drainage scheme. The development shall be completed in accordance with the approved scheme. The design of the drainage scheme shall include;
 - (i) Restriction of surface water to greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
 - (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.
 - (iii) Full Micro Drainage design files (mdx files) including a catchment plan
 - (iv) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme and to minimise the risk flooding in the locality.

8. Prior to the commencement of the construction of new buildings, or in such extended time that may be agreed with the Local Planning Authority, details of a Surface Water Drainage Management Plan shall

be submitted to and approved by the Local Planning Authority. The Management Plan shall include;

- (i) The timetable and phasing for construction of the drainage system
- (ii) Details of any control structure(s)
- (iii) Details of surface water storage structures
- (iv) Measures to control silt levels entering the system and out falling into any watercourse during the construction process

The development shall, in all respects, be carried out in accordance with the approved Management Plan.

REASON: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased

9. The development shall not be occupied until a Management & Maintenance Plan for the surface water drainage scheme has been submitted to and approved by the Local planning Authority; the plan shall include details of the following;
- (i) A plan clearly identifying the sections of surface water system that are to be adopted
 - (ii) Arrangements for the short and long term maintenance of the SuDS elements of the surface water system

REASON: To ensure that the surface water drainage infrastructure is maintained to minimise the risk flooding in the locality.

10. Unless otherwise agreed by the Local Planning Authority in writing, construction works other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (c) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (e) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. 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:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring 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 must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The 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.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than demolition of existing buildings and that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, 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.

(d) Reporting of Unexpected Contamination

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. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the

Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

(e) Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

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.

11. Within one year of occupancy of the development, a Travel Plan must be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan will include: -

- agreed targets to promote sustainable travel and reduce vehicle trips and emissions within specified timescales and a programme for delivery;
- a programme for the delivery of any proposed physical works;
- effective measures for the on-going monitoring and review of the travel plan;
- a commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development, and;
- effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development must be carried out and operated in accordance with the approved Travel Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

REASON: To establish measures to encourage more sustainable non-car modes of transport.

12. Prior to any development above damp proof course level details of the external materials to be used in the carrying out of this permission

(including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

13. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

14. Prior to occupation of the building hereby approved a landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include size, type and species and a programme of work. The development shall be completed in accordance with the approved details.

REASON: To ensure that the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

15. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of ten 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 unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

16. Full details of the street furniture to be used in the carrying out of this permission shall be submitted to, and approved in writing by the Local Planning Authority, prior to their installation on site and the development shall not be carried out except in accordance with the approved details.

REASON: In the interests of the appearance of the scheme.

17. Prior to the first use of the development a detailed Lighting Strategy shall be submitted to and agreed in writing by the Local Planning Authority. The Strategy shall seek to implement a sensitive lighting scheme in accordance with the guidance note Bats and Artificial Lighting in the UK

(ILP,2018) to minimise impacts on wildlife and ensure no light spill onto adjacent wildlife habitats / buildings. The development shall proceed in full accordance with the approved detail and no additional external lighting shall be provided within the development at any time.

REASON: To ensure a satisfactory form of development in relation to ecological impacts in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

18. The development, hereby approved, shall be completed in accordance with the Construction Environmental Management Plan included as appendix to the shadow Habitats Regulations Assessment received by the Local Planning Authority on 06/01/2023.

REASON: To ensure a satisfactory form of development and for the avoidance of doubt.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted is a satisfactory scheme and therefore no negotiations have been necessary.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER: R/2022/0969/F3
LOCATION: LAND AT 48-51 WEST ROAD LOFTUS
PROPOSAL: RELEVANT DEMOLITION OF EXISTING BUILDINGS AND REMOVAL OF HARD LANDSCAPING; ERECTION OF SINGLE STOREY SKILLS AND TRAINING HUB WITH ASSOCIATED NEW HARD AND SOFT LANDSCAPING AND PARKING

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for relevant demolition of existing buildings and removal of hard landscaping; erection of single storey skills and training hub with associated new hard and soft landscaping and parking.

The application relates to land at 48 – 51 West Road, Loftus. The application site is located within Loftus Conservation Area and within an area where there is a mix in buildings in terms of scale and design and also a mix between residential and commercial uses.

The site is bound by West Road to the north, Station Road to the east and Newcommen Terrace to the west. A number of buildings are located to the south of the application site.

The application site is currently a run of terrace properties with commercial retail units at ground floor and flats on the upper floors. There is a detached bungalow to the rear of the site. All the buildings are currently vacant.

The site slopes from east to west and there is existing stone retaining wall to Station Road. Two sets of steps provide access from Newcommen Terrace to Station Road. There is an area of parking to the front of the units on West Road.

The submitted planning statement describes the development as;

The proposed development includes demolition of the existing buildings, removal of hard landscaping and erection of a single storey skills and training hub with associated new hard and soft landscaping and car parking. The proposed skills and training hub will provide training rooms and support facilities for RCBC Training and Employment services. This service was previously based in Skinningrove in a facility which was no longer fit for purpose, with limited public transport options. Bringing the facility into the

centre of Loftus provides links to the adjacent Job Centre (located within Temperance Hall), with improved public transport options and links to local services.

There is also potential for the building to be used 'out of hours' for private hire / community uses on occasion, but this would be ancillary to its primary use as a training facility.

The main elements of the proposal include:

- *Demolition of existing buildings on site;*
- *Removal hard landscaping including northern most set of steps;*
- *Regrading of site levels;*
- *Erection of single storey training and skills hub (GIA 242sqm);*
- *Installation of roof mounted solar panels and air source heat pump;*
- *Provision for 6no. car parking bays and 5no. cycle parking spaces;*
and
- *Creation of new hard and soft landscaping with seating areas.*

The proposal form part of the wider Loftus Masterplan.

The application has been accompanied by the following plans and documents;

- Location plan
- Existing and site plan
- Existing and proposed plans
- Existing and proposed elevations
- Proposed sections
- Landscape general arrangements
- Proposed drainage layout
- Drainage details
- Design and Access Statement
- Noise Survey Report
- Structural Engineering Condition Report
- Statement of Community Involvement
- Planning Statement (updated throughout application)
- Heritage Impact Assessment (updated throughout application)
- Phase 1 Desk Study Report
- Phase 2 Site Investigation Report
- Bat Survey and Ecological Risk Assessment

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
SD7 Flood and Water Management
LS3 Rural Communities Spatial Strategy
REG4 Loftus
ED8 Rural Economy
HE1 Conservation Areas
N4 Biodiversity and Geological Conservation

OTHER POLICY DOCUMENTS

Loftus Conservation Area Appraisal

PLANNING HISTORY

None

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the consultation period 1 representation has been received which makes the following comments;

- Clarification requested over the extent of Redcar and Cleveland Council ownership.

Loftus Town Council

RESOLVED to support as part of the wider regeneration of Loftus. Members commented that they hope to see some of the stone from the demolition of the Arlington Chapel used in the development, and that consideration is given to an area at the front being utilised as space for the possible relocation of the Christmas Tree from Stonemasons Yard.

Redcar and Cleveland Borough Council (Development Engineers)

Highways would offer no objection to the proposed development. The applicant has provided 5 parking spaces and 1 accessible bay, along with 5 Sheffield type cycle stands. The parking is limited to 1 hour adjacent to the building but as the applicant details there is 2 further car parks within short walking distance to the proposed development. The site is within town centre

and therefore which is close to transport links. As such Highways are satisfied that there will be no adverse impact to the wider highway network.

Redcar and Cleveland Borough Council (Conservation Advisor)

No objection. The primary issue is the proposed demolition of the Victorian commercial terrace, retaining wall and steps, whose loss must be justified against Policy HE1 of the adopted Local Plan, especially criteria e), that “the building or structure makes no significant positive contribution to the architectural or historic character of the conservation area” ; and f), that “the removal is necessary to deliver a public benefit which outweighs its removal.”. The first assessment is therefore whether the elements to be demolished make that significant positive contribution, either architecturally or historically.

Architecturally, with regard to the physical qualities contained within the historic terrace, wall and steps proposed or demolition, it is acknowledged that a late Victorian row of commercial buildings that has suffered from substantial alterations and modern shopfronts makes at best a neutral contribution to character, and possibly a negative one to the rear as mentioned in the Heritage Statement. Historically the contribution made by the terrace is more difficult to gauge but, as mentioned in paragraph 4.4 of the Heritage Statement, its purpose appears to be limited to retail activities possibly indicating a presence complementary rather than primary to the historic development of West Road. The allusion in the Heritage Statement to a historic desire to form a public square, especially when the prominence of the Temperance Hall and the former presence of an external pulpit at the united Reform Church to preach to gathered congregations is taken into account, seems feasible, the large communal buildings evidence of Victorian/Edwardian aspirations to form a communal nucleus of sobriety and piety with the retail terrace having a background role. It is therefore agreed that the terrace to be lost does not make a “significant positive contribution”, either architecturally or historically.

The significance of the sandstone wall proposed to be rebuilt is not quantified in detail, although it is most likely representative of an example of practical Victorian engineering rather than having any important historic attributes. It is however noted that the wall is to be rebuilt and faced off in a largely like-for-like manner, meaning its aesthetic contribution will be preserved. The loss of one flight of steps is concurred to have a minor impact as outlined in the Heritage Statement. Retention and re-laying of the scoria block surfacing is mentioned in the Heritage Statement and its continued contribution to local character is appreciated.

The replacement building, set further back from the road, appears to be intended to be subservient to the newly landscaped square rather than dominate this part of the conservation area. As a background building, it reflects local historic architectural styles but its scale and relative simplicity are indicative of a functional communal structure, one that with its restrained character and scale appears to have parallels with community built and funded halls and non-denominational chapels that proliferated during the areas ironstone mining boom.

Overall therefore it is considered that the scheme complies with policies HE1 and HE2 of the adopted Local Plan. Re-development and formation of the square will preserve and, by addressing the enclosed nature of the busy crossroads dominated by the noise of vehicle traffic, even enhance character as the introduction to Loftus Conservation Area.

- *Before the commencement of any works above ground level, full details and/or samples of all materials including bricks, roof tiles/slates, rainwater gutters and pipes, windows and doors, to be used in the external elevations and for the roof, shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details.
REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.*
- *Prior to the commencement of demolition, full details and/or samples of all new and/or salvaged materials used for surfacing and retaining walls, shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details.
REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.*
- *The scoria block currently forming the surface of the rear alleyway shall be retained and incorporated into the new surfacing design, with exact details to be submitted to and approved in writing by the local planning authority prior to the commencement of landscaping work.
REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.*

Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land)

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I note a Phase 1 Desk Study Report and Phase 2 Site Investigation Report have been submitted in support of this application.

The Phase 2 Site Investigation Report states the levels of contamination recorded on the currently accessible areas are unlikely to pose a risk to the current and future users of the site, however it also recommends a series of small percussive boreholes post demolition to assess made ground thickness and a post demolition contamination assessment of the currently inaccessible areas of the site.

The Phase 2 Site Investigation Report also states ground-gas monitoring pipes were installed and gas monitoring will consist of six visits over a period

of three months with the gas monitoring results presented as an addendum to the Phase 2 Site Investigation Report.

In order to minimise the environmental impact and to ensure that the site is fully characterised and suitable for the proposed end use I would recommend the inclusion of the full Standard Contaminated Land Condition onto any planning permission which may be granted:

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.

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance)

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I note that the development is in close proximity to neighbouring residential properties whose amenity may be adversely affected by noise and dust from construction and demolition activities.

Further I also note that an air source heat pump is proposed to be installed on the western elevation of the development. I also note that a noise survey report has been submitted as part of the application which specifies daytime and night time noise limits to be achieved from plant to reduce the risk of an adverse impact. The report states that at the time of the report the details of the plant are unavailable, as such there is potential for the amenity of neighbouring properties to be adversely affected by fixed plant to be installed on the development.

In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

- *The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.*

REASON: In the interest of neighbour amenity.

- *Prior to the commencement of construction details of a dust mitigation strategy for the construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The approved strategy shall be implemented in its entirety and maintained throughout the period of construction.*

REASON: In the interests of neighbour amenity.

- *Provide a noise impact assessment, to be carried out by a competent person in accordance with all relevant guidance and standards and of sufficiently robust design to suitably identify any noise/potential noise issues associated with any fixed plant. Should the assessment identify that noise may detrimentally impact on residents, then a noise management plan must be provided stating the noise mitigating practices/equipment which is proposed to be installed/implemented. REASON: In the interests of neighbour amenity.*

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on the Conservation Area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 states that priority will be given to brownfield land in sustainable locations.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits. The site is in a sustainable location and is in close proximity to a range of public transport methods, including bus routes. The site is well connected by the existing road network and pedestrian footpaths.

As a result of the site's location and the proposal the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

The application site is located outside of the designated centre although this part of Loftus historically formed part of the designated centre and there remains a mix of commercial and residential uses in the area. The proposal forms part of the wider regeneration proposals for Loftus and would not have an adverse impact on the vitality or viability of the commercial centre.

Policy ED8 of the Local Plan deals with the rural economy . Amongst other things the policy seeks to promote the sustainable growth and expansion of both new and existing businesses and enterprises. The proposal, in providing a training facility, supports the aim of this policy and the application accords with policy ED8 of the Local Plan.

Policy REG4 confirms the Councils commitment to revitalising Loftus and sets out a number of aims and aspirations. As mentioned above the proposal is part of the wider regeneration proposals for Loftus and accords with the aims of policy REG4 of the Local Plan.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

There are a range of buildings within the vicinity of the site. The proposal is considered to be a suitable scale for the location given the surround developments. There is also a mix in the area in terms of detail design and materials. Given the mix in the area the proposal is considered acceptable in terms of design and would not have an adverse impact on the character and appearance of the street scene or wider area.

Limited details have been provided in relation to the final materials to be used on site, final landscaping details and final details of the street furniture to be used. Conditions are therefore recommended to ensure that these details are agreed prior to the use / installation on site.

Based on the design and the location the proposal is suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings.

The application therefore accords with parts j, k and l of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on the Conservation Area

Policy HE1 of the Local Plan sets out the requirements for development within conservation areas. The policy states that development will only be permitted where it preserves or enhances the character or appearance of the conservation area. Policy HE1 also refers to demolition of buildings within conservation area. The policy confirms demolition will only be permitted where it meets certain criteria.

The application has been accompanied by a Heritage Impact Assessment (which was updated during the application) and a Structural Engineering

Condition Report. The Councils conservation advisor has reviewed the application and has raised no objections to the proposal.

The existing terrace of buildings does not make a significant positive contribution either architecturally or historically and therefore the demolition is considered acceptable in accordance with policy HE1 of the Local Plan. The removal is also necessary to allow the redevelopment of the site as part of the Loftus regeneration proposals therefore providing a public benefit.

The proposed replacement building would be set back from the road and would create an landscaped area to soften the views at the junction and avoid having a building dominate this junction. The building proposed reflects local architectural styles and would not have an adverse impact on the character or appearance of the conservation.

Subject to conditions relating to materials and final details the proposal would preserve the character and appearance of the conservation area and also provide an enhancement by opening up the crossroads and providing landscaping. The proposal therefore accords with policy HE1 of the Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Given the nature of the works proposed and the separation distances provided there would be no impact in relation to overlooking or loss of privacy and the application raises no issues in terms of over bearing impacts.

Environmental Protection have recommended the use of conditions in relation to dust mitigation strategies both for construction. It is considered that dust strategies should be provided for both the demolition and construction phases. The conditions are considered suitable and necessary and will be attached should planning permission be granted.

The conditions in relation to working hours and noise impact assessments are also considered suitable and necessary given the relationship to existing residential properties.

Subject to the use of conditions the proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location.*

The Councils Highways Engineers have reviewed the application and have raised no objections to the proposal from a highway point of view.

Customers, staff and visitors will be expected to utilise existing car parking facilities, public transport and / or cycle walk as is the case with the previous uses and other facilities within the area.

The proposal would not have any adverse impact on the existing operation or capacity of the highway.

The application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

Contaminated land

Part e of policy SD4 of the Local Plan states that development should *avoid locations which would put the environment, or human health or safety, at unacceptable risk.*

The application has been reviewed by the Councils contaminated land officer who has raised no objections to the proposal subject to the use of the standard contaminated land condition.

The application would accord with part e of policy SD4 of the Local Plan.

Flooding

Part f of policy SD4 states that development will be permitted where it *will not increase flood risk either on site or downstream of the development.* Policy SD7 supports part f of policy SD4 and further sets out requirements for proposals.

The application site is located within flood zone 1 and the submission includes a flood risk assessment and drainage plans.

The site is considered suitable for the development proposed and the documentation confirms the proposal raises no issues in terms of flood risk.

The application raises no issues in terms of drainage of flood risk and accords with part f of policy SD4 and policy SD7 of the Local Plan.

Nutrient neutrality

The application site is outside the catchment for nutrient neutrality and is out of scope for requiring additional information or assessment in relation to this matter.

Ecology

Policy N4 of the Local Plan seeks to protect and enhance the Boroughs biodiversity.

A bat survey and ecological risk assessment has been submitted with the application.

The assessment confirms that no bats were seen to emerge from the buildings during the survey period. During the survey bats were encountered on three occasions although they were not in the buildings. No other ecological receptors of value were observed or be likely to occur. No additional surveys or conditions are recommended.

The proposal is considered acceptable in terms of ecology and accords with policy N4 of the Local Plan.

Prevention of Crime

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The proposal would not have a significant adverse impact on neighbour amenity and the proposal raises no issues in terms of highways safety or crime prevention. The scale and design is acceptable and the proposal would respect the character of the site and surroundings. The works are part of the wider Loftus regeneration proposals. The proposal accords with policies SD1, SD2, SD3, SD4, SD7, LS3, REG4, ED8, HE1, and N4 of the Redcar and Cleveland Local Plan.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
Location plan (22006 - GT3 - 00 - A - 08-0000 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed demolitions (22006 - GT3 - 00 - A - 08-0005 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed ground floor plan (22006 - GT3 - 00 - 00 - DR - A - 08-1000 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed site plan (22006 - GT3 - 00 - A - 08-1050 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed elevations (22006 - GT3 - 00 - ZZ - DR - A - 08-2000 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed roof plan (22006 - GT3 - 00 - A - 08-1001 - RevP1) received by the Local Planning Authority on 08/12/2022
Proposed sections (22006 - GT3 - 00 - ZZ - DR - A - 08-3000 - RevP1) received by the Local Planning Authority on 08/12/2022
Landscape general arrangements (1357_101 rev H) received by the Local Planning Authority on 08/12/2022
Proposed drainage layout (C001) received by the Local Planning Authority on 08/12/2022

REASON: To accord with the terms of the planning application.

3. Prior to the commencement of demolition, full details and/or samples of all new and/or salvaged materials used for surfacing and retaining walls, shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details.

REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.

4. Prior to any development above damp proof course details of the external materials to be used in the carrying out of this permission (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

5. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

6. The scoria block currently forming the surface of the rear alleyway shall be retained and incorporated into the new surfacing design, with exact details to be submitted to and approved in writing by the local planning authority prior to the commencement of landscaping work. The development shall be completed in accordance with the approved details.

REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.

7. Unless otherwise agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (c) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (e) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. 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:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring 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 must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The 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.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, 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.

(d) Reporting of Unexpected Contamination

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. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

(e) Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

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.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to land contamination details which are often the first works on site and relate to site preparation.

8. Prior to the commencement of demolition details of a dust mitigation strategy for the demolition phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in its entirety and maintained throughout the demolition period of the development.

REASON: In the interests of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan

9. Prior to the commencement of construction of the development hereby approved details of a dust mitigation strategy for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in its entirety and maintained throughout the construction period of the development.

REASON: In the interests of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan

10. Prior to the installation of any plant and equipment within the site (including details of its position, appearance and details of measures to prevent noise emissions), a scheme of works shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be brought into end use until the approved ventilation/extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval.

REASON: In the interests of the amenity of the area in accordance with Local Plan Policy SD4.

11. Prior to occupation of the building hereby approved a landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include size, type and species and a programme of work. The development shall be completed in accordance with the approved details.

REASON: To ensure that the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

12. Full details of the street furniture (including walls and railings) to be used in the carrying out of this permission shall be submitted to, and approved in writing by the Local Planning Authority, prior to their installation on site and the development shall not be carried out except in accordance with the approved details.

REASON: In the interests of the appearance of the scheme.

13. Prior to the first use of the development a detailed Lighting Strategy shall be submitted to and agreed in writing by the Local Planning Authority. The Strategy shall seek to implement a sensitive lighting scheme in accordance with the guidance note Bats and Artificial Lighting in the UK (ILP,2018) to minimise impacts on wildlife and ensure no light spill onto adjacent wildlife habitats / buildings. The development shall proceed in full accordance with the approved detail and no additional external lighting shall be provided within the development at any time.

REASON: To ensure a satisfactory form of development in relation to ecological impacts in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

14. Prior to the installation on site the final details of the proposed art work shall be submitted to and agreed in writing with the Local Planning Authority. The art work shall then be installed on site in accordance with the proposed details.

REASONS: To ensure a satisfactory form of development in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

15. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of ten 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 unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

16. The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.

REASON: In the interest of neighbour amenity.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted is a satisfactory scheme and therefore no negotiations have been necessary.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0816/FFM
LOCATION:	LAND TO EAST FORMER STEEL HOUSE AND NORTH OF A1085 TRUNK ROAD REDCAR
PROPOSAL:	FORMATION OF HARDSTANDING, BUILDINGS, ACCESS ROADS FROM A1085 TRUNK ROAD, ASSOCIATED FACILITIES AND LANDSCAPING WORKS IN ASSOCIATION WITH THE CREATION OF A PARK AND RIDE FACILITY

<https://planning.redcar-cleveland.gov.uk/Planning/Display?applicationNumber=R%2F2022%2F0816%2FFFMM>

APPLICATION SITE AND DESCRIPTION

Permission is sought for the formation of hardstanding, buildings, access roads from A1085 trunk road, associated facilities and landscaping works in association with the creation of a park and ride facility on land to east of former Steel House and north of A1085 Trunk Road, Redcar.

The site is approximately 14.2 hectares and is located to the east and north of the former Steel House car parks and includes a section of the A1085 (Trunk Road). The site currently does not include any built structures and is comprised of a series of landscaping mounds.

Planning permission has been sought separately under application R/2022/0494/FFM for the removal of the earth mounds detailed above to create a level site suitable for a development platform with a minimum ground level of 5.1m AOD. Works have commenced under this permission.

The site is all within Flood Zone 1, and contains no waterbodies, although it does contain a short section of watercourse which connects Steel House Lake to the Fleet Beck, which lies to the north of the site beyond the railway line.

The Teesdale Way Long Distance Route runs along the A1085 within the south of the site and then heads north through the eastern edge of the site.

The site is bound by the former car park at the Steel House offices to the west, the A1085 trunk road (and its southern verge) to the south, the Darlington to Saltburn railway line to the north, and by open grassland to the east.

The applicant within the submitted covering letter has described the proposed development as:

The development proposed is for a new park and ride car park to serve the Teesworks area. Specifically, the development comprises:

- *A car park, with the following number of spaces:*
 - *1,254 No. car parking spaces;*
 - *30 No. motorcycle parking spaces;*
 - *45 No. mini bus / van parking spaces;*
 - *30 No. disabled parking spaces;*
 - *150 E.V. Charging spaces;*
 - *80 No. Cycle spaces in 8 No. shelters; and*
 - *14 No. staff parking spaces.*
- *A new access road off the A1085 Trunk Road;*
- *Works to the Ennis Road, Trunk Road junction;*
- *Internal roads which include access barriers, drop off/pick up points and two roundabouts;*
- *Security office and induction building;*
- *Amenity building;*
- *Electricity Sub-station and IT building;*
- *Bus shelters, bus stops and holding bus spaces;*
- *Landscaping; and*
- *Drainage infrastructure.*

The car park will be accessed via a new signalised junction connecting the A1085 Trunk Road with the site access road. The Ennis Road/Trunk Road junction will remain left in/left out and a new slip road will be provided as part of the proposals.

The intention is for the car park to be used by people employed within the Teesworks area, whether temporarily (i.e. during construction) or permanently (i.e. once new developments are operational). Whilst public bus stops and public pick up/drop off points and are shown on the Layout Plan these are intended for use by workers travelling to the park and ride facility by public transport or being dropped off/picked up, rather than for use by the general public.

The security office and induction building will be used for general security and site management, and as an induction facility for people working in the Teesworks area for the first time, whilst the amenity building provides toilets. The contemporary design of the buildings respond architecturally to their industrial setting. Details of the final materials that are to be used in the construction of the buildings and other structures has not yet been determined, and details will be submitted to the Council for approval once known.

The layout plan shows a range of structures, for which detailed design is not yet known. It is proposed that a condition(s) is attached to any grant of planning permission requiring submission of the detailed design of these

structures prior to their erection on site. This approach is proposed for the following types of structure:

- 1 Bus Shelters;*
- 2 Cycle shelters;*
- 3 Access barriers; and*
- 4 Boundary fences;*

As shown on the Illustrative Landscape Site Plan, a comprehensive landscaping scheme is proposed including a tree lined access road and a native woodland buffer around the edges of the site, along with the retention of existing woodland on the western side of the site adjacent to the existing Steel House car parks.

The application has been accompanied by a suite of technical drawings and the following technical reports:

- Arboricultural Constraints Survey
- Arboricultural Constraints Survey and Tree Protection Plan
- Archaeological Report Written Scheme of Investigation
- Covering Letter
- Design and Access Statement
- Ecological Impact Assessment
- Flood Risk Assessment
- Ground Investigation Plan
- Ground Investigation Note
- Shadow Habitat Regulations Assessment
- Transport Assessment

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
SD7 Flood and Water Management
LS4 South Tees Spatial Strategy
ED6 Promoting Economic Growth
N2 Green Infrastructure

South Tees Area Supplementary Planning Document May 2018

PLANNING HISTORY

R/2022/0494/FFM Engineering operations associated with the removal of mounds, installation of haul road; temporary bridge over watercourse and associated works Approved 23/09/22

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice and site notice and neighbour notification letters.

As a result of the consultation period one written response has been received raising the following comments:

- Recognise and support the ambitions of Teesworks operators to minimise the overall carbon footprint for the site
- Not convinced the Design and Access statement accurately reflects the status of the land
- Development will result in a loss of trees, shrubs and grassland that provide a habitat for flora and fauna
- Would like written undertaking from Teesworks that the recommendations in the ecology reports will be undertaken
- No mention of Teesside Wildlife Trust who manage the neighbouring nature reserve

Ward Members (25/11/2022)

Councillor Sue Jeffery - I would like to object on this proposal in it's current form for the following reasons:

It could undermine the provision of local bus services, the shuttle bus to the Teesworks site has recently been cancelled after one year because there is no funding.

Disadvantage people who depend on buses because they do not have use of a car to access a Park & Ride.

Increase rather than decrease carbon emissions, both in construction and use.

Attract additional traffic to the local road network Have negative social benefit, Undermine the business case and viability of any extended bus services for our borough to be provided through the recently agreed TVCA Bus

Partnership Damage the Coatham Nature reserve - I note that the Tees Valley Wildlife Trust, responsible for the reserve is not a consultee.

I would be grateful if this application could be considered by the Planning Committee which I would like to attend to present these issues.

Natural England (22/11/22)

No objection - subject to appropriate mitigation being secured

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of Teesmouth and Cleveland coast (T&CC) special protection area and Ramsar site, <https://designatedsites.naturalengland.org.uk/>.*

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required / or the following mitigation options should be secured:

- the mitigation measures set out in the appropriate assessment (dated September 2022) for this development proposal.*

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

National Highways (10/11/22)

Offer no objection

Northumbrian Water (07/11/22)

I can confirm that at this stage we would have no comments to make, as no connections to the public sewerage network are proposed in the application documents and the application documents indicate that surface water will discharge to the existing watercourse. Should the drainage proposal change for this application, we request re-consultation.

Network Rail (20/12/22)

No objection in principle to the development, but there are some requirements which must be met

Cleveland Police ALO (01/12/22)

In relation to this application, I recommend applicant contact me for any advice, guidance I can offer in relation to designing out opportunities for crime and disorder to occur at proposed facility. This includes guidance on layout, surveillance, lighting and cctv.

**Redcar and Cleveland Borough Council (Development Engineers)
(23/01/23)**

Highways

The application seeks permission for 1254 car parking spaces including 30 motorcycles, 45 mini bus/van, 30 disabled users, 150 EV, 80 cycle & 8 shelters and 14 staff car parking spaces. There is to be 24 bus movements each way during shift change which will use highway access to NZT project during construction phase. The application is to enhance the operational workforce commuting into the Teesworks area, in principle it is deemed acceptable in terms of highways and the impact on the surrounding network. The design of the internal layout is considered suitable for all modes of transport by way of a segregated cycle way and footway from both directions into the P&R site. The highway works further include a left in left out at Ennis Road incorporating a new slip lane exit from the A1085.

The application is supported by drawings and a TA, highways would request confirmation of the following points prior to permission being granted or by way of condition.

Prior to the commencement of development the applicant will be expected to enter into a S278 agreement is required for the highway alterations within the adopted highway. Additionally, a traffic signal phasing model shall be included within the design to limit the disruption to cycle way and pedestrian users along A1085.

The highway boundary will be required to be extended through a legal agreement under a S38 agreement to incorporate the last loop detector on the proposed junction.

The current speed limits on the A1085 should be considered. the site appears to straddle both a 70mph, national speed limit eastbound reducing to 40mph and also the development extends the central reservation from hatching to grassed central reserve therefore increasing the speed limit of the road to 70mph. It is suggested that the speed limit should be reduced from 70mph on the eastbound approach to the new signalised junction and the 40mph westbound is extended across the signalised junction. This will need to be supported by a TRO (Traffic Regulation Order) all costs to be borne by the applicant.

Transport Assessment

Walking and Cycling - the design seems to satisfactorily accommodate walking from Dormanstown & Redcar. It will be preferable for the ped & cycle stage over the A1085 to be in one movement to expedite journey times for these modes. TVCA are promoting the South Bank to Redcar cycle route along the northern side of the Trunk Road. It is preferable that the signal design allows pedestrians and cyclists to cross the new entry and exit lanes from the P&R, in one or two stages rather than up to four stages as

shown. This will reduce the vehicle capacity in/out of the site when this ped & cycle stage is called. As such highways would require a condition relating to a traffic signal phasing model, to be submitted to and approved, for all road users including peds and cyclists.

Cycling – it is noted that 80 spaces in 8 shelters will be provided, there is potential ability to extend if demand requires it. Confirmation is required to detail if changing & possessions storage facilities will be available at the place of employment or at the P&R?

It would be desirable for public transport links including Bus and Rail services to accommodate access for workers who choose to arrive by bus/rail, particularly at shift change.

Traffic – It is acknowledged that peak times are 6-7am morning peak and evening peak 6pm-7pm, which are outside the peak time on the existing highway network. (It is expected that the P&R peak time will be 6-7am and 7-8pm)

A strong travel plan commitment will be required from operators of Teeswork site in future planning applications for development within site, to assist in reducing single car occupancy trips especially at a journey time when public transport may be less frequent.

For the avoidance of doubt conditions are required for the following:

S38 and S278 agreements

Prior to the commencement of development, details showing works or alterations to the adopted highway shall be agreed under S278 of the Highways Act 1990, additionally details of the traffic signal phasing shall be included within the design to ensure limited disruption to the cycle crossing arrangements on to A1085 should be submitted and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details.

REASON: To ensure suitable access to the site in relation to highways safety in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to the access arrangements to the site.

Construction Management Plan

Construction Management Plan - A Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for:

- (i.) construction vehicle access and routing,*
- (ii.) any temporary traffic management/signage,*
- (iii.) wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,*

- (iv.) contractor and visitor parking clear of the highway,
- (v.) highway safety considerations,
- (vi.) turning, loading and unloading of plant and materials and
- (vii.) hours of deliveries

Details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

REASON: To safeguard the construction period of the development and in the interests of maintaining highway efficiency and safety in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to site preparation.

**Redcar and Cleveland Borough Council (Local Lead Flood Authority)
(24/11/22)**

The LLFA have reviewed the application submitted and at present there is insufficient information to fully assess the application and we require our standard conditions LLFA1, 2 and 3 are required to fully assess the application.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land) (07/11/22)**

I note that a ground investigation note, and plan have been submitted in support of this application.

The note states that a report will be prepared including a Generic Qualitative Risk Assessment (GQRA). This GQRA will assess the risk to human health and environmental receptors which may be posed by the development. Should the GQRA identify unacceptable risks, further assessment (a Detailed Quantitative Risk Assessment) or remedial strategy will be developed and submitted to Redcar and Cleveland Borough Council for review. If required, the remedial strategy will detail works to be carried out to further assess or mitigate any identified risks, together with a methodology to validate how such works have been completed successfully.

In order to minimise the environmental impact, I would recommend the inclusion of the standard contaminated land condition onto any planning permission which may be granted:

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance) (07/11/22)**

I note the proposed development is in close proximity to commercial development in Limerick road who could be affected from potential for dust to affect existing properties from construction and earth working activities.

In order to minimise the environmental impact, I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

- Prior to the commencement of construction details of a dust/asbestos mitigation strategy for the construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The approved strategy shall be implemented in its entirety and maintained throughout the period of construction.*

REASON: In the interests of neighbour amenity

Redcar and Cleveland Borough Council (Strategic Assets) (08/11/22)

It is noted that there may be a potential requirement for land owned by Redcar and Cleveland Borough Council at the junction of Trunk Road and Ennis Road to facilitate the widening of the carriageway, of which the land does not form part of the adopted highway. At present no agreement has been sought or entered into with the Council for such works.

Redcar and Cleveland Borough Council (Arborist) (02/11/22)

All tree-related operations really must be adhered to and wherever possible additional tree planting should take place alongside all other environmental prescription advised for a net gain in biodiversity across the wider site and complete protection of any protected species and associated habitat. A site meeting for assurance would be useful.

Redcar and Cleveland Borough Council (Archaeology Consultant NEAR) (13/12/22)

Our comments relate to the submitted archaeological WSI, which follows an established format but which should be amended before it is accepted as the basis for adequate monitoring and evaluation of the site in advance of ground levelling for the development.

Attached is a copy of the WSI with particular sentences and phrases struck-through in red, together with a list of amendments (referring to paragraphs in the draft WSI) suggested to make the draft acceptable.

(a) The main point requiring attention is the notion that the archaeological monitoring of geotechnical test pits will determine the need for archaeological evaluation. On the contrary, archaeological evaluation is required, but its nature and extent will be informed by the results of the monitoring. (As per the condition attached to planning permission R/2020/0823/ESM.) Amendments to this effect are suggested in the list of amendments attached to this email

(b) At paragraph 5.1 the WSI currently refers to a site not comprised in the application, i.e. it includes text from another WSI for South Bank. This should

be deleted and replaced with appropriate wording applicable to the Steel House site.

(c) Other suggested amendments in the list of amendments should be attended to by amending the draft WSI (these have been kept to a minimum to ensure that they can be agreed).

(d) The WSI should also recite on the frontsheet (or in the introduction) the planning application in relation to which it is submitted. At present it appears to be submitted in relation the earlier application only.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety
- The impacts on Flood Risk
- The impacts on Ground Conditions, Contamination and Nuisance
- The impacts on Ecology

The principle of development

The application site falls under different Local Plan policy designations, including those covered by Policies SD3 (Development Limits), LS4 (South Tees Spatial Strategy), ED6 (Promoting Economic Growth), N2 (Green Infrastructure), N3 (Primary Open Space) and N4 (Biodiversity and Geological Conservation).

The applicant within their covering letter has provided a summary of the relevant parts of the site that are covered by the various designations. The summary states;

1 All of the site falls within the area designated as the South Tees Development Corporation Area (Policy LS4/ED6), within the 6km Special Protection Area ('SPA') buffer zone (Policy N4) and within the Restoration Landscape designation (Policy N1).

2 The majority of the site, with the exception of the north western corner, is designated in the Local Plan as a 'Green Wedge' (Policy N2), a 'Restoration Landscape Area' (Policy N1) and lies outside of the development limits (Policy SD3), as defined on the Local Plan proposals map.

3 The eastern edge of the site is subject to the same designations as those set out under point 2 and lies within the Coatham Marsh Local Wildlife Site ('LWS') (Policy N4) and Coatham Marshes Primary Open Space (N3).

4 The north western corner of the site, falls within an area designated in the Local Plan as a Protected Employment Area (Policy ED6).

5 The southern part of the site falls within an area designated as a Strategic Landscape Area (Policy N2).

SD3 (Development Limits)

It is acknowledged that the site falls outside development limits (SD3) as identified on the Redcar and Cleveland Local Plan Policies Map. Policy SD3 seeks to restrict development beyond limits to exceptional criteria. These exceptions are set out in Policy SD3 as follows;

- a. an appropriate diversification or expansion of an existing agricultural or forestry activity;*
- b. a recreation or tourism proposal requiring a countryside location;*
- c. facilities essential to social and community needs;*
- d. housing essential for farming, forestry or the operation of a rural based enterprise;*
- e. housing meeting the rural exceptions policy, as set out in Policy H4:*
- f. isolated single dwellings that are of exceptional quality and incorporate innovative design features, reflecting the highest standards in architecture and sustainability;*
- g. a suitably scaled extension to an existing building;*
- h. development required to ensure the conservation and, where appropriate, enhancement of assets of historical significance;*
- i. other development requiring a countryside location due to technical or operational reasons; and*
- j. redevelopment of previously developed land, provided that the site is not of high environmental value and is, or can, be made accessible by sustainable modes of transport.*

The proposed park and ride is required to be in this location due to the proximity to the Teesworks site and to allow suitable access from the Trunk Road. The provision of a park and ride for the wider Teesworks site is required for operational reasons in order to reduce the amount of traffic going through the gate house, the amount of traffic within the site and to reduce the car parking requirements for individual development throughout the Teesworks site. The proposal therefore accords with criteria i of policy SD3 of the Local Plan.

N2 (Green Infrastructure)

The site is situated within the Green Wedge as defined on the Redcar and Cleveland Local Plan Policies Map. The specific Green Wedge is situated between the eastern edge of the Teesworks site and the western edge of Redcar.

Policy N2 describes Green Wedges as *areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; are valuable for local amenity, recreation and wildlife.* Policy N2 states that development within Green Wedges will only be allowed where:

- i it would not result in physical or visual coalescence of built-up areas;*
- ii it would not adversely impact on local character or the separate identity of communities;*
- iii it would not adversely impact on recreational opportunities;*
- iv it would not adversely impact on biodiversity; and*
- v proposals are in accordance with Policy SD3.*

The proposed development will provide a car park and associated infrastructure in a location that has historically been characterised by industrial operations particularly to the north and west. The application does not propose any form of development that would change this character with the car park proposed to serve the wider industrial Teesworks site with the land to the east including the Wildlife Trust land remaining after the creation of the car park. The site will remain inaccessible to the general public for recreation purposes as is currently the case and therefore the development does not contribute to an adverse impact on recreational opportunities. Impacts upon biodiversity are further addressed below in the report.

The proposed development is therefore considered to satisfy criteria i to iv set out above in relation to development within a Green Wedge. It is acknowledged that any development is also required to accord with Policy SD3, as discussed above the proposal accords with criteria i of policy SD3.

Notwithstanding the above assessment of the criteria that allows for development within a Green Wedge, it should also be noted that the overall size of the Green Wedge within which the development is proposed is 217ha with the application site being 11.6ha. The proposed development would therefore result in a loss of approximately 5% of the total area of the Green Wedge from the southwest corner.

Policy N2 (f) also seeks to protect Strategic Landscape Areas particularly along key transport corridors, between residential and employment areas and on the edge of settlements. The section of the A1085 Trunk Road where the proposed access/egress points would be established to support the development are situated within a Strategic Landscape Area. It is however considered that through the provision of suitable landscape mitigation and the relatively minor alteration along this section of the A1085 will result in the development complying with part (f) of Policy N2 (Green Infrastructure).

N4 (Biodiversity and Geological Conservation)

Policy N4 states that priority will be given to protecting internationally important sites including the Teesmouth and Cleveland Coast SPA. Any development that is likely to have a significant effect on the SPA is required to be subject to an Appropriate Assessment. Policy N4 states that;

Development requiring an Appropriate Assessment will only be allowed where it can be determined that, taking into account mitigation, the proposal would not result in an adverse effect on the SPA's integrity, either alone or in combination with other plans and projects.

The application as required by Policy N4 has been supported by a Shadow HRA which includes an Appropriate Assessment which is discussed further below in the report within the ecology section.

LS4 (South Tees Spatial Strategy) and ED6 (Promoting Economic Growth)

Policy LS 4 sets out a series of key economic, environmental and connectivity objectives for the South Tees area within which the application site is located. The criteria that are considered to be most relevant to the proposed development are:

- 'a. deliver significant growth and job opportunities through the South Tees Development Corporation and Tees Valley Enterprise Zone at Wilton International and South Bank Wharf;*
- b. support the regeneration of the South Tees Development Corporation area through implementing the South Tees Area Supplementary Planning Document;*
- k. enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;*
- n. support the extension of the road network to unlock the development potential of South Tees;*
- s. maintain and improve public transport connectivity with settlements in the Borough and beyond;*
- u. maintain and enhance walking and cycling routes from nearby towns to the South Tees employment areas; and*
- y. protect European sites, and safeguard and improve sites of biodiversity interest particularly along the River Tees and the estuary and encourage integrated habitat creation and management.*

The proposed development is therefore considered to provide support in the above objectives being met. The development is therefore considered to comply with the broad aims of Policy LS4 (South Tees Spatial Strategy) of the Redcar and Cleveland Local Plan.

Policy ED 6 protects land within existing industrial estates and business parks. The allocation includes a section of the site in the north-western corner of the application site, while the land to the west including the remainder of the Teesworks site falls under the allocation. The allocation provides for employment uses and suitable employment related sui generis uses, with specific policy support for proposals which positively contribute towards growth and regeneration. It is acknowledged that the proposed scheme does not directly provide employment uses, however, it is considered to support the

development of such uses within the wider Teesworks area and therefore contribute towards industrial development in the short and medium term. The development is therefore considered to comply with Policy ED6 (Promoting Economic Growth) of the Redcar and Cleveland Local Plan.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

The application site is surrounded almost entirely by existing industrial land and various commercial uses with the exception being the land to the east that forms part of the local nature reserve.

The proposed works involve the provision of the following as detailed above in the report:

- *A car park, with the following number of spaces:*
 - *1,254 No. car parking spaces;*
 - *30 No. motorcycle parking spaces;*
 - *45 No. mini bus / van parking spaces;*
 - *30 No. disabled parking spaces;*
 - *150 E.V. Charging spaces;*
 - *80 No. Cycle spaces in 8 No. shelters; and*
 - *14 No. staff parking spaces.*
- *A new access road off the A1085 Trunk Road;*
- *Works to the Ennis Road, Trunk Road junction;*
- *Internal roads which include access barriers, drop off/pick up points and two roundabouts;*
- *Security office and induction building;*
- *Amenity building;*
- *Electricity Sub-station and IT building;*
- *Bus shelters, bus stops and holding bus spaces;*
- *Landscaping; and*
- *Drainage infrastructure*

A number of the buildings and structures detailed above have not had detailed designs prepared at this time. The final designs of these will be controlled by way of a planning condition requiring the details to be submitted and approved prior to their installation.

The proposed works are to provide a facility to support future development across the wider Teesworks site. The proposal although of significant scale in terms of a car park is considered to have limited impacts on the character and appearance of the area given the existing character of the site and its surroundings. It is accepted that the development will alter the appearance of the site. The changes however are not considered to be so significant or

detrimental to the area when considered in conjunction with the proposed landscaping proposals. The landscape proposals involve;

- the retention of existing on-site tree planting on the western boundary of the site within Steel House
- the provision of mixed native woodland with heavy standard trees on the northern boundary of the site adjacent to the railway line
- various street trees and amenity grassland planting along the internal road that runs east/west across the site
- the provision of native woodland mix with heavy standard trees and various street trees on the eastern edge of the site along the arterial route into the site from the Trunk Road

Given the retention and provision of additional landscaping the development is not considered to have an adverse impact on the character and appearance of the site and its surroundings.

The proposal is suitable in relation to the proportions, size, scale and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 (General Development Principles) of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings*

The application site as detailed above is surrounded almost entirely by existing industrial land, various commercial uses and recreational land. Given the nature of the proposed development it is considered that there are limited receptors whose amenity might be affected by the proposed development.

To protect the amenity of any neighbouring land users conditions are proposed including the requirement for a lighting scheme for permanent lighting arrangements at the site as well as construction environmental management plans and construction traffic management plans. It is therefore considered that through the implementation of these conditions that the development would not have a significant adverse impact on the amenity of occupiers of neighbouring land and the proposal accords with part b of policy SD4 (General Development Principles) of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location.*

The application has been supported by a Transport Assessment (TA). In assessing the proposed development, the submitted plans and TA have been considered by National Highways and the Council's Development Engineers.

National Highways have advised that they have no objection to the proposed development with regard to the strategic highway network.

The application has been considered by the Council's development engineers with regard to the impact of the development on the local highway network. The engineers note that the application seeks permission for 1254 car parking spaces including 30 motorcycles, 45 mini bus/van, 30 disabled users, 150 EV, 80 cycle & 8 shelters and 14 staff car parking spaces. The development is noted to result in 24 bus movements each way during shift change which will use highway access to the NZT project during the construction phase.

The proposed development is also considered to enhance the operational workforce commuting into the Teesworks area, and therefore in principle the development is one that is considered acceptable in terms of highways and the impact on the surrounding network.

The design of the internal layout is considered suitable for all modes of transport by way of a segregated cycle way and footway from both directions into the Park & Ride site. The highway works further include a left in left out at Ennis Road incorporating a new slip lane exit from the A1085.

It is acknowledged that peak times for shift change at the site are going to take place outside of the peak times on the public highway.

The application as noted earlier in the report has been supported by drawings and a TA. The Council's highways engineers have requested that notwithstanding the information supporting the application that the following points are managed by way of condition.

- *Prior to the commencement of development the applicant will be expected to enter into a S278 agreement is required for the highway alterations within the adopted highway. Additionally, a traffic signal phasing model shall be included within the design to limit the disruption to cycle way and pedestrian users along A1085.*
- *The highway boundary will be required to be extended through a legal agreement under a S38 agreement to incorporate the last loop detector on the proposed junction.*
- *The current speed limits on the A1085 should be considered. the site appears to straddle both a 70mph, national speed limit eastbound reducing to 40mph and also the development extends the central reservation from hatching to grassed central reserve therefore increasing the speed limit of the road to 70mph. It is suggested that the speed limit should be reduced from 70mph on the eastbound approach to the new signalised junction and the 40mph westbound is extended*

across the signalised junction. This will need to be supported by a TRO (Traffic Regulation Order) all costs to be borne by the applicant.

The above points are noted and suitable planning conditions are suggested to ensure the information is submitted to the Local Planning Authority at the appropriate time.

Consideration has also been given through the TA as to the connections the site makes to sustainable modes of transport for those accessing the site. The design accommodates walking from Dormanstown and Redcar which are considered to be the closest centres of population to the site. It has been requested that suitable consideration be given to the phasing of the lights at the entrance/exit to the site to allow for the passage of cycles/pedestrians in one movement and not separate movements across the various stages of the crossing. It is considered that this can be secured through suitable phasing of the lights at the junction by way of a planning condition.

It is noted that 80 spaces for cycles are to be provided within 8 shelters at the site which at this time is considered an acceptable provision. Should however there be a greater demand at the site for such facilities it is considered that based on the layout plan supporting the application that sufficient scope remains for additional facilities to be provided if required. While it is noted that changing & possessions storage facilities are not detailed on the plans, these are likely to be matters that would be more appropriately delivered through individual developments across the Teesworks site and not at the park and ride facility.

Comments have been made with regard to the desire for the development to link into public transport including Bus and Rail services, particularly at shift change. These comments are noted, and while there is potential for commercial bus services to access the site, this is not a matter controlled through this application. Bus services do currently serve the surrounding area, with stops within walking distance of the park and ride facility.

Comments have been made that a strong travel plan commitment will be required from operators of the Teesworks site in future planning applications for development within site to assist in reducing single car occupancy trips especially at a journey time when public transport may be less frequent. This point is noted and should be addressed through individual Reserved Matters applications for individual operators across the Teesworks site.

The application subject to conditions and control measures through the proposed CEMP and Construction Traffic Management Plan raises no issues in terms of highways safety and the application accords with part p of policy SD4 (General Development Principles) and policy TA1 (Transport and New Development) of the Redcar and Cleveland Local Plan.

The impacts on Flood Risk

Part f of policy SD4 states that development will be permitted where it *will not increase flood risk either on site or downstream of the development*. Policy SD7 supports part f of policy SD4 and further sets out requirements for proposals.

The application has been supported by a Flood Risk Assessment. The submitted documentation has been considered by the Council as LLFA.

The submitted FRA considered the site location/proposed development, site topography, site geology and existing drainage at the site. It is acknowledged from flood records in the area there is a history of flood risk along the Trunk Road and around Steel House. This is considered to be from the Ash Gill water course which is a partly culverted water course that flows under the Trunk Road.

The site is situated within Flood Zone 1 on the EA Flood Maps for flooding from rivers and sea, therefore a low risk of flooding from these sources. Consideration has also been given with the FRA with regard to surface water flood risk with modelling taking place for 1 in 30 year, 1 in 100 year and 1 in 1000 year rainfall events. While the modelling indicates potential for ponding within the site as indicated on the EA Maps, it is considered that this can be managed through the implementation of a suitable surface water management plan.

A high level drainage strategy for the site has been developed. Following consultation with the LLFA it is known that a relatively high ground water table exists at the site and it is therefore considered that infiltration to ground is not practicable. It is therefore proposed to discharge surface water to the Ash Gill Beck, that then discharges to the Fleet. To achieve this attenuation will be required at the site. Attenuating surface water discharge will result in the requirement to store surface water on site during extreme rainfall events. In order to provide the attenuation at the site, detailed hydraulic calculations will be required to ensure that the attenuated volumes can be contained on site without placing the site at unnecessary flood risk. Potential solutions for the remainder of the site are considered to include combined drainage kerbs/gullies with oversized pipes. Detailed assessment of proposed drainage options will be undertaken during detailed design of a surface water management plan that can be secured by way of a suitable planning condition.

The advice from the LLFA is therefore that notwithstanding the information submitted within the FRA, further detailed information will be required to ensure a suitable drainage solution is provided at the site with regard to the treatment of surface water. It is considered that this can be achieved by way of suitably worded planning conditions.

The development subject to the discharge of conditions would not have a significant adverse impact on flood risk and the proposal accords with policy SD7 (Flood and Water Management) of the Redcar and Cleveland Local Plan.

The impacts on Ground Conditions, Contamination and Nuisance

The application has been considered by the Council's environmental protection section with regard to both contamination and nuisance.

The application has been supported by a ground investigation note and plan. The information has been considered by the Council's EHO, who has advised that while there is no objection to the information within the report, there remain further work that would need to be carried out to fully characterise the site and any required mitigation. As a result a condition is suggested to ensure this is suitably dealt with. The proposed condition has been agreed with the applicant in advance of the application being determined.

With regard to the generation of any nuisance, consideration has been given to the generation of noise, dust and vibration from the proposed works. It has been agreed that these matters can be dealt with by way of a suitably worded planning condition in the form of a Construction Environmental Management Plan. The wording of the condition has been agreed with the applicant in advance of the application being determined.

The proposed development subject to the implementation of the suggested conditions, the proposal accords with parts b d and n of policy SD4 (General Development Principles) of the Redcar and Cleveland Local Plan.

The impacts on Ecology

Policy N4 of the Local Plan seeks to protect and enhance the Boroughs biodiversity.

The application is supported by an Ecological Impact Assessment, as well as a Habitats Regulations Assessment which have been prepared by INCA.

A desk study has been undertaken as part of the assessment to identify all internationally and nationally designated sites within 10km and 5km respectively.

Designated Sites

The proposed development site does not have any designated nature conservation sites within or immediately adjacent to the red line boundary, however, there are designated nature conservation sites within 10km of the proposed development site. These comprise of the Teesmouth and Cleveland Coast Special Protection Area (SPA), Ramsar site, National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI).

There are also two locally designated sites within 2km of the site, these being Coatham Marsh LWS and Eston Pumping Station LWS.

Protected Notable Species

As part of the submitted Ecological Impact Assessment consideration has been given to the following species with the EIA concluding the following;

Great Crested Newt

GCN is assessed as absent from the surrounding area, following extensive survey effort, and it is therefore considered to be absent from the site, with no realistic potential for it to colonise. GCN is screened out.

Bats

The development would result in the loss of some foraging habitat for Common Pipistrelles bats. The amount of habitat suitable for bats on the site is small compared to the area of suitable habitat across Steel House Lake, Coatham Marsh.

The small adverse impact on impact on the local bat population is assessed as acceptable. The trees to be removed are young mature age with no cavities and no artificial boxes in them. It is assessed that there is minimal likelihood of these trees supporting roosting bats. Bats are screened out.

Reptiles

A survey in 2021 found no evidence of reptiles, therefore they are assessed as absent from the site. Reptiles are screened out.

Otter

Otter does not occur on the application site due to a lack of waterbodies. It is assessed that this species will not be affected. Otter is screened out.

Water Vole

Water vole has not been recorded on the Teesworks site or Coatham Marsh for several years. It is assessed that this species will not be affected. Water vole is screened out.

Birds

The development would result in the loss of a several breeding bird territories including some Red Listed and Amber Listed Birds of Conservation Concern (BoCC). Breeding birds are screened in. It is assessed that non-breeding birds will not be affected, and non-breeding birds are screened out.

Brown Hare

The population of is assessed as likely to be adversely impacted. Brown hare is screened in.

Hedgehog

The population is assessed as likely to be adversely impacted. European hedgehog is screened in.

Common Toad

The population is assessed as likely to be adversely impacted. Common toad is screened in.

Harvest Mouse

This species is assessed as unlikely to occur and is screened out.

Invertebrates

The population is assessed as likely to be adversely impacted. Dingy skipper is screened in.

Other butterflies and moths

The populations of Grayling butterfly, Wall butterfly, Small Heath butterfly and Cinnabar Moth are likely to be adversely affected. These species are screened in.

European Eel

It is assessed that European Eel will not be affected. European Eel is screened out.

Invasive Non-Native Species (INNS)

INNS are screened in due to the presence of a patch of Japanese Knotweed and two Cotoneasters (not identified to species).

Habitats

The Defra Biodiversity Metric 3.1 has been applied to the habitats on the application site. Two types of habitat will be lost Other Neutral Grassland and Other Woodland Broadleaved. Habitats are screened in. A total of 20.24 BDUs will be lost through this development.

Recommendations

The Ecological Impact Assessment identifies that the constraints at the site are required to be addressed. This can be done by both mitigation and compensation.

The proposed migration at the site is proposed to take the form of a Construction Environmental Management Plan and a Sustainable Urban Drainage Scheme. Both of these are to be secured by way of planning conditions that have been agreed with the applicant.

With regard to compensation, this will deal with the residual effects after any mitigation measures are put in place. The proposed compensation at the site will take the form of the provision of Biodiversity Units to replace those lost through the development, this may either be on-site or off site through the wider Teesworks Biodiversity Strategy. The proposal will seek to provide 11.48 BDU's. The compensation will also seek to address the species identified above as being impacted upon through suitable methods. Both of these matters are again addressed by way of suitable planning conditions that will also address the delivery timings of such compensation.

Conclusions

Within the Ecological Impact Assessment the following summary has been provided with regard to impacts on designated sites, species and the summary of the Biodiversity Net Gain position.

With the recommended measures detailed above, the proposed development can be delivered with no overall significant harm to designated sites, Priority Habitats and Priority Species and with no biodiversity loss on the application site. A proposed on-site Landscaping Scheme may supplement biodiversity enhancement.

The application has also been supported by an HRA prepared by INCA. The HRA concludes that the proposed development will not cause adverse effect to the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, either alone or in combination with other plans or projects subject to the provision of the mitigation detailed above.

The proposed development is therefore considered to comply with policies SD4 (General Development Principles) and N4 (Biodiversity and Geological Conservation) of the Local Plan.

Other matters

The draft conditions have been sent to the applicant for consideration and they have agreed to these.

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

CONCLUSION

The site is situated on land within the South Tess area with a section of the northwest corner allocated for employment uses. The site also sits adjacent to further land across the wider Teesworks site that is allocated for employment uses on the Redcar and Cleveland Local Plan Policies Map. It is considered that the proposed development supports the aims of Policies LS4 and ED6.

The works are considered to be of a scale and design that area suitable for the site and its surroundings. The site is within an area allocated for employment related development in the Local Plan and it is considered the works will help facilitate future developments at the Teesworks site.

The application raises no issues in terms of highway safety or impacts from traffic generation as a result from the works subject to the implementation of the proposed conditions.

The application site is in relatively close proximity to sites of ecological importance and consideration has been given to the impacts of the development with regard to these designated sites as well as the more general ecological value of the site. The application has been supported by ecological survey work and an HRA, the recommendations of which are sought by way of planning conditions. Subject to their implementation there are not considered to be ecological issues resulting from the development.

The application site is situated within Flood Zone 1. Conditions have been recommended to ensure the works carried out are appropriate and subject to their implementation there are not drainage issues from the development.

It is acknowledged that the site sits outside the defined limits of development. The proposal accords with criteria i of policy SD3 and along with the retention of the remainder of the Green Wedge to the north and east, the development will not have an adverse impact with regard to the creation of uncontrolled urban sprawl and the loss of distinction between the urban and rural area.

The proposed development is therefore considered to comply with policies within the NPPF and policies SD1, SD2, SD4, SD7, LS4, ED6, N2, N4 and TA1 of the Redcar and Cleveland Local Plan.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000001) received by the Local Planning Authority on 13/10/22

Engineering Layout (STDC_HWY-ATK-LDC-SHPR-DR-CH-000030) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 1 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000033) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 2 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000034) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 3 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000035) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 4 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000036) received by the Local Planning Authority on 13/10/22

Landscape Proposals (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000040) received by the Local Planning Authority on 13/10/22

Landscape Demolition and Protection Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000042) received by the Local Planning Authority on 13/10/22

Landscape Schedule of Areas Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000043) received by the Local Planning Authority on 13/10/22

IT and Electric Substation Floor Plans (Dwg No. TSWK-STCD-STH-PR-DR-C-0004) received by the Local Planning Authority on 13/10/22

IT and Electric Substation Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0003) received by the Local Planning Authority on 13/10/22

Security and Induction Centre Floor Plans (Dwg No. TSWK-STCD-STH-PR-DR-C-0006) received by the Local Planning Authority on 01/11/22

Security and Induction Centre Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0001 Rev A) received by the Local Planning Authority on 01/11/22

Amenity Centre Floor Plan (Dwg No. TSWK-STCD-STH-PR-DR-C-0010) received by the Local Planning Authority on 01/11/22

Amenity Centre Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0002 Rev A) received by the Local Planning Authority on 01/11/22

REASON: To accord with the terms of the planning application.

3. Prior to the construction of any building exceeding damp proof course, details of the external materials to be used in the construction of that building shall have first been submitted to, and approved in writing by the

Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with a timetable, that shall first be submitted to and approved in writing by the Local Planning Authority, 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 similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

5. Unless an alternative phasing is agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (c) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. 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:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring 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 must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The 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.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority in accordance with an alternative phasing scheme. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, 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.

(d) Reporting of Unexpected Contamination

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. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which 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.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to land contamination details which are often the first works on site and relate to site preparation.

6. Prior to the commencement of the development (with the exception of any works associated with remediation works and/or any works associated with site set up), or in such extended time as may be agreed in writing with the Local Planning Authority, details shall be submitted and approved of the surface water drainage scheme and the development shall be completed in accordance with the approved scheme. The design of the drainage scheme shall include;
 - (i) Restriction of surface water greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
 - (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.
 - (iii) Full Micro Drainage design files (mdx files) including a catchment plan
 - (iv) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme and to minimise the risk flooding in the locality.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

7. Prior to the installation of any drainage infrastructure, or in such extended time that may be agreed with the Local Planning Authority, details of a Surface Water Drainage Management Plan shall be submitted and approved by the Local Planning Authority. The Management Plan shall include;
 - (i) The timetable and phasing for construction of the drainage system
 - (ii) Details of any control structure(s)
 - (iii) Details of surface water storage structures
 - (iv) Measures to control silt levels entering the system and out falling into any watercourse during the construction processThe development shall, in all respects, be carried out in accordance with the approved Management Plan.

REASON: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased flooding and contamination of the system during the construction process.

8. Prior to the development first coming in to use a Management & Maintenance Plan for the surface water drainage scheme shall be submitted to and approved by the Local planning Authority; the plan shall include details of the following;

- (i) A plan clearly identifying the sections of surface water system that are to be adopted
- (ii) Where included, arrangements for the short and long term maintenance of the SuDS elements of the surface water system

REASON: To ensure that the surface water drainage infrastructure is maintained to minimise the risk flooding in the locality.

9. No development shall take place until a Construction Environmental Management Plan (CEMP) for the development has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall set out and include the following details:

- i The method to be used to control the emission of dust, noise and vibration from construction works, including any details of any mitigation measures required;
- ii Measures to control the deposit of mud and debris on adjoining public highways
- iii Site fencing and security
- iv Temporary contractors' buildings, plant, storage of materials, lighting and parking for site operatives
- v The use of temporary generators
- vi The arrangement or turning of vehicles within the site so that they may enter and leave in forward gear
- vii A risk assessment of construction activities with potentially damaging effects on local ecological receptors including any measures to protect those receptors during construction
- viii Roles and responsibilities for the implementation of the CEMP requirements and measures.
- iv Invasive Non-Native Species ('INNS') Management Plan

REASON: In the interest of neighbour amenity, highways safety and protection of sites of ecological value in accordance with policies SD4 and N4 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to construction

details which are often the first works on site and relate to site preparation.

10. Prior to the commencement of development, a construction traffic management plan shall be submitted to and agreed in writing with the Local Planning Authority. The scheme hereby approved shall then be implemented in accordance with the construction traffic management plan unless first agreed in writing with the Local Planning Authority.

REASON: To ensure that the development does not have an adverse impact on the highway network in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as the information relates to construction activity and site preparation.

11. Prior to the commencement of development an updated WSI shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until provision has been secured for the completion of the archaeological assessment and analysis referred to in the approved WSI.

REASON: The site may contain heritage assets of local importance that will be destroyed or damaged by the development.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as works on the site would have the potential to destroy or damage any assets of importance.

12. Prior to the installation of any permanent lighting infrastructure, a Lighting Strategy will be submitted to approved in writing by the Local Planning Authority. Thereafter development will be implemented in accordance with the approved details, unless otherwise agreed in writing.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenity of the locality and the appearance of the development.

13. Within 12 months of the grant of this planning permission, an Environment and Biodiversity Strategy shall be prepared and submitted to the local planning authority that confirms the feasibility of providing habitat mitigation and compensatory habitat equivalent to be 11.48 area based biodiversity units, within the site and / or off-site, along with a programme for the delivery of any habitat . The Strategy shall detail the mechanisms required to secure the provision of the identified mitigation and on-going management. That Strategy shall be approved by the local planning authority.

REASON: To establish a framework for biodiversity.

14. Prior to commencement of development details of compensation, including appropriate timeframe for delivery, for Priority Species at the site shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

REASON: To ensure suitable provision of ecological compensation at the site in accordance with Policy SD 4 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: To ensure suitable compensation is provided at the appropriate timeframe as impacts can result following commencement of development.

15. Prior to the commencement of works relating to the proposed access of the A1085, details showing works or alterations to the adopted highway shall be submitted to and approved by the Local Planning Authority. The submission shall include details of the traffic signal phasing that will be included within the design to ensure limited disruption to the cycle crossing arrangements on to A1085. The scheme shall be approved in writing by the Local Planning Authority and completed in accordance with the approved details.

REASON: To ensure suitable access to the site in relation to highways safety in accordance with policy SD4 of the Local Plan.

16. Prior to the commencement of the development (with the exception of any works associated with remediation works and/or any works associated with site set up) plans showing the existing and proposed ground levels over the site together with finished site levels and maximum building heights shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure a satisfactory relationship between existing and proposed buildings in accordance with policy SD4 of the Local Plan.

17. There shall be no site vegetation clearance between March to the end of August unless the project ecologist has first undertaken a checking survey immediately prior to the clearance and confirms in writing to the Local Planning Authority that no active nests are present.

REASON: To conserve protected species and their habitat in accordance with policy N4 of the Local Plan.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted is a satisfactory scheme and therefore no negotiations have been necessary.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0666/RS
LOCATION:	LAND TO REAR OF 44 WESTFIELD AVENUE REDCAR TS10 1HG
PROPOSAL:	DEMOLITION OF EXISTING GARAGES; ERECTION OF 2NO DETACHED DWELLINGS (RESUBMISSION)

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for the demolition of existing garages; erection of 2no detached dwellings at land to the rear of 44 Westfield Avenue, Redcar.

The application is a resubmission following the refusal of a submission for 1 number detached dwelling and 2 number semi detached dwellings (reference R/2021/1086/FF).

The site is located to the rear of 44 Westfield Avenue and is currently a parcel of land providing garaging. The proposal seeks to demolish the existing garages to the site and provide 2 number 3 bedroom detached dwellinghouses. The proposal would be accessed from the access track to the west of the site linking onto West Dyke Road to the south.

The application site is surrounding by dwellings to all sides.

The proposed dwellings would both be three bedroomed two storey detached properties with a living room and dining room / kitchen at ground floor and the bedrooms and bathrooms at first floor. Windows and doors are proposed for the front and rear elevations. No openings are proposed for the side elevations.

The application has been accompanied by a site location plan, site layout plan and proposed elevations and floor plans.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles

OTHER POLICY DOCUMENTS

Design of Residential Areas Supplementary Planning Document (2011)

PLANNING HISTORY

R/2021/1086/FF Demolition of existing garages; erection of 1no detached dwelling and 2no semi detached dwellings . Refused under delegated powers on the 29th June 2022.

The reasons for the refusal were given as:

1. The proposal is considered to fail to afford sufficient amenity to the proposed dwellings and would adversely impact upon the amenity of the neighbouring property through access and egress and therefore falls contrary to the requirements of policy SD4(B) of the Development Plan.
2. The proposal has a substandard access arrangement and fails to demonstrate that it can accommodate the necessary parking provision for the dwellings proposed and that vehicles can be safely turned within the site to allow access onto the highway in a forward gear. The proposal is therefore contrary to the requirements of policy SD4(P) of the Development Plan.

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a site notice and neighbour notification letters.

As a result of the consultation period 12 letters of objection have been received from 9 objectors.

Objections raised relate to:

- Dispute over whether a right of way along the access track exists
- Access suitability for delivery vehicles, ambulances etc
- Impacts of shadowing to neighbouring garden
- Sewage problems to the local drains
- Request for no access through to Westfield Avenue

Redcar and Cleveland Borough Council (Development Engineers)

23/01/2023

Highway would offer no objection to the revised plan (Proposed site and location plan 001 Rev C.) The plan resolves the issue regarding bin collection. It is assumed that the applicant does have right of access onto Westfield Ave, to the west from site. Previous comments apply regarding the status of unadopted land. The parking spaces shall be made available prior to the occupation of the dwellings and retained in perpetuity.

19/12/2022

I refer to the application and would offer the following comments on highway grounds:- the applicant has shown two car parking spaces to serve each dwelling, which satisfies our car parking requirement. The rear of Easson Road and Westfield Avenue is not adopted highway however is suitable for two cars to pass. Refuse collection is kerbside therefore given the location, please ask the applicant where the bins will be presented for collection.

Redcar and Cleveland Borough Council (Housing Area Team) (06/09/2022)

No objections.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar is within the coastal area. The policy confirms that the majority of development would be focused within the urban and coastal areas. Policy SD2 also states that priority will be given to brownfield land in sustainable locations.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits. The site is in a sustainable location and is in close proximity to a range of public transport methods, including bus routes and Redcar Central train station. The site is well connected by the existing road network and pedestrian footpaths.

As a result of the site's location and the proposal the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

The impacts on the character and appearance of the area

Policy SD4 amongst other requirements at criteria J, K and L requires that proposals respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

In this regard the proposed dwellings are of good modern design and would be located to the rear of existing properties. There is a mix in the area of property types in terms of design and materials. The locality is highly sustainable with good access to services. The area is not protected for its character or historic interest and there are no restrictions applicable.

Conditions are recommended in relation to materials to be used in the carrying out the development to ensure the proposal would not adversely affect the character of the area. Conditions are also proposed in relation to boundary treatments to ensure a satisfactory form of development.

The proposal is suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 amongst other requirements at criterion B requires that proposals “will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings”.

The key impacts for consideration of this type of proposal are considered to be, the effects from overlooking, overshadowing, and oppression from size scale and massing.

The proposal has been amended from the previous scheme with two dwellings now indicated. The comments from the neighbour in relation to overshadowing are noted. The plans demonstrate that there would be suitable separation distances to all neighbours taking account of the window locations and room types served.

The proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Policy SD4 criterion P requires that proposals 'provide suitable and safe vehicular access and parking suitable for its use and location'.

The objections raised in relation to the legal rights of way along the access track from West Dyke Road are noted. However, the legal right of access is considered to be a civil issue between the parties laying claim to those rights. Whether those rights exist or not is not a consideration for the planning process the applicant has been made aware of the comments relating to whether a right legally exists. The consideration in planning terms is whether the access as proposed is suitable and safe for its intended use in this location. In this regard the application has been consulted on with the Highways Officer. The Highways Officer raises no objection to the proposal.

As such it is considered that the application is acceptable in this regard with the requirements of Policy SD4 (P) of the Redcar and Cleveland Local Plan 2018.

The impact on biodiversity and geological conservation

The development site is within 6km of the revised Teesmouth and Cleveland Coast SPA and Ramsar Site. In line with policy N4 of the Redcar and Cleveland Local Plan, development within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This is to ensure that adverse effects on the site's integrity can be avoided. The Council have dealt with a number of applications where such a contribution has been sought and secured. The monetary value on these sites has been set at £200 per dwelling.

Unfortunately, there is no viability argument that can be put forward to negate the need for the financial contribution as the policy requirement relates to the Habitats Regulations.

Subject to the payment in relation to the Recreation Management Plan the development is considered to be in compliance with policy N4 of the Local Plan.

Other matters

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

With regard to the concerns raised regarding foul drainage at the site, these have been noted. The applicant has indicated that the drainage will be directed to the main sewer. It is considered that such details would be acceptable and would be suitably controlled by the Water Authority.

Given the nature of the development, the proposed layout and the surrounding land uses, the proposed development is not considered to have an adverse impact on crime prevention or an increase in the likelihood of antisocial behaviour.

CONCLUSION

The application seeks to develop the application site for new housing. The site is located within development limits in the Local Plan establishing the principle of residential development at the site.

It is considered that the design and general layout of the scheme is acceptable. There would not be any adverse effect upon Highways safety or drainage and the application would not pose any other appreciable effects.

The proposal is considered to be acceptable in this regard with policies SD1, SD2, SD3 and SD4 of the Redcar and Cleveland Local Plan 2018 and is therefore recommended, subject to appropriate conditions for a minded to approve decision.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to;

- A. Financial contribution of £400 towards the recreation management plan.
 - B. The following planning conditions;
1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
Location Plan (Reference 001 Rev B) received by the Local Planning Authority on 16.11.2022
Proposed Plans and elevations (Reference 001 Rev 0) received by the Local Planning Authority on 11.08.2022
Proposed site Plan (Reference 001 rev C) received by the Local Planning Authority on 04.01.2023

REASON: To accord with the terms of the planning application.

3. Prior to any development above damp proof course details of the external materials to be used in the carrying out of this permission (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

5. Prior to the first occupation of the development, hereby approved, boundary walls and fences shall have been erected in accordance with a scheme that has first been submitted to and agreed in writing with the Local Planning Authority. The boundary walls and fences shall thereafter be maintained unless the express consent of the Local Planning Authority is given.

REASON: To ensure that any boundary treatments would accord with policy SD4 of the Redcar and Cleveland Local Plan by respecting the character of the site and the surroundings and raising no significant adverse impact on neighbouring occupiers.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

INFORMATIVES

Informative Note: The application site is on/close to land that has been identified as having a history of potential contamination. It is not considered that the development proposed will give rise to 'significant risk' to health or pollution of controlled waters. It is recommended, however, that the attention of the applicant be drawn to the risk of contaminants in, on or under the site.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0799/OOM
LOCATION:	LAND EAST OF LANTSBERY DRIVE LIVERTON MINES LOFTUS
PROPOSAL:	OUTLINE APPLICATION (ALL MATTERS RESERVED) FOR ERECTION OF 48 (NO) INDUSTRIAL UNITS

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Outline consent is sought for the erection of 48 (No) industrial units. The application is for outline only with all matters (access, appearance, layout, scale and landscaping) reserved for future consideration.

The application relates to land east of Lantsbery Drive, Liverton Mines. The site lies to the south of Liverton Mines on Liverton Mines Industrial Estate. The site was previously occupied by an industrial building which burnt down in 2020. At the time of the case officers visit to the site in October 2022 the site was clear of buildings. To the north of the site lie residential dwellings of St Helens Walk, St Leonards Close and St Cuthberts Walk, industrial units lie to the west of the site and agricultural fields to the south and east of the site. Lantsbery Drive is a cul de sac, with the application site lying to the east of the turning circle at the head of the cul de sac. There is an existing public footpath that runs from Lantsbery Drive around the north west corner of the site to St Cuthberts Walk, St Leonards Close and St Helens Walk.

The application site is situated within the defined limits of development and a protected employment site as identified on the Redcar and Cleveland Local Plan Policies Map.

The application has been accompanied by a:

- Site location plan,
- Existing site plan,
- Indicative proposed site plans and 4 unit block plans and elevations
- Planning, Design and Access Statement
- Phase 1 Desk Study and Risk Assessment Report
- Statement of Community Involvement

The application originally proposed a mix of industrial units and live/work units. The live/work element has been removed from the application following advice the proposal was contrary to Local Plan Policy ED6. Further

consultations have been carried out on the 21st and 22nd November 2022 following the change in proposals.

Two revised proposed site plans have been received during the consideration of the application. The indicative plans will not form part of any approval.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
SD7 Flood and Water Management
LS3 Rural Communities Spatial Strategy
ED6 Promoting Economic Growth

PLANNING HISTORY

R/2008/0099/FFM - Erection of 59 no. dwellings with associated infrastructure works – refused – 19/06/2008. Appeal dismissed 31/12/2008

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the first consultation period 5 individual written representations have been received along with a petition containing 108 signatures against the development, the comments are summarised as follows:

- *Live work units would have permitted development rights allowing work element to be extinguished. Permissions should be subject to conditions removing permitted development right.*
- *No amenity space, for children to play, bin storage or drying areas*
- *Site currently commercial/industrial, doesn't lend to family living*
- *Concern on impact on Loftus High Street and regeneration scheme. Shop on Zetland Road moved to industrial unit due to lack of parking and passing trade*
- *Mention of general stores opening on site. Would be detrimental to general current stores and refurbished 'old post office'*

- *Concerns regarding what the units are to be used for*
- *Concerns if any health hazards and impact on the villagers*
- *While building works taking place is their consideration on noise and impact on villagers*
- *Will units/house be available for everyone*
- *Will bus stop still be accessible to the villagers*
- *Concerns regarding impact on property value*
- *Has privacy been taken into consideration with removal of tree line. Everyone will be overlooking an industrial estate*
- *Concerns regarding impact on existing businesses on estate*
- *There are existing empty units, will proposed units be filled or left with empty units*
- *Concerns regarding impact on community which has suffered with recycling plant with flies and rats and impact on health from fire at site.*
- *Object to live to work as our bakery works overnight. This would cause problems with noise for people living in units*
- *Would there be restrictions on amount of space being used for business and residential*
- *Concerned the infrastructure will not cope with increased level of traffic. Minimum of 52 extra cars which could easily be in excess of 100 cars, this is without the wagons and vans servicing 52 businesses*
- *Support growth of business ..will improve the economic and social fabric of the East Cleveland Community*
- *Reservation is residential*
- *Concerns the units will cause noise, dust and pollution harmful to resident's wellbeing*
- *Concerns regarding potential light pollution from security lights*

The second period of consultation following a change in proposals, removing the live/work units received one written representation and a proforma from 17 addresses. The comments are summarised as follows:

- *Concerned the description doesn't match the details submitted on the application form, concerned it may be granted by error of default*
- *Concerned development may undermine work in Loftus, the regeneration scheme*
- *Development in a village, it is overdevelopment and unsustainable, has a sequential test been carried out*
- *Applicant states there is a waiting list for units, can we see evidence. Already planning permission for 5 units granted, Liverton Mines does not need a further 48*
- *48 units excessive, and not feasible. Insufficient bin stores shown*
- *Insufficient space to accommodate large heavy articulated vehicles*
- *No sound buffer between industrial units and adjacent residential units. The noise and odours from what could be heavy industrial, motor, machinery, engineering, forklifts and manufacture would all be severely detrimental to existing local housing*
- *Concerns regarding light pollution*

- *Site not gated, delivery vehicles can arrive any time day or night. Concerns regarding noise disturbance*
- *Lantsbury Drive is overcrowded. Forecourts were blocked with vans, delivery vehicles were struggling to manoeuvre and insufficient parking for visitors. There were a large number of shipping containers being used as ancillary storage for materials and working detritus. Compact nature of proposed development would be similar or worse given the much larger number involved*
- *Objection to units 21, 22, 23, 30, 37, 38, 39, 40, 41, 42, 43, 44 and 45. Due to proximity to the residential properties on the adjacent estate*
- *Surrounding woodland is home to wildlife*
- *Units impact the value of the properties on the estate*
- *If units are to be use 24hrs the noise pollution from vehicles will affect the welfare and mental health of residents on adjacent estate and Cleveland Street*
- *Smell pollution from refuse bins and vehicles*
- *Lighting from units will result in adverse impact on the residents*
- *Concerns regarding height of proposed units, single or two storey. If double then it will be an issue with lack of light to adjacent properties*
- *Residents concerned the public footpath running from the housing estate through to Lantsbury Drive will be removed. Footpath regularly used by residents to get on and off the bus and walk their dogs*
- *Community concerned about drains; will they be connected to the estate's drains*

Loftus Town Council (26/10/2022)

Members object on the basis that the application is inaccurate as this site is on contaminated land. Members object as this area is protected in the local plan as an area of employment - this application introduces living accommodation to the site. Concern there is a lack of residential amenities. Concern that the access road is not suitable for the extra traffic this development will generate. Concern the infrastructure is not in place to support the development - e.g. waste disposal, power and noise. Members consider this is over development of the site. It is requested that this application is categorised as a major application and dealt with by the Regulatory Committee.

Northumbrian Water

11/10/2022

In making our response to the local planning authority Northumbrian Water assesses the impact of the proposed development on our assets and assesses the capacity within our network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/developers.aspx>. At this time the planning application does not provide sufficient detail with regards to the management of foul and surface water from the development for Northumbrian Water to be able to assess our capacity to treat the flows from the development. We therefore request the following condition:

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

How to Satisfy the Condition The applicant should develop their surface water drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely:-

- Soakaway*
- Watercourse, and finally*
 - Sewer If sewer is the only option the developer should contact Northumbrian Water to agree allowable discharge rates and points into the public sewer network. This can be done by submitting a pre planning enquiry directly to us. Full details and guidance can be found at <https://www.nwl.co.uk/developers/predevelopment-enquiries.aspx> or telephone 0191 419 6559. The applicant should then submit a drainage strategy reflecting our recommendations for consideration as part of the planning application.*

Please note that the planning permission with the above condition is not considered implementable until the condition has been discharged. Only then can an application be made for a new sewer connection under Section 106 of the Water Industry Act 1991.

For Information Only Please note that the site lies within drainage area 11-D35. This drainage area discharges to Skinningrove Sewerage Treatment Works, which is not named on the Nutrient Neutrality Budget Calculator.

22/11/2022

I refer you to our previous response to the application, dated 11th October 2022, and can confirm that at this stage we have no additional comments to make.

Cleveland Police (09/12/2022)

With regards to the above application, I recommend applicant/agent contact me for any advice, guidance I can offer in relation to designing out opportunities for crime and disorder to occur at proposed development.

Environment Agency (17/01/2023)

I can confirm that the application (both the superseded and amended plans) fell outside of our remit so we will not be responding

Redcar and Cleveland Borough Council (Housing Area Services) (12/10/2022)

No objection

Redcar and Cleveland Borough Council (Development Engineers) (24/01/2023)

I refer to the application and would offer the following comments from a highway point of view:- This is an outline application for 48 Industrial Units. Whilst all matters are reserved, an indicative layout has been provided. The site utilises the existing adopted highway layout which is to be upgraded to a mini roundabout junction and the proposed road is 7.3m wide with 2 x 2 metre footpaths on both sides.

In principle highways would offer no objection to the extension of industrial estate in an easterly direction, however the horizontal layout/arrangement does not conform to the industrial estate Design Guide standards and therefore conditional approval is recommended upon an acceptable highway layout being submitted and approved.

The site is to be accessed off Lantsbery Drive, which is adopted highway, it is further noted that there is a connecting adopted footpath link northwards towards St Helens/St Curthberts Walk, which should not be obstructed or altered as part of this development. Should the design, when submitted affect the adopted highway further permission under the highways Act 1990 will be required.

Suggested conditions

DETAILED PLANS FOR ROAD AND FOOTWAY LAYOUT

With the exception of investigative works only, there shall be no excavation or other groundworks or the depositing of material on site in connection with the construction of any road, until full detailed engineering drawings that include roads and sewers or any structure that will affect or form part of the highway network have been submitted and approved in writing by the Local Planning Authority, in accordance with the RCBC Design Guide and Specification for industrial estate development.

- (i) *Detailed engineering drawings of the proposed highway layout including;*
 - *Access*
 - *dimensions of any carriageway, footpath, cycleway and any verges*
 - *visibility splays*
 - *proposed site layout, including levels*
 - *lining and signing*
- all surfacing types including kerbing, edging and tactile*
- (ii) *Longitudinal sections of each proposed road*
 - *existing ground level*
 - *proposed channel and centre line levels*
 - *full details of highway surface water drainage proposal*
- (iii) *Full highway construction details including;*
 - *highway cross-sections showing specification for the construction of all proposed carriageways, footways and cycleways*
 - *existing and proposed ground levels*
 - *kerb and edging construction details*
 - *drainage construction details within highway construction*
- (iv) *Details of all proposed street lighting*
- (v) *Completion of all highway works, including any phasing shall be included in a programme submitted to and approved in writing by the Local Planning Authority.*

The development must be carried out in accordance with the approved engineering drawings.

REASON FOR PRE-COMM: To ensure a suitably designed highway scheme in accordance with RCBC Design Guide and Specification.

REASON: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

Construction Management Plan - A Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for:

- (i.) *construction vehicle access and routing,*
- (ii.) *any temporary traffic management/signage,*
- (iii.) *wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,*
- (iv.) *contractor and visitor parking clear of the highway,*
- (v.) *highway safety considerations,*
- (vi.) *turning, loading and unloading of plant and materials and*
- (vii.) *hours of deliveries*

Details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

REASON: To safeguard the construction period of the development and in the interests of maintaining highway efficiency and safety in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to site preparation.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land)**

Comments received 01/11/2022 and 08/12/2022

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I note a Phase I: Desktop Study and Preliminary Risk Assessment Report was submitted in support of the application.

The report states “this risk assessment has been based upon an industrial / commercial end-use” however the proposed scheme includes 16 residential units, so the risk assessment requires additional work based on the proposed residential end use.

The proposed site was the location of a major environmental incident involving a serious fire at the Greenology Plastic Recycling Centre in April 2020.

In order to minimise the environmental impact and to ensure that the site is fully characterised and suitable for the proposed end use I would recommend the inclusion of the full Standard Contaminated Land Condition onto any planning permission which may be granted:

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.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance)**

Comments received 13/10/2022

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I have considered this application in terms of noise from the proposed development affecting the existing residential properties. Due to the development being in close proximity to existing neighbouring residential

properties there is potential for the amenity of existing properties to be affected by construction noise from the development, as well as from operational noise from the proposed industrial units.

Additionally with regard to noise I have considered this application in terms of the amenity of potential future occupiers of the proposed 'live to work units'. I note that the 'live to work' are proposed directly above industrial units. There is therefore significant potential for the amenity of future occupants of the apartments to be affected by operational noise from the industrial units. Finally, I have considered this application in terms of dust from the proposed development affecting existing residential properties. Due to this development being close to existing residential properties there is the potential for dust to affect the amenity of neighbouring properties from construction activities.

In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

-The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.

REASON: In the interest of neighbour amenity.

- Provide a detailed acoustic report, carried out by a competent person, with the current edition of BS 8233/BS 4142 / ProPG: Planning and Noise New Residential Development, to demonstrate the impact of the potential development on nearby residential dwellings. The report must be conducted with due consideration of all relevant standards and, if found necessary, identify any noise mitigation measures necessary, including the selection of any proposed plant/equipment.

REASON: In the interest of neighbour amenity.

- No industrial processes shall be carried out, or plant/machinery/power tools used within the building(s) or within the curtilage of the site before 08:00 and after 18:00pm on Mondays to Fridays and before 08:00 nor after 13:00 on Saturdays, nor at any time on Sundays and Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

- Prior to being brought into end use there shall be a scheme of sound proofing showing measures to deal with sound insulation of walls and floors between the 'live to work' units and adjoining industrial units, submitted to and approved in writing by the Local Planning Authority

The approved scheme shall be implemented prior to the end use of the development and maintained thereafter.

REASON: To ensure the retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the future residential occupants from the proposed development created.

-Prior to the commencement of construction details of a dust mitigation strategy for the construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The approved strategy shall be implemented in its entirety and maintained throughout the period of construction.

REASON: In the interests of neighbour amenity.

Comments received on 22/11/2022

With reference to the above planning application, I would confirm that I have reviewed the amended documentation and have assessed the following environmental impacts which are relevant to the development and would now comment as follows:

I have considered this application in terms of noise from the proposed development affecting the existing residential properties. Due to the development being in close proximity to existing neighbouring residential properties there is potential for the amenity of existing properties to be affected by construction noise from the development, as well as from operational noise from the proposed industrial units.

I have also considered this application in terms of dust from the proposed development affecting existing residential properties. Due to this development being close to existing residential properties there is the potential for dust to affect the amenity of neighbouring properties from construction activities.

In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

- The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.

REASON: In the interest of neighbour amenity.

-Provide a detailed acoustic report, carried out by a competent person, with the current edition of BS 8233/BS 4142 / ProPG: Planning and Noise New Residential Development, to demonstrate the impact of the potential development on nearby residential dwellings. The report must be conducted with due consideration of all relevant standards and, if found necessary, identify any noise mitigation measures necessary, including the selection of any proposed plant/equipment.

REASON: In the interest of neighbour amenity.

- No industrial processes shall be carried out, or plant/machinery/power tools used within the building(s) or within the curtilage of the site before 08:00 and after 18:00pm on Mondays to Fridays and before 08:00 nor after 13:00 on Saturdays, nor at any time on Sundays and Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

- Prior to the commencement of construction details of a dust mitigation strategy for the construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The approved strategy shall be implemented in its entirety and maintained throughout the period of construction.

REASON: In the interests of neighbour amenity.

**Redcar and Cleveland Borough Council (Income and Funding Officer)
(24/10/2022)**

We have a play area we need to reinvigorate with interactive play markings and a general uplift. In principle could we access 106 from this development to progress improvements to the leisure area within Liverton Mines?

Redcar and Cleveland Borough Council (Strategic Planning)

Comments received on 27/10/2022

As shown the Local Plan Policies Map, the application site is inside the development limit boundary and, under policy ED6, it is allocated for employment uses falling within the B1, B2 or B8 use classes. T

The application indicates that the development would be for mix of B2 and B8 uses, and for live-work residential units. As the latter element does not fall within the definition of B (or E) class uses, the proposed development is in conflict with the policy.

ED6 goes on to state: 'Proposals for alternative uses [...] will only be acceptable where they:

- e. would not adversely affect the economic growth and employment opportunities in the area;*
- f. demonstrate that the location of the site is no longer appropriate or viable for alternative employment uses following an active and exhaustive marketing process for a minimum of 12 months;*
- g. would not result in an inappropriate reduction in the supply of land or buildings for employment uses, taking into account the overall amount, range and choice available for the remainder of the plan period and supply of employment land in the future;*
- h. would result in a good standard of amenity for existing and future occupants of land and buildings; and*

i. would not prejudice the operation of neighbouring properties and businesses.

As it has not been demonstrated that all the exceptions criteria would be met, the application is contrary to the development plan and is not therefore supported.

Comments received on 01/12/2022

The application site is inside the development limit boundary, as shown the Local Plan Policies Map, and it forms part of Liverton Industrial Estate. Under policy ED6, the site is allocated for employment uses falling within the B1, B2 or B8 use classes.

The amended site plan states that the development would be for industrial units, which going off the application form would be for 'light industrial' B2 uses, which would therefore accord with ED6.

To be considered acceptable, the outline proposals should also comply with all other relevant policies in the plan. This includes meeting all relevant aspects of overarching development policy SD4, including at part (b.) in relation to not having significant adverse impacts on neighbour or occupier amenity; part (p.) in relation to achieving safe and suitable access and parking which is appropriate to the site location; and in terms of the requirement to achieve a high standard of design quality on all new developments having regard as appropriate to parts (i.) to (r.).

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on contaminated land and nuisance
- The impacts on highways safety
- The impacts on drainage

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is inside the development limit boundary, as shown the Local Plan Policies Map.

The site forms part of North Liverton Industrial Estate. Under policy ED6, the site is allocated for employment uses falling within the B1, B2 or B8 use classes.

The amended site plan states that the development would be for industrial units. The application form states the units would be for 'light industrial' B2 uses, which accords with ED6.

The proposed development is, therefore, supported by the Local Plan and there are no objections to the principle of development.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design

The application is in outline with access, appearance, landscaping, layout and scale reserved for future consideration. Future reserved matters application(s) would include details of proposed buildings/units including internal layouts and elevations, layout of the internal access roads, parking facilities and landscaping.

The application has been supported by an illustrative proposed site plan and elevation drawings of industrial units which illustrates a potential layout for the provision of the proposed units on the site as well as the potential for internal access roads and the retention of existing trees.

The indicative elevational drawings are of a standard design found on industrial estates and in keeping with the neighbouring existing industrial units. With regard to scale, the example of a 4 unit block illustrates the buildings to be 6.2 high which is in keeping with the area.

The site has an existing footpath running around the west and north of the site to the dwellings of St Helens Walk, St Cuthberts Walk and St Leonards Close. There are existing mature trees and vegetation running along the north of the site which should be retained to protect neighbouring amenity. In addition, there is an existing landscaping mound running along the north boundary of the site which should also be retained to protect neighbouring amenity.

It is considered that site is capable of industrial development that would not cause significant harm to the character and appearance of the street scene and which would be capable of according with the relevant aspects of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Residents have objected to the proposals, both the originally proposed live/work units and industrial units and the revised scheme of solely industrial units. Residents have concerns regarding the potential for noise, light and smell pollution, the impact of the development on existing mature trees and vegetation and the close proximity of specific units shown on the indicative site plan to the existing residential units.

As discussed in the previous section, the application is in outline with access, appearance, landscaping, layout and scale reserved for future consideration. Whilst the application is supported by an indicative layout plan, this is submitted for illustration purposes only and details of the internal layout would be required to be agreed at the reserved matters stage. Subsequent applications would be assessed to ensure that the relationship to existing residential and commercial premises and the required level of privacy and amenity within the development is provided.

The indicative site plan raises some concerns regarding the proposed position of some of the units to the north of the site and the close relationship with the existing residential dwellings, particularly 46 St Helens Walk and 58 St Cuthberts Walk, the two closest properties to the site boundary. There is an existing area of mature vegetation to the north of the site and public footpath which is within the red line boundary of the site. The most recent revision D. of the indicative site plan states the trees will remain. The retention of the mature vegetation will help protect the residential amenity of the occupiers of St Helens Walk. The mature vegetation to the north east boundary of the site is outside of the application site boundary. The site has an existing landscaping mound which runs along the north of the site. The mound is currently overgrown, nevertheless it is considered the feature would help protect the amenity of nearby residents and should be retained. The impacts on relation to pollution will be discussed in the next section of this report.

In light of the close proximity of residential dwellings it is considered at reserved matters the number of units may need to be reduced and moved away from existing residential dwellings.

It is considered that the site is capable of industrial development, subject to adequate distances between the proposed development and existing residential dwellings at the reserved matters stage. The site would be capable of not having a significant adverse impact on the amenity of occupiers of existing buildings and according with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on contaminated land and nuisance

Part e of policy SD4 of the Local Plan states that development should *avoid locations which would put the environment, or human health or safety, at unacceptable risk.*

The Council's Environmental Protection and the Environment Agency have been consulted in terms of the impact of the development on the environment. The Environment Agency have no comments to make on either the superceded or revised plans as the scheme falls outside of the agency's remit.

A Phase 1: Desktop Study and Preliminary Risk Assessment Report has been submitted as part of the application. Environmental Protection have assessed the application in terms of land contamination. The team note the site was the location of a major environmental incident involving a serious fire at the Greenology Plastic Recycling Centre in April 2020 and in order to minimise the environmental impact and ensure the site is fully characterised and suitable for the proposed end use recommend the inclusion of a full Standard Contaminated Land Condition onto any planning permission which may be granted. In light of the history and location of the site such a condition is considered necessary and will be included in any approval of the application.

In terms of nuisance, due to the development being in close proximity to existing neighbouring residential properties Environmental Protection consider there is potential for the amenity of existing properties to be affected by construction noise from the development, as well as from operational noise from the proposed industrial units. Several conditions have been suggested, namely a restriction of construction working hours, a restriction on specific operations taking place once operation, the submission of a detailed acoustic report and a dust mitigation strategy for the construction phase. It is considered the conditions are necessary and relevant to the development due to the relationship with the neighbouring residential dwellings.

Subject to conditions the application raises no issues in terms of contamination or nuisance and complies parts b, e and n of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location.*

Discussions have taken place between the applicant and the Council's highway engineers regarding the detail needed for a reserved matters application. The site utilises the existing adopted highway layout which is to

be upgraded to a mini roundabout junction and the proposed road is 7.3m wide with 2 x 2 metre footpaths on both sides.

In principle highways would offer no objection to the extension of industrial estate in an easterly direction, however the horizontal layout/arrangement does not conform to the industrial estate Design Guide standards and therefore conditional approval is recommended upon an acceptable highway layout being submitted and approved.

The site is to be accessed off Lantsbery Drive, which is adopted highway, it is further noted that there is a connecting adopted footpath link northwards towards St Helens/St Curthberts Walk, which should not be obstructed or altered as part of this development. Should the design, when submitted affect the adopted highway further permission under the highways Act 1990 will be required. The Development Engineers have suggested two conditions which will be included should the application be recommended for approval.

Subject to conditions the application is capable of complying with part p of policy SD4 of the Redcar and Cleveland Local Plan with regard to highways safety.

The impacts on drainage

Part f of policy SD4 states that development will be permitted where it *will not increase flood risk either on site or downstream of the development*. Policy SD7 supports part f of policy SD4 and further sets out requirements for proposals.

The site is located within Flood Zone 1. Northumbrian Water have assessed the application and note at this time the application does not provide sufficient details with regarding to the management of foul and surface water from the development. Northumbrian Water therefore request a condition requiring the submission of a detailed scheme of foul and surface water to be submitted prior to commencement of the development. In light of the nature of the proposed works it is considered the condition is necessary and will be included as part of any approval.

Subject to the use of planning conditions the application raises no issues in terms of flood risk and drainage and complies with national policy set out in the NPPF and policy SD7 and part f of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 of the Redcar and Cleveland Local Plan. Cleveland Police Crime Prevent and Architectural Liaison Officer

recommends the applicant/agent contact them for guidance in relation to designing out opportunities for crime and disorder at the proposed development.

The Council's Income and Funding Officer has asked if they can access Section 106 money for improvements to a play area. The comments were received following the first consultation period on the original proposal which included live/work units. The current proposal for solely industrial units is not relevant for play area improvements unlike additional dwelling units and will not be part of any approval.

CONCLUSION

The application site is situated within the defined limits of development as identified on the Redcar and Cleveland Local Plan Policies Map and within a protected employment area. The proposed development is therefore considered to comply with Policy SD3 and ED6.

The application has been assessed with regards to the impact on the character and appearance of the area and with regard to neighbour/residential amenity. Given that the application is in outline detailed consideration of these matters will be given at Reserved Matters stage. The development is therefore considered to comply with policy SD4.

Matters relating to highway safety, drainage, contamination and nuisance, crime prevention have been considered as part of the assessment of the application and have not raised any issues that would prevent the granting of planning permission subject to the imposition of conditions.

Taking the above all of the above into consideration the application is therefore recommend for approval.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. Details of the access, appearance, landscaping, layout and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To reserve the rights of the Local Planning Authority with regard to these matters and required to be imposed pursuant to Sections 91 and 92 of the Planning & Compulsory Purchase Act 2004.

2. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or,

in the case of approval on different dates, the final approval of the last of the reserved matters to be approved, whichever is later.

REASON: Required to be imposed pursuant to Sections 91 and 92 of the Planning & Compulsory Purchase Act 2004.

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

- Site location plan received by the Local Planning Authority on 04/10/2022

REASON: To accord with the terms of the planning application.

4. Prior to the commencement of development plans showing the existing and proposed ground levels over the site together with finished floor levels and maximum building heights shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure a satisfactory relationship between existing and proposed buildings in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as construction activity and site preparation can change existing levels resulting in increased ground levels which the authority needs to consider.

5. Unless otherwise agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (c) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (e) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. 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:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring 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 must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The 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.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, 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.

(d) Reporting of Unexpected Contamination

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. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) and where remediation is necessary a

remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

(e) Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

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.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to land contamination details which are often the first works on site and relate to site preparation.

6. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

7. Prior to the commencement of construction details of a dust mitigation strategy for the construction phase of the development shall be submitted to the Local Planning Authority for approval in writing. The

approved strategy shall be implemented in its entirety and maintained throughout the period of construction.

REASON: In the interests of neighbour amenity in accordance with Local Plan Policy SD4.

8. Prior to the commencement of development, a detailed acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The assessment should be carried out by a competent person, with the current edition of BS 8233/BS 4142 / ProPG: Planning and Noise New Residential Development, to demonstrate the impact of the potential development on nearby residential dwellings. The report must be conducted with due consideration of all relevant standards and, if found necessary, identify any noise mitigation measures necessary, including the selection of any proposed plant/equipment.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval.

REASON: In the interest of neighbour amenity in accordance with Local Plan Policy SD4.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as the development could impact neighbouring amenity which the which the authority needs to consider prior to construction.

9. With the exception of investigative works only, there shall be no excavation or other groundworks or the depositing of material on site in connection with the construction of any road, until full detailed engineering drawings that include roads and sewers or any structure that will affect or form part of the highway network have been submitted and approved in writing by the Local Planning Authority, in accordance with the RCBC Design Guide and Specification for industrial estate development.

(i) Detailed engineering drawings of the proposed highway layout including;

- Access
- dimensions of any carriageway, footpath, cycleway and any verges
- visibility splays
- proposed site layout, including levels
- lining and signing

all surfacing types including kerbing, edging and tactile

(ii) Longitudinal sections of each proposed road

- existing ground level
- proposed channel and centre line levels
- full details of highway surface water drainage proposal

(iii) Full highway construction details including;

- highway cross-sections showing specification for the construction of all proposed carriageways, footways and cycleways
- existing and proposed ground levels
- kerb and edging construction details
- drainage construction details within highway construction
- (iv) Details of all proposed street lighting
- (v) Completion of all highway works, including any phasing shall be included in a programme submitted to and approved in writing by the Local Planning Authority.

The development must be carried out in accordance with the approved engineering drawings.

REASON: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

REASON FOR PRE-COMMENCEMENT: To ensure a suitably designed highway scheme in accordance with RCBC Design Guide and Specification.

10. A Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for:

- (i.) construction vehicle access and routing,
- (ii.) any temporary traffic management/signage,
- (iii.) wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- (iv.) contractor and visitor parking clear of the highway,
- (v.) highway safety considerations,
- (vi.) turning, loading and unloading of plant and materials and
- (vii.) hours of deliveries

Details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

REASON: To safeguard the construction period of the development and in the interests of maintaining highway efficiency and safety in accordance with policy SD4 of the Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to site preparation.

11. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

12. The units hereby approved shall be used for B2 and B8 uses and for no other purpose.

Reason: For the avoidance of doubt and the site is located on an allocated employment site in accordance with Redcar and Cleveland Borough Council Local Plan Policy ED6.

13. No industrial processes shall be carried out, or plant/machinery/power tools used within the building(s) or within the curtilage of the site before 08:00 and after 18:00pm on Mondays to Fridays and before 08:00 nor after 13:00 on Saturdays, nor at any time on Sundays and Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area in accordance with Local Plan Policy SD4.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

INFORMATIVES

1. The number of proposed industrial units may need to reduce due to some concern relating to the proximity of residential dwellings. The reserved matter application will need to allow adequate distance to the dwellings to the north of the site.
2. Informative Note: The existing mound running along the northern boundary of the site and the existing mature vegetation on the strip of land to the north west of the site should be shown on the landscaping details submitted as part of the Reserved Matters Application.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0802/FF
LOCATION:	REAR OF 60 STATION ROAD REDCAR TS10 1DU
PROPOSAL:	CHANGE OF USE AND CONVERSION OF FIRST FLOOR OFFICE SPACE (USE CLASS E) INTO 10 BED HMO (USE CLASS SUI GENERIS) INCLUDING INSTALLATION OF FIRST FLOOR WINDOWS TO SIDE AND VELUX ROOFLIGHTS TO FRONT

[Planning Application Details \(redcar-cleveland.gov.uk\)](https://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for change of use and conversion of first floor office space (use class e) into 10 bed HMO (use class sui generis) including installation of first floor windows to side and velux rooflights to front.

The application relates to rear of 60 Station Road, Redcar. The two storey building is located to the rear of Station Road, Queen Street and Coatham Road. The Grenfell Social Club is located to the west of the site and the existing car park within the site. The first floor is currently vacant and was last used as a gym, although consent was granted last year to convert into offices at first floor and commercial units at ground floor. Work has been carried out at ground floor. The site is located within the defined town centre, whilst having Station Road as the address it sits behind frontage buildings and takes its vehicle access from North Terrace.

This application seeks consent to change the use into a 10 bedroom house in multiple occupation (HMO). The applicant has confirmed the use will be for contractor accommodation occupied by tenants requiring accommodation for work purposes and not as their main residence. The accommodation will contain 10 ensuite bedrooms and a kitchen/dining area. There is a secure area of parking to the west side of the unit which will provide seven parking spaces. The proposals include the installation of three first floor windows on the west facing elevation and four rooflights.

The application has been accompanied by existing and proposed plans and elevations and design and access statement. The proposed plans have altered during the consideration of the application and following discussions with the case officer the applicant has submitted a supporting statement outlining the operation of the HMO as contractor accommodation.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
LS2 Coastal Area Spatial Strategy
ED1 Protecting and Enhancing the Borough's Centres
H6 Houses in Multiple Occupation

OTHER POLICY DOCUMENTS

None

PLANNING HISTORY

R/2021/1060/FF - Change of use of former gymnasium into 4 commercial units with offices at first floor and external alteration – granted – 03/03/2022

L1694/88/UN - Change Of Use Of Vacant Building (last Used For Storage And Auctioning Of Furniture) To Training Centre For The Disabled – granted - 1989

L1641/86/UN - Change Of Use From Former Light Engineering Workshop Into An Auction Room On The Ground Floor With Storage Accommodation At First Floor – granted - 1986

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of neighbour notification letters.

As a result of the consultation period 12 written representations have been received. The comments are summarised as follows:

- *Negative impact on road due to extra volume of cars having parking permits for the area..... not enough parking spaces for people who live in residential parking zone*

- *HMO on Turner Street has windows broken and constantly being raided by the police. Type of housing only has negative impact on area*
- *Too many and with such numbers will not improve the status of the area.... With reputation for anti social behaviour.*
- *High number of HMOs in area, this is a hostel*
- *Will attract unscrupulous people into the area as they are the only people that will live in them*
- *Station Road has tried to promote itself as area of re-development. The Northern Quarter should bring people into area*
- *Buildings will not attract the high earning professionals. They will be cheapest accommodation and not economically benefit the area*
- *Too many HMOs and guest houses. They're all down Turner Street, Queen Street, Henry Street and every other street.*
- *Concerns with existing parking problems*
- *Area growing into welcoming business area, not appropriate for further 'bedsits or cheap housing. Need luxury apartments or more upmarket housing*
- *Crime and antisocial behaviour is shocking, 10 bed HMO will add to this*
- *Type of housing is extremely low quality. Plans so that landlord can squeeze as much rent out of a property as possible with no regard to quality or standard of living for people renting the rooms*
- *Especially dangerous for women living in these types of HMOs, if mixed men and women*
- *Council's priority should provide quality housing for people who live in the area*
- *House criminals and drug dealers/users. Nothing but problems from HMO across the road*
- *Police and letting agents aren't interested, just cash how for landlords and developers who've no interest in local residents' welfare*
- *HMO not going to improve Station Road, going to increase crime rate, begging and general anti-social behaviour*

Health and Safety Executive (13/10/2022)

Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Redcar and Cleveland Borough Council (Development Engineers) (09/12/2022)

Highways have reviewed the information submitted and would offer no objection to the proposed change of use. In terms of the impact on highways the area to the immediate front of building, named North Terrace is adopted highway however, the access road that leads to Queen Street is unadopted highway. The applicant has provided 7 car parking spaces within curtilage to serve the HMO's however, given that the development is within town centre as identified in the Local Plan, close to public transport links and local

amenities, this is considered acceptable as applied to the previous use. Therefore, there is no objection to the development on highway grounds/

**Redcar and Cleveland Borough Council (Housing Area Services)
(08/11/2022)**

Housing Standards have no objection to the development in principle however the plans lack sufficient detail (room areas) to comment fully. The proposed change of use would result in an HMO subject to mandatory licensing. Schedule 4 of the Housing Act 2004 (as amended) details mandatory licence conditions that includes minimum floor areas for rooms used as sleeping accommodation. The applicant should also be aware of the RCBC Space & Amenity Standards that form an appendix to the licence and ensure that the accommodation (either shared or exclusive use) provides a sufficient degree of living space for any tenant.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance) (01/11/2022)**

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I have considered this application in terms of renovation/conversion noise from the proposed development affecting existing neighbouring residential properties.

I have also considered this application in terms of potential noise transmission between the ground floor commercial units and the proposed first floor accommodation. I note from the application that although the ground floor is currently stated to be vacant, however there is potential for the amenity of future occupants of the proposed first floor accommodation to be affected by noise transmission from the ground floor units.

In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

- The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.

REASON: In the interest of neighbour amenity.

- Prior to being brought into end use there shall be submitted to and approved by the Local Planning Authority details of a scheme of sound proofing showing measures to deal with sound insulation of walls and floors between the adjoining properties submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented prior to the end use of the development and maintained thereafter.

- REASON: To ensure the creation of an environment free from intrusive levels of noise and activity in the interests of the amenity of the future occupants of the accommodation created.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety
- The impacts of biodiversity and geological conservation

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar is within the coastal area. The policy confirms that the majority of development would be focused within the urban and coastal areas. Policy SD2 also states that priority will be given to brownfield land in sustainable locations.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits. The application seeks improvements to the public realm through changes to the surface treatments, road layouts and street furniture. The works are to the existing highway and pedestrian area of the designated commercial centre.

The site is in a sustainable location and is in close proximity to a range of public transport methods, including bus routes and Redcar Central train station. The site is well connected by the existing road network and pedestrian footpaths.

As a result of the site's location and the proposal the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

Policy ED1 criterion f. seeks to support diversity of uses within the centre including a range of uses including residential. It goes on to note that attention will be paid to bringing upper floors back in to use. The principle of an HMO property in this location is acceptable and the proposal would accord with the aims of policy ED1 of the adopted Local Plan.

Policy H6 of the Local Plan relates to Houses in Multiple Occupation and provides that such a use is acceptable subject to 5 criteria. Therefore, subject to compliance with those criteria the proposal is acceptable and should be supported.

Policy H6 states:

“Planning permission for a change of use to a house in multiple occupation will be granted provided:

a. the building is capable of providing the number of units or use proposed to an acceptable standard of accommodation;

b. the property by reason of its size or location, no longer lends itself to use as a single family dwelling;

c. the development will not give rise to conditions prejudicial to residential amenity or adversely impact on the character of the locality;

d. that the development will not give rise to conditions prejudicial to highway safety by reason of additional traffic generation; and

e. the development will not give rise to an over concentration of properties in multiple occupation in the locality.”

Taking each of the criteria of Policy H6 in turn, the building is capable of providing the number of units to an acceptable standard of accommodation. Officer concerns were raised with the agent/application regarding the proposed living conditions and close proximity of neighbouring buildings and the potential lack of amenity for the proposed occupants. The applicant has confirmed the rooms will be rented out to contractors and not used as a person’s sole residential accommodation. A condition restricting the use can be included as part of any approval.

The building has had different uses but not a as a single family dwelling so criterion b does not apply.

Criterion c. and d. will be discussed in the following sections.

In terms of criterion e. local residents have raised concerns regarding the existing number of HMO’s in the area and the problems associated with these developments. On checking planning approvals for the change of use of properties to an HMO there has been three approvals for a large HMO (more than 6 rooms) in the last three years within Redcar (23 Queen Street, 5

Coatham Road and 51 Newcomen Terrace). None of the approvals provide details highlighting the use as contractors accommodation. The applicant has confirmed there is a demand for contractors' accommodation in the area, especially with onsite car parking. Whilst it is acknowledged there is similar accommodation nearby, this accommodation can be restricted to not be a permanent residential dwelling and therefore differs from other buildings in the area. It is considered there isn't a known over concentration of contractor's accommodation in the area and the application is in accordance with criterion e of Policy H6.

The impacts on the character and appearance of the area

Policy SD4 of the Local Plan refers to General Development Principles. Criteria j, k and l require proposals to respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

There are a mix of neighbouring uses which are mainly commercial in nature. Residential units are found at first floor in some properties and several neighbouring buildings are vacant or in need of repair. The proposed alterations to the property will improve the appearance of the area.

Local residents are concerned about the impact of the proposal on the area in terms of anti-social behaviour and associated problems with existing HMO's in the area. The applicant has confirmed they intend to manage the property and will have full ownership over who occupies the property and to deal with any potential problems quickly and efficiently. The applicant is in the process of setting up their existing business on the ground floor so will be able to manage the property closely. The applicant's supporting statement confirms since moving into the building they have seen a substantial reduction in the amount of criminal activity in the area and have installed CCTV and security lighting on the building. The applicant is in discussions about the potential for installing alley gates in the alley north of the property to further reduce criminal activity in the area and eliminate the "rat run" between Queen Street and Coatham Road. Ultimately planning consent cannot control the management of the facility, nevertheless a condition can be included restricting the development to temporary living accommodation which will restrict the use of the property.

The proposals are suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

As discussed in the previous section local residents have concerns regarding the impact of another HMO in the area. It is considered the use of a condition restricting the use to temporary living accommodation will reduce the potential for problems traditionally associated with HMOs. All tenants will have a permanent address elsewhere.

During the consideration of the application, the case officer met with the applicant and agent following concerns regarding the impact of the proposals on the future occupiers of the property due to the limited separation distance between existing windows of the building and neighbouring walls/windows. In light of the discussions relating to the use as contractors' accommodation and the temporary nature of the accommodation it is considered the reduced separation distances are acceptable and will not have a detrimental impact on the proposed occupiers of the first floor sufficient to warrant refusal of the application. The existing window on the south facing elevation of Bedroom 4 will be removed and replaced with a window on the west elevation to prevent overlooking into the neighbouring first floor kitchen on Coatham Road.

The proposed change of use and alterations would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan

The impacts on highways safety

Criteria p of policy SD4 states that developments will be expected to *provide suitable and safe vehicular access and parking suitable for its use and location.*

The proposal includes seven curtilage parking spaces. The Council's Development Engineers have no objection to the proposals. In terms of the impact on highways the area to the immediate front of building, named North Terrace is adopted highway however, the access road that leads to Queen Street is unadopted highway. The applicant has provided 7 car parking spaces within curtilage to serve the HMO's however, given that the development is within town centre as identified in the Local Plan, close to public transport links and local amenities, this is considered acceptable as applied to the previous use. Therefore, there is no objection to the development on highway grounds.

The application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on nuisance

The proposals have been assessed by the Council's Environmental Protection team in terms of impact on nuisance. The team have considered the application in terms of noise from the conversion of the property and the potential noise transmission between the ground floor commercial units and

first floor accommodation. Environmental Protection has suggested a construction hours condition and a condition requiring the submission of a sound proofing scheme. Due to the location of the building and proposed use the conditions are necessary and will be included as part of any approval.

Given the information provided in support of the application, the location of the development site and the proposed end use, the suggested condition is considered to be reasonable and will be attached to the approval. The proposal therefore accords with parts b and n of policy SD4 of the Redcar and Cleveland Local Plan

The impacts of biodiversity and geological conservation

Policy N4 of the Local Plan seeks to protect and enhance the Boroughs biodiversity.

The development site is within 6km of the revised Teesmouth and Cleveland Coast SPA and Ramsar Site. In line with policy N4 of the Redcar and Cleveland Local Plan, development within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This is to ensure that adverse effects on the site's integrity can be avoided. The Council have dealt with a number of applications where such a contribution has been sought and secured.

Unfortunately, there is no viability argument that can be put forward to negate the need for the financial contribution as the policy requirement relates to the Habitats Regulations.

This application proposes 10 bedrooms. The required financial contribution for a temporary accommodation is based on the cost of a 70% occupancy of the 10 rooms. The applicant has agreed to pay the financial contribution should the application be approved, in advance of the decision being issued and therefore the development is considered to be in compliance with policy N4 of the Local Plan.

Other matters

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality as foul drainage from the site flows to Marske Treatment Works which is outside of the catchment area.

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The application would bring a vacant first floor into use. The proposed use would not have an adverse impact on neighbour amenity, highways safety or crime prevention. The proposal would not have an adverse impact on the character

and appearance of the area. The proposal accords with policies SD1, SD3, SD4, ED1, H6 and N4 of the Redcar and Cleveland Local Plan

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to

- A. Financial contribution towards the recreation management plan.
- B. The following planning conditions;

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

- Location and site plans received by the Local Planning Authority on 11/10/2022

- Proposed plans and elevations AMENDED 16 01 2023 received by the Local Planning Authority on 16/01/2023

REASON: To accord with the terms of the planning application.

3. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

4. The external elevations of the extension(s) hereby approved shall be built in materials to match in type, style and colour the external elevations of the existing dwelling/building.

REASON: To ensure that the appearance of the development matches the existing property and would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

5. Prior to being brought into end use there shall be submitted to and approved by the Local Planning Authority details of a scheme of sound proofing showing measures to deal with sound insulation of walls and floors between the adjoining properties submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented prior to the end use of the development and maintained thereafter.

REASON: To ensure the creation of an environment free from intrusive levels of noise and activity in the interests of the amenity of the future occupants of the accommodation created in accordance with Local Plan Policy SD4.

6. The proposed accommodation hereby approved shall be occupied for work/holiday purposes only and shall not be occupied as a person's sole, or main place of residence. The owners/operators shall maintain an up-to date register of the names of all occupiers of individual rooms, and of their main home addresses, and shall make this information available at all reasonable times to the Local Planning Authority.

REASON: To ensure that the approved work/holiday accommodation is not used for unauthorised permanent residential occupation to protect residential amenity in accordance with Local Plan Policy SD4.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

INFORMATIVES

Informative Note: At no point shall the adopted highway be blocked up without the prior consent of the Councils Engineering team who can be contacted on 01287 612536.

AGENDA ITEM 13

Application Number	Location	Proposal	Decision Date	Decision
R/2022/0892/TR	8 COACH HOUSE MEWS NORMANBY TS6 0HE	TREE WORKS - CUT BACK OVERHANGING BRANCHES OF 6 SYCAMORE TREES TO ALLOW LIGHT AND PROPOSED SEATING AREA TO 21 NORMANBY HALL PARK - L/TPO/34	30/11/2022	GRANT CONSENT FOR TREE WORKS
R/2022/0819/LB	10 THE COTTAGES KIRKLEATHAM LANE KIRKLEATHAM TS10 5NN	LISTED BUILDING CONSENT FOR REPAIRS TO INFILLED RECESS TO RIGHT OF CHIMNEY BREAST ON GROUND FLOOR, INSTALLATION OF RECLAIMED RECONSTITUTED STONE FIREPLACE, INSTALLATION OF RECLAIMED HARDWOOD INTERNAL DOORS AND REPAIRS TO SLATE ROOF OVER OUTHouses IN REAR COURTYARD	30/11/2022	GRANT LISTED BUILDING CONSENT
R/2022/0852/FF	12 ELY CRESCENT REDCAR TS10 3PT	TWO STOREY FRONT EXTENSION; PATIO DOORS TO GROUND FLOOR REAR ELEVATION	30/11/2022	GRANT PLANNING PERMISSION
R/2022/0833/FF	POD A CLEVELAND RETAIL PARK TRUNK ROAD SOUTH BANK TS6 6UX	SUB-DIVISION OF EXISTING VACANT BUILDING (CLASS E) INTO 2 RETAIL UNITS (CLASS E) COMPRISING NEW SHOP FRONTS; EXTERNAL ALTERATIONS INCLUDING INSTALLATION OF 2 STEEL ACCESS DOORS; 2 ACCESS GATES WITH DIVIDING FENCING AT SIDE	30/11/2022	GRANT PLANNING PERMISSION
R/2022/0832/FF	UNIT 5 CLEVELAND RETAIL PARK TRUNK ROAD SOUTH BANK TS6 6UX	NEW SHOP FRONT	30/11/2022	GRANT PLANNING PERMISSION
R/2022/0805/RS	12 COLLINGWOOD CHASE BROTTON TS12 2FG	1.5 STOREY DOUBLE GARAGE / EXTENSION WITH NON RESIDENTIAL ROOMS ABOVE (AMENDED SCHEME)	30/11/2022	GRANT PLANNING PERMISSION
R/2022/0801/FF	27 CONYERS COURT BROTTON TS12 2XH	DEMOLITION OF SIDE CARPORT; REPLACE WITH PART TWO STOREY, PART SINGLE STOREY SIDE EXTENSION	30/11/2022	GRANT PLANNING PERMISSION
R/2022/0744/FF	12 COACH ROAD BROTTON TS12 2RW	SINGLE STOREY EXTENSION TO SIDE / REAR WITH EXTENDED ROOF CANOPY TO FRONT WITH DWARF WALL; RENDER FINISH AND BI FOLD DOORS TO REAR	30/11/2022	REFUSE PLANNING PERMISSION

R/2022/0873/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 32 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN AND CONSTRUCTION TRAVEL PLAN) FOR STAGE 12 (PROJECT A) FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0872/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 12 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) OF PLANNING PERMISSION R/2020/0355/FFM FOR STAGE TCPA 6 FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0871/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 11 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) OF PLANNING PERMISSION R/2020/0832/FF (THE DOGGER BANK PROJECT#3 PERMISSION) FOR STAGE TCPA6(A) (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0870/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 6 (HIGHWAY ACCESSSES) OF PLANNING PERMISSION R/2020/0832/FF (THE DOGGER BANK PROJECT#3 PERMISSION) FOR STAGE TCPA6(A) (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	01/12/2022	CONDITION DISCHARGE GRANTED

R/2022/0869/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 6 (HIGHWAY ACCESSES) OF PLANNING PERMISSION R/2020/0355/FFM FOR STAGE TCPA 6 (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0868/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL	SUBMISSION OF DETAILS FOR REQUIREMENT 24 (HIGHWAYS AND ACCESS MANAGEMENT PLAN) FOR STAGE 12 (PROJECT A) FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0854/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 9 (CEMP) FOR STAGE TCPA6(A) OF TCPA#3 OF THE APPROVED DEVELOPMENT OF PLANNING PERMISSION R/2020/0832/FF FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0847/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION, SOUTH OF WILTON INTERNATIONAL, UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 10 (CEMP) FOR STAGE TCPA 6 OF PLANNING PERMISSION R/2020/0355/FFM FOR THE INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL.	01/12/2022	CONDITION DISCHARGE GRANTED

R/2022/0846/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION, SOUTH OF WILTON INTERNATIONAL, UP TO LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 28 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) FOR STAGE 12 OF THE ONSHORE WORKS FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	01/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0758/FF	55 SEVERN DRIVE GUISBOROUGH TS14 8AT	FRONT EXTENSION COMPRISING OF PORCH AND GARAGE EXTENSION	02/12/2022	GRANT PLANNING PERMISSION
R/2022/0863/HN	120 CHURCH LANE ESTON TS6 9QR	DEMOLITION OF EXISTING CONSERVATORY AND REPLACE WITH SINGLE STOREY EXTENSION AT REAR EXTENDING 6.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.57 METRES; HEIGHT TO EAVES 2.55 METRES	02/12/2022	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2022/0557/FF	41 COAST ROAD REDCAR TS10 3NN	LOFT CONVERSION INCLUDING DORMER EXTENSION TO FRONT AND ROOFLIGHT TO REAR	05/12/2022	GRANT PLANNING PERMISSION
R/2022/0726/FF	11 BLACKMORE CLOSE GUISBOROUGH TS14 7LR	CHANGE OF USE OF PUBLIC OPEN SPACE TO RESIDENTIAL GARDEN; CONVERSION OF EXISTING GARAGE TO HABITABLE ROOM AND SINGLE STOREY GARAGE EXTENSION AT SIDE	05/12/2022	WITHDRAWN
R/2022/0883/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 21 (WRITTEN LANDSCAPING SCHEME) IN RELATION TO STAGE 12 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	06/12/2022	CONDITION DISCHARGE GRANTED

R/2022/0882/FF	7 CORTLAND ROAD NUNTHORPE TS7 0JX	DEMOLITION OF EXISTING REAR EXTENSION, SINGLE STOREY FRONT EXTENSION, SINGLE STOREY REAR EXTENSION, REMOVAL OF CHIMNEY, EXTERNAL ALTERATIONS TO WINDOWS AND DOORS AND EXTERNAL RENDER	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0876/FF	24 THE LARCHES TEESVILLE TS6 0DW	DEMOLITION OF SIDE EXTENSION; REPLACE WITH SINGLE STOREY SIDE EXTENSION	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0813/FF	69 OAK ROAD REDCAR TS10 3NS	DEMOLITION OF EXISTING SINGLE STOREY EXTENSION AND CONSERVATORY; SINGLE STOREY EXTENSION AT REAR AND REBUILD SECTION OF TWO STOREY EXTENSION AT REAR; DOORS IN LIEU OF WINDOW AT REAR OF SECOND FLOOR ELEVATION WITH JULIETTE BALCONY; CONVERSION OF DETACHED GARAGE TO HABITABLE SPACE WITH OFFICE AND SHOWER ROOM	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0812/VC	STANGHOW HOUSE LOW STANGHOW ROAD LINGDALE	VARIATION OF CONDITION 2 (APPROVED PLANS) OF PLANNING PERMISSION R/2021/0365/FF FOR REVISED BARN DESIGN	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0809/FF	3 DEEPPDALE ROAD LOFTUS TS13 4RS	TWO STOREY EXTENSION TO FRONT AND SINGLE STOREY EXTENSION TO SIDE	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0776/RS	14 ST JOHNS GROVE REDCAR TS10 2DS	PART SINGLE / PART TWO STOREY EXTENSION; ALTERATIONS TO ROOF INCLUDING DORMER EXTENSION WITH TERRACE AT REAR (RESUBMISSION)	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0774/FF	LAND REAR OF 41 TEDWORTH CLOSE GUISBOROUGH TS14 7PR	CHANGE OF USE OF PUBLIC OPEN SPACE INTO RESIDENTIAL CURTILAGE	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0608/FF	15 BERWICK WALK REDCAR TS10 2LD	TWO DETACHED SINGLE STOREY BUILDINGS TO PROVIDE STUDIO AND WORKSHOP; ALTERATIONS TO DWELLING INCLUDING ROOF OVERHANG TO FRONT & REAR; AND ALTERATIONS TO WINDOWS & DOORS	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0543/FF	39-41 ESPLANADE REDCAR TS10 3AG	CONVERSION AND EXTERNAL ALTERATIONS OF VACANT RETAIL BUILDING FOR SALE OF RENEWABLE ENERGY PRODUCTS INCLUDING E-CO CAFE; NEW SHOP FRONT AND SINGLE STOREY EXTENSION AT SIDE	06/12/2022	GRANT PLANNING PERMISSION
R/2022/0940/LAC	BRAN SANDS JETTY GRANGETOWN	CONSULTATION ON APPLICATION FOR A MARINE LICENCE MLA/2022/00395 BRAN SANDS DEMOLITION WORKS	07/12/2022	No Comment

R/2022/0796/F3	LOFTUS UNITED REFORM CHURCH WEST ROAD LOFTUS TS13 4RH	CHANGE OF USE AND CONVERSION OF VACANT CHURCH (CLASS F1) TO A MIXED USE OF ARTIST STUDIOS, GALLERY AND WORKSHOP SPACE (CLASSES E & F) INCLUDING EXTERNAL ALTERATIONS TO HALF HEIGHT WALLS TO WEST ROAD AND WESTFIELD TERRACE AND REINSTATEMENT OF STONE PULPIT; INSTALLATION OF NEW WINDOWS AT REAR AND REPLACEMENT WINDOWS TO ALL EXISTING WINDOWS EXCEPT EASTERN WINDOW	08/12/2022	GRANT DEEMED CONSENT
R/2022/0717/F3M	REDCAR CENTRAL RAILWAY STATION STATION ROAD REDCAR TS10 1RD	PROPOSED REDEVELOPMENT OF RAILWAY STATION TO INCLUDE REPAIRS, REFURBISHMENT AND INTERNAL AND EXTERNAL ALTERATIONS; CREATION OF 10 COMMERCIAL/RETAIL UNITS (CLASS E) AT GROUND FLOOR WITH ASSOCIATED ANCILLARY ROOMS; W/CS AND REST ROOM FACILITIES; STORAGE UNITS AT FIRST FLOOR; SOLAR PANEL ARRAY TO ROOF; REINSTATE CHIMNEY AND ASSOCIATED WORKS	08/12/2022	GRANT DEEMED CONSENT
R/2022/0718/LB	REDCAR CENTRAL RAILWAY STATION STATION ROAD REDCAR TS10 1RD	LISTED BUILDING CONSENT FOR THE PROPOSED REDEVELOPMENT OF RAILWAY STATION TO INCLUDE REPAIRS, REFURBISHMENT, INTERNAL AND EXTERNAL ALTERATIONS. WORKS TO INCLUDE REMOVAL OF INTERNAL WALLS/PARTITION WALLS TO CREATE 10 COMMERCIAL/RETAIL UNITS; ADDITION OF SOLAR PANEL ARRAY TO ROOF; REINSTATE CHIMNEY AND ASSOCIATED WORKS	08/12/2022	GRANT LISTED BUILDING CONSENT
R/2022/0465/FFM	LAND AT REDCAR RACECOURSE WEST DYKE ROAD REDCAR	ERECTION OF A NEW DISCOUNT FOODSTORE (USE CLASS E) WITH NEW VEHICLE ACCESS, CAR PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS	08/12/2022	GRANT PLANNING PERMISSION
R/2022/0670/FFM	YEW TREE CARE CENTRE YEW TREE AVENUE REDCAR TS10 4QG	DETACHED TWO STOREY CARE HOME (20 UNITS) WITH ATTACHED SINGLE STOREY NURSING HOME (3 UNITS) WITH NEW VEHICULAR ACCESS AND ASSOCIATED PARKING AND LANDSCAPING	08/12/2022	SUBJECT TO S106 AGREEMENT
R/2022/0148/CA	28 MARSKE MILL LANE SALTBURN BY THE SEA TS12 1HR	FIRST FLOOR JULIETTE BALCONY/TERRACE AND SINGLE STOREY EXTENSION AT REAR AND GARAGE WITH DORMER ABOVE AT SIDE	08/12/2022	WITHDRAWN

R/2022/0824/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 3 (WRITTEN LANDSCAPING SCHEME), 5 (FENCING PLAN) 6 (HIGHWAYS AND ACCESS MANAGEMENT PLAN)(HAMP), CONDITION 7 (SURFACE AND FOUL WATER DRAINAGE SCHEME) AND 11 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) FOR STAGE TCPA3(A) OF PLANNING APPLICATION R/2020/0832/FF FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD.	09/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0823/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR FROM THE SOFIA ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL INCLUDING THE CABLE CORRIDOR AND UP TO LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 20 (DETAILED DESIGN), 21 (LANDSCAPING SCHEME), 23 (FENCING PLAN), 24 (HIGHWAYS ACCESS MANAGEMENT PLAN (HAMP)), 25 (SURFACE AND FOUL WATER DRAINAGE SCHEME) AND 32 (CONSTRUCTION TRAFFIC MANAGMENT PLAN) STAGE 5 PART 3 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	09/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0822/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR FROM THE SOFIA ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL INCLUDING THE CABLE CORRIDOR AND UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 3 (WRITTEN LANDSCAPING SCHEME), 5 (FENCING PLAN) 6 (HIGHWAYS AND ACCESS MANAGEMENT PLAN), CONDITION 7 (SURFACE AND FOUL WATER DRAINAGE SCHEME) AND CONDITION 12 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) FOR STAGE TCPA3 PART 3 OF PLANNING PERMISSION R/2020/0355/FFM FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL.	09/12/2022	CONDITION DISCHARGE GRANTED

R/2022/0817/CD	KIRKLEATHAM HALL SPECIAL SCHOOL KIRKLEATHAM LANE KIRKLEATHAM REDCAR TS10 4QR	DISCHARGE OF CONDITION 5 (ARCHAEOLOGY) OF PLANNING PERMISSION R/2021/0503/CA FOR SINGLE STOREY EXTENSION FOR ADDITIONAL CLASSROOMS, SENSORY AND THERAPY ROOMS ON EASTERN ELEVATION (PHASE 1) AND SINGLE STOREY NEW MAIN ENTRANCE/RECEPTION AND EXTENSION TO MAIN HALL ON WESTERN ELEVATION (PHASE 2) INCLUDING NEW PEDESTRIAN ACCESS; ASSOCIATED EXTERNAL WORKS AND COMPOUND SITE	09/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0905/RS	10 FOUNDATION CLOSE REDCAR TS10 2GY	SINGLE STOREY REAR EXTENSION, CONVERSION OF DETACHED DOUBLE GARAGE TO OFFICE ON ONE SIDE INCLUDING WINDOW IN LIEU OF GARAGE DOOR AND BIFOLD DOORS AT SIDE; INCREASE IN HEIGHT OF EXISTING BOUNDARY FENCES WITH NEW BRICKWORK/INFILL FENCE PANELS TO 2M HIGH AT SIDES AND REAR, NEW RAILINGS TO BOUNDARY 1.2M HIGH (AMENDED SCHEME) (RESUBMISSION)	09/12/2022	GRANT PLANNING PERMISSION
R/2022/0834/FF	10 HOMERELL CLOSE REDCAR TS10 2PY	DEMOLITION OF EXISTING CONSERVATORY AND REPLACE WITH SINGLE STOREY EXTENSION AT REAR WITH EXTERNAL RENDER	09/12/2022	GRANT PLANNING PERMISSION
R/2022/0793/FF	15 MOSSDALE GROVE GUISBOROUGH TS14 8JB	DEMOLITION OF REAR CONSERVATORY, SINGLE STOREY REAR EXTENSION, DORMER EXTENSION TO REAR, PITCHED ROOF TO GARAGE, PITCHED ROOF TO FORM PORCH, DORMER EXTENSION AND VELUX ROOF WINDOWS TO FRONT, EXTERNAL ALTERATIONS TO WINDOWS AND DOORS, RENDER TO ALL ELEVATIONS AND ADDITION OF FLUE TO ROOF AT REAR	09/12/2022	GRANT PLANNING PERMISSION
R/2022/0783/FF	8 WINDY HILL LANE MARSKE BY THE SEA REDCAR TS11 7BN	TWO STOREY EXTENSION AT REAR AND DORMER EXTENSION AT FRONT	09/12/2022	GRANT PLANNING PERMISSION
R/2022/0909/RS	179 CASTLE ROAD REDCAR TS10 2LZ	DEMOLITION OF EXISTING EXTENSION AND REPLACE WITH SINGLE STOREY EXTENSION AT SIDE / REAR (AMENDED SCHEME)	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0858/FF	44 SALTSCAR REDCAR TS10 2PH	SINGLE STOREY SIDE EXTENSION	12/12/2022	GRANT PLANNING PERMISSION

R/2022/0848/FF	50 ORMESBY BANK ORMESBY TS7 9EB	TWO STOREY EXTENSION AT SIDE / REAR (AMENDED SCHEME)	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0839/FF	53 SKIPPERS LANE NORMANBY TS6 0HY	SINGLE STOREY OUTBUILDING AT REAR	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0828/FF	11 WILKEN CRESCENT GUISBOROUGH TS14 6DF	PART TWO STOREY AND PART SINGLE STOREY EXTENSION TO SIDE AND REAR	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0825/RS	32 BROADWAY GRANGETOWN TS6 7HW	TWO STOREY SIDE EXTENSION AND PART TWO STOREY, PART SINGLE STOREY REAR EXTENSION (AMENDED SCHEME)	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0775/FF	17 DULVERTON WAY GUISBOROUGH TS14 7BZ	PART SINGLE / PART TWO STOREY EXTENSION AT SIDE; SINGLE STOREY EXTENSION AT REAR; ALTERATIONS TO FRONT PORCH INCLUDING PART RENDERING ON FRONT ELEVATION	12/12/2022	GRANT PLANNING PERMISSION
R/2022/0911/HN	37 GOLDFINCH GARDENS GUISBOROUGH TS14 8LU	SINGLE STOREY EXTENSION AT REAR EXTENDING 7.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.00 METRES; HEIGHT TO EAVES 2.400 METRES	12/12/2022	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2022/0912/PN	WHALE HILL PRIMARY SCHOOL SANDSEND ROAD ESTON TS6 8AD	PRIOR NOTIFICATION UNDER SCHEDULE 2 PART 14 CLASS J (C) OF THE TOWN & COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 (AS AMENDED) FOR PROPOSED INSTALLATION OF 346 SOLAR PANELS ON FLAT ROOFS OF SCHOOL BUILDINGS	12/12/2022	PRIOR APPROVAL NOT REQUIRED
R/2022/0900/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 5 (FENCING AND MEANS OF ENCLOSURE) OF PLANNING PERMISSION R/2020/0832/FF (THE DOGGER BANK PROJECT#3 PERMISSION) FOR STAGE TCPA6(A) (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	14/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0898/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER	SUBMISSION OF DETAILS FOR REQUIREMENT 23 (FENCING AND OTHER MEANS OF ENCLOSURE FOR ONSHORE WORKS) IN RELATION TO STAGE 12 FOR TWO OFFSHORE WIND	14/12/2022	CONDITION DISCHARGE GRANTED

	STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)		
R/2022/0894/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 5 (FENCING) OF PLANNING PERMISSION R/2020/0355/FFM (THE DOGGER BANK PROJECT#1 PERMISSION) FOR STAGE TCPA6 (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL	14/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0885/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 3 (WRITTEN LANDSCAPING SCHEME) OF PLANNING PERMISSION R/2020/0355/FFM (THE DOGGER BANK PROJECT#1 PERMISSION) FOR STAGE TCPA6 (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND	14/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0884/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 3 (WRITTEN LANDSCAPING SCHEME) OF PLANNING PERMISSION R/2020/0832/FF (THE DOGGER BANK PROJECT#3 PERMISSION) FOR STAGE TCPA6(A) (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	14/12/2022	CONDITION DISCHARGE GRANTED

R/2022/0878/FF	38 MARSKE ROAD SALTBURN BY THE SEA TS12 1QN	SINGLE STOREY SIDE EXTENSION	14/12/2022	GRANT PLANNING PERMISSION
R/2022/0875/FF	2 NELSON CLOSE BROTTON TS12 2UD	SINGLE STOREY FRONT EXTENSION	14/12/2022	GRANT PLANNING PERMISSION
R/2022/0859/CA	MIDDLE COTTAGE LIVERTON ROAD LIVERTON TS13 4TB	SINGLE STOREY TIMBER OFFICE/SUNROOM (6M X 3M) WITHIN REAR GARDEN	14/12/2022	GRANT PLANNING PERMISSION
R/2022/0879/HN	19 ROSSETT WAY REDCAR TS10 4FN	SINGLE STOREY EXTENSION AT REAR EXTENDING 4.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.00 METRES; HEIGHT TO EAVES 2.400 METRES	14/12/2022	HOUSEHOLDE R PRIOR APPROVAL NOT REQUIRED
R/2022/0917/TC	98A BELMANGATE GUISBOROUGH TS14 7AQ	FELLING OF A CUPRESSUS CONIFER (T1); REDUCING CANOPY AND RESHAPING OF 2 SILVER BIRCHES (T2 & T3); FELLING OF A CHERRY (T4); FELLING AN ASH TREE (T5)	14/12/2022	NO OBJECTIONS
R/2022/0919/NM	WOODCROSS GATE PHASE 2 LAND OFF FLATTS LANE NORMANBY	NON-MATERIAL AMENDMENT OF PLANNING PERMISSION R/2022/0003/VC TO REVISED PLANNING LAYOUT TO AMEND EXTERNAL BRICK SPECIFICATION DUE TO SHORTAGE OF SUPPLY	14/12/2022	NON MATERIAL AMENDMENT APPROVE
R/2022/0821/FF	6 ROSEDALE CRESCENT GUISBOROUGH TS14 8HZ	PROPOSED FENCE TO BOUNDARY	14/12/2022	REFUSE PLANNING PERMISSION
R/2022/0770/RT	LAND ADJACENT TO 33 BROCKLESBY ROAD GUISBOROUGH TS14 7PX	CREATION OF PATH TO PROVIDE ACCESS TO REAR GARDEN (RETROSPECTIVE)	15/12/2022	GRANT PLANNING PERMISSION
R/2022/0756/CA	MILL FARM SALTBURN ROAD SALTBURN BY THE SEA TS12 1HF	CHANGE OF USE OF RESIDENTIAL GARDEN TO GLAMPING SITE FOR THE SITING OF 1NO SHEPHERDS HUT	15/12/2022	GRANT PLANNING PERMISSION
R/2022/0667/CA	RIFTSWOOD HALL VICTORIA ROAD SALTBURN BY THE SEA	INSTALLATION OF FRENCH DOORS IN LIEU OF WINDOW ON EASTERN ELEVATION (RETROSPECTIVE)	15/12/2022	GRANT PLANNING PERMISSION

R/2022/0978/TR	2A GYPSY LANE NUNTHORPE TS7 0DX	5 DAY NOTICE TO FELL AND REMOVE A SYCAMORE TREE (L/TPO/33)	15/12/2022	RESPONSE SENT
R/2022/0903/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	DISCHARGE OF CONDITION 7 (FOUL AND SURFACE WATER DRAINAGE) OF PLANNING PERMISSION R/2020/0355/FFM (THE DOGGER BANK PROJECT#1 PERMISSION) FOR STAGE TCPA6 (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL	16/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0902/CD	LAND NORTH OF HIGH FARM COTTAGE AND HIGH FARM BUNGALOW AND EAST OF LACKENBY SUBSTATION LACKENBY LANE LACKENBY	DISCHARGE OF CONDITION 7 (DRAINAGE) OF PLANNING PERMISSION R/2020/0832/FF (THE DOGGER BANK PROJECT#3 PERMISSION) FOR STAGE TCPA6(A) (PROJECT A) FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	16/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0901/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 25 (SURFACE AND FOUL WATER DRAINAGE) IN RELATION TO STAGE 12 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	16/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0897/FF	KILTON THORPE SPECIALIST ACADEMY MARSHALL DRIVE BROTTON SALTBURN BY THE SEA	ERECTION OF DETACHED TIMBER FRAMED MODULAR CLASSROOM BUILDING WITH ROOF TOP SOLAR PV ARRAY AND RAMPED ACCESS AT FRONT	16/12/2022	GRANT PLANNING PERMISSION

R/2022/0829/FF	6 ORCHARD WAY ORMESBY TS7 9BU	TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS (DEMOLITION OF EXISTING DETACHED GARAGE AND SINGLE STOREY OFF SHOOT TO REAR)	16/12/2022	GRANT PLANNING PERMISSION
R/2022/0388/FF	THE RIDINGS 13 MILBANK TERRACE REDCAR TS10 1EE	CHANGE OF USE AND CONVERSION OF VACANT OFFICE BUILDING INTO SIX (6) SELF CONTAINED UNITS FOR INDEPENDENT LIVING FOR YOUNG PERSONS INCLUDING COMMUNAL SPACES / OFFICES ON GROUND FLOOR AND SINGLE STOREY EXTENSION AT REAR	16/12/2022	GRANT PLANNING PERMISSION
R/2022/0865/CD	FORMER HOLLYBUSH HOTEL SITE STATION LANE SKELTON-IN- CLEVELAND	DISCHARGE OF CONDITIONS 8 (BOUNDARY TREATMENTS); 10 (LANDSCAPING) & 12 (MATERIALS) OF PLANNING PERMISSION R/2018/0383/FFM FOR ERECTION OF CARE HOME (65 BED) WITH ASSOCIATED PARKING AND LANDSCAPING	19/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0972/SC	LAND AT WILTON INTERNATIONAL	SCREENING OPINION FOR A DATA CENTRE, COMMUNICATIONS BUILDING, OFFICE, STORAGE TANKS, BACK BIO FUEL GENERATORS AND ASSOCIATED ANCILLARY INFRASTRUCTURE	19/12/2022	EIA NOT REQUIRED
R/2022/0841/FF	25 ROSTHWAITE DRIVE SKELTON-IN- CLEVELAND TS12 2WJ	REPOSITIONING OF BRICK BOUNDARY WALL (OVERALL MAXIMUM HEIGHT 2.107M HIGH)	19/12/2022	GRANT PLANNING PERMISSION
R/2022/0800/CA	28 YEARBY ROAD YEARBY REDCAR TS11 8HF	DEMOLITION OF EXISTING GARAGE; SINGLE STOREY SIDE EXTENSION WITH CANOPY TO REAR AND GLAZED ROOF TO JOIN CONSERVATORY; DORMER EXTENSIONS TO REAR	19/12/2022	GRANT PLANNING PERMISSION
R/2022/0736/FF	67 GUISBOROUGH ROAD NUNTHORPE TS7 0JS	FRONT BOUNDARY FENCE 1.6M HIGH	19/12/2022	GRANT PLANNING PERMISSION
R/2022/0630/RT	22 ASKEW DALE GUISBOROUGH TS14 8JG	DORMER EXTENSIONS TO FRONT AND REAR (PART RETROSPECTIVE)	19/12/2022	GRANT PLANNING PERMISSION
R/2022/0861/PNC	13B/C QUEEN STREET & 37 - 41 STATION ROAD REDCAR	PRIOR APPROVAL FOR THE PROPOSED CHANGE OF USE AND CONVERSION OF FIRST FLOOR FROM USE CLASS E TO DWELLINGHOUSES CLASS C3 (2 X 1 BEDROOM APARTMENTS) UNDER TOWN & COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER (AS AMENDED) SCHEDULE 2, PART 3, CLASS MA	19/12/2022	PRIOR APPROVAL REQUIRED AND GRANTED

R/2022/0784/FF	UNIT 8 (RR133) LONGBECK TRADING ESTATE REDCAR MARSKE	CHANGE OF USE FROM VACANT LIGHT INDUSTRIAL UNIT (CLASS E) TO BREWERY AND DRINKING ESTABLISHMENT (CLASS SUI GENERIS)	20/12/2022	GRANT PLANNING PERMISSION
R/2021/0059/FFM	LAND OFF TODPOINT ROAD AND LAND ADJOINING NEW COATHAM CARAVAN PARK WARRENBY REDCAR TS10 5AJ	USE OF VACANT LAND TO FORM NEW CARAVAN PARK (38 PITCHES) INCLUDING NEW VEHICULAR AND PEDESTRIAN ACCESSES; DEMOLITION OF STORAGE ROOM AND EXTENSION TO EXISTING CARAVAN PARK CURTILAGE	20/12/2022	GRANT PLANNING PERMISSION
R/2022/0860/CL	8 SEMMERWATER GROVE REDCAR TS10 1JG	LAWFUL DEVELOPMENT CERTIFICATE FOR PROPOSED SITING OF CARAVAN - HEIGHT BELOW 2.5M	20/12/2022	REFUSE CERTIFICATE OF LAWFULNESS
R/2022/0835/RT	2 SWALLOW CLOSE GUISBOROUGH TS14 8HL	SINGLE STOREY REAR EXTENSION, ALTERATIONS TO WINDOWS AND DOORS INCLUDING DOUBLE DOORS IN LIEU OF WINDOW AT FRONT AND RENDER TO SIDE ELEVATION (PART RETROSPECTIVE)	20/12/2022	REFUSE RETROSPECT IVE CONSENT
R/2022/0899/CD	STABLE HOUSE WATER LANE LOFTUS TS13 4HJ	DISCHARGE OF CONDITIONS 3 (MATERIALS) OF LISTED BUILDING CONSENT R/2021/0702/LB FOR INTERNAL AND EXTERNAL ALTERATIONS OF VACANT OUTBUILDINGS TO FORM RESIDENTIAL HOLIDAY LET	21/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0840/CD	20 HIGH STREET LOFTUS SALTBURN BY THE SEA TS13 4HW	DISCHARGE OF CONDITION 4 (STONE FLAG DETAILS) OF PLANNING PERMISSION R/2021/1005/CA FOR REMOVAL OF TUBULAR RAILINGS; NEW VEHICULAR ACCESS; DRIVEWAY, TURNING AREA; PEDESTRIAN FOOTPATH AND LOW BOUNDARY WALL (0.6M) AT FRONT	21/12/2022	CONDITION DISCHARGE GRANTED
R/2022/0888/FF	"THE WOODSMITH PROJECT" LAND SOUTH OF ANGLO AMERICANS MATERIALS HANDLING FACILITY (MHF) WILTON	ERECTION OF ABOVE-SURFACE TRAINING TUNNEL AND ASSOCIATED WORKS AND 1.8M HIGH SECURITY FENCING	21/12/2022	GRANT PLANNING PERMISSION

R/2022/0874/FF	FLAT 14 THE REGENCY MANSIONS NEWCOMEN TERRACE REDCAR TS10 1AU	CONVERSION OF GROUND FLOOR OF PRIVATE GARAGE INTO 1 SELF CONTAINED APARTMENT INCLUDING INSTALLATION OF NEW WINDOWS IN ALL ELEVATIONS	21/12/2022	GRANT PLANNING PERMISSION
R/2022/0952/TC	ST MICHAELS CHURCH LIVERTON ROAD LIVERTON TS13 4TB	FELLING OF A SYCAMORE TREE (T17)	21/12/2022	NO OBJECTIONS
R/2022/0983/NM	LAND AT LOW GRANGE FARM SOUTH BANK	NON-MATERIAL AMENDMENT OF PLANNING PERMISSION R/2021/0387/RMM TO SUBSTITUTE DRAWINGS UNDER CONDITION 2	21/12/2022	NON MATERIAL AMENDMENT APPROVE
R/2022/0851/FF	FELL BRIGGS FARM GREWGRASS LANE NEW MARSKE TS11 8ED	INSTALLATION OF 24 SOLAR PANELS (2.2M WIDE X 0.9 M HIGH) TO SITE BOUNDARY	21/12/2022	REFUSE PLANNING PERMISSION
R/2022/0538/FF	HIGH BARNABY FARM MIDDLESBROUGH ROAD GUISBOROUGH TS14 6RT	DETACHED GARAGE WITH FIRST FLOOR OFFICE ABOVE AND DORMER WINDOWS TO SOUTH ELEVATION WITH EXTERNAL STAIRCASE AT SIDE	21/12/2022	REFUSE PLANNING PERMISSION
R/2022/0887/AD	2 SITES ON LAND EAST OF ESTON ROAD GRANGETOWN	DISPLAY OF 2 FREE STANDING NON-ILLUMINATED HOARDINGS	22/12/2022	APPROVE ADVERT CONSENT
R/2022/0966/PNA	GRIPPS FARM BROTTON ROAD BROTTON TS12 2QU	PRIOR NOTIFICATION FOR DETACHED AGRICULTURAL STORAGE BUILDING (40M x 11.5M x 7.6M)	22/12/2022	PRIOR APPROVAL NOT REQUIRED
R/2022/0615/FFM	LAND NORTH OF NORTH COTE FARM AND PARK FARM DUNSDALE	RENEWABLE ENERGY GENERATING STATION COMPRISING GROUND-MOUNTED PHOTOVOLTAIC SOLAR ARRAYS WITH PRIMARY SUBSTATION AND CONTROL BUILDING COMPOUND; POINT OF CONNECTION MASTS; INVERTER STATIONS; CABLING; ACCESS GATES; SITE ACCESS; INTERNAL TRACKS INCLUDING ANCILLARY INFRASTRUCTURE, LANDSCAPING AND BIODIVERSITY ENHANCEMENTS	23/12/2022	GRANT PLANNING PERMISSION

R/2022/0947/CD	LAND AT THE LANDFALL OF THE DOGGER BANK C OFFSHORE WIND FARM NEAR MARSKE-BY-THE SEA	SUBMISSION OF DETAILS FOR REQUIREMENT 23 (FENCING AND OTHER MEANS OF ENCLOSURE FOR ONSHORE WORKS) IN RELATION TO STAGE 1 OF THE TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	05/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0945/CD	LAND AT THE LANDFALL OF THE DOGGER BANK C OFFSHORE WIND FARM NEAR MARSKE BY THE SEA	SUBMISSION OF DETAILS FOR REQUIREMENT 25 (SURFACE AND FOUL WATER DRAINAGE) IN RELATION TO STAGE 1 OF THE ONSHORE WORK FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	05/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0924/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 20 (DETAILED DESIGN) IN RELATION TO STAGE 1 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	05/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0907/CD	LAND WEST OF SPRING WOOD ROAD GUISBOROUGH	DISCHARGE OF CONDITION 3 (EXTERNAL MATERIALS) OF PLANNING PERMISSION R/2021/0792/FFM FOR ERECTION OF EXTRA CARE LIVING SCHEME COMPRISING OF A 3 STOREY BLOCK OF 71 APARTMENTS WITH COMMUNAL FACILITIES, 12 SEMI-DETACHED BUNGALOWS, FORMATION OF ASSOCIATED ACCESS, LANDSCAPING AND PARKING	05/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0877/FF	52-52B STATION ROAD REDCAR TS10 1AG	NEW SHOP FRONT, INTERNAL ALTERATIONS AND FIRST FLOOR EXTENSION TO REAR	05/01/2023	GRANT PLANNING PERMISSION

R/2022/1013/TC	WILTON GOLF CLUB WILTON CASTLE LANE WILTON VILLAGE TS10 4QY	5 DAY NOTICE FOR REMOVAL OF BRANCH FROM 1 ASH TREE	05/01/2023	NO FURTHER ACTION
R/2022/0942/TR	BAYSDALE COTTAGE PINCHINTHORPE GUISBOROUGH TS14 8HE	FELLING OF 1 SYCAMORE TREE (L/TPO/49 WITHIN GROUP 4)	06/01/2023	GRANT CONSENT FOR TREE WORKS
R/2022/0958/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR BETWEEN LANDFALL NEAR MARSKE BY THE SEA AND LACKENBY NATIONAL GRID SUBSTATION	RESUBMISSION OF DISCHARGE OF CONDITION 2 (ONSHORE PHASING PLAN) FOR ALL STAGES OF THE TCPA#3 OF PLANNING PERMISSION R/2020/0832/FF FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS AND HAUL ROAD	09/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0957/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR BETWEEN LANDFALL NEAR MARSKE BY THE SEA AND LACKENBY NATIONAL GRID SUBSTATION	RESUBMISSION OF DISCHARGE OF CONDITION 2 (ONSHORE PHASING PLAN) FOR ALL STAGES (TCPA#1) OF PLANNING PERMISSION R/2020/0355/FFM FOR INSTALLATION OF UNDERGROUND HIGH VOLTAGE ELECTRICAL CABLES AND ANCILLARY WORKS WITHIN FIVE AREAS TO CONNECT EXISTING APPROVED DOGGER BANK C AND SOFIA WIND OFFSHORE WIND FARMS AND LACKENBY SUBSTATION AND ASSOCIATED TEMPORARY CONSTRUCTION COMPOUNDS (NO. NINE), HAUL ROAD, FIVE SITE ACCESSSES, CONSTRUCTION OF RETAINING WALL AND REPROFILING OF EXISTING BUND WITH SURPLUS SPOIL.	09/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0956/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR, BETWEEN LANDFALL NEAR MARSKE BY THE SEA AND LACKENBY	RESUBMISSION OF DETAILS FOR REQUIREMENT 18 (ONSHORE PHASING PLAN) STAGES 1, 3, 8, 9, 12 & 15 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	09/01/2023	CONDITION DISCHARGE GRANTED

R/2022/0946/CD	LAND AT THE LANDFALL OF THE DOGGER BANK C OFFSHORE WIND FARM NEAR MARSKE BY THE SEA	SUBMISSION OF DETAILS FOR REQUIREMENT 21 (WRITTEN LANDSCAPING SCHEME) IN RELATION TO STAGE 1 OF THE ONSHORE WORK FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	09/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0923/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 28 (CEMP) IN RELATION TO STAGE 1 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	09/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0953/FF	9 LILAC CRESCENT BROTTON SALT BURN BY THE SEA TS12 2SQ	TWO STOREY FRONT AND SIDE EXTENSIONS	09/01/2023	GRANT PLANNING PERMISSION
R/2022/0928/FF	MAVAL ELECTRICAL ENGINEERING SKIPPERS LANE SOUTH BANK MIDDLESBROUGH TS6 6HA	REMOVAL OF EXISTING ROOF REPLACE WITH NEW RAISED PITCH ROOF WITH CLADDING AND PROFILED METAL SHEETING AND NEW PITCHED ROOF TO FLAT ROOF OFFICE AT SIDE	09/01/2023	GRANT PLANNING PERMISSION
R/2022/0913/FF	4 BEECH ROAD GUISBOROUGH TS14 6JE	DEMOLITION OF EXISTING SIDE EXTENSION AND CONSERVATORY; SINGLE STOREY SIDE AND REAR EXTENSION	09/01/2023	GRANT PLANNING PERMISSION
R/2022/1010/NM	LOFTUS YOUTH AND COMMUNITY CENTRE DUNCAN PLACE LOFTUS TS13 4PR	NON-MATERIAL AMENDMENT OF PLANNING PERMISSION R/2022/0273/F3 FOR THE REMOVAL OF 1 VELUX ROOFLIGHT IN THE LIBRARY EXTENSION ROOF, REMOVAL OF 4 VELUX ROOFLIGHTS IN THE COMMUNITY HALL ROOF, REMOVAL OF 1 VENTILATION COWL TO THE COMMUNITY HALL ROOF AND CLARIFICATION OF TYPE, MINOR RELOCATION OF M&E	09/01/2023	NON MATERIAL AMENDMENT APPROVE

		EQUIPMENT FOR SECURITY/AESTHETIC REASONS, FLATTENING OF THE ZIGZAG PROFILE POLYCARBONATE WALL TO THE COMMUNITY HALL GABLE		
R/2022/0994/TR	2 STAINDALE GUISBOROUGH TS14 8JU	FELL AND REMOVE SCOTTS PINE (T1) AND LARCH TREE (T2)	10/01/2023	GRANT CONSENT FOR TREE WORKS
R/2022/0950/CD	LAND AT THE LANDFALL OF THE DOGGER BANK C OFFSHORE WIND FARM NEAR MARSKE BY THE SEA	SUBMISSION OF DETAILS FOR REQUIREMENT 32 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN AND CONSTRUCTION TRAVEL PLAN) FOR STAGE 1 (PROJECT A) FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	11/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0949/CD	LAND AT THE LANDFALL OF THE DOGGER BANK C OFFSHORE WIND FARM NEAR MARSKE BY THE SEA	SUBMISSION OF DETAILS FOR REQUIREMENT 24 (HIGHWAYS AND ACCESS MANAGEMENT PLAN) FOR STAGE 1 (PROJECT A) FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	11/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0934/FF	14 ERIDGE ROAD GUISBOROUGH TS14 7BJ	NEW PITCH ROOF TO SINGLE STOREY ELEMENT OF HOUSE AT FRONT AND SIDE	11/01/2023	GRANT PLANNING PERMISSION
R/2022/0930/CA	29 RANDOLPH STREET SALTBURN BY THE SEA TS12 1LN	SINGLE STOREY REAR EXTENSION; EXTENSION OF EXISTING UTILITY	11/01/2023	GRANT PLANNING PERMISSION

R/2022/0926/FF	WINDYRIDGE LIVERTON LANE LIVERTON VILLAGE SALTBURN BY THE SEA TS13 4TQ	LEAN TO EXTENSION TO EXISTING AGRICULTURAL BUILDING FOR THE STORAGE OF AGRICULTURAL MACHINERY AND IMPLEMENTS	11/01/2023	GRANT PLANNING PERMISSION
R/2022/0925/PNT	LAND ADJACENT TO EXISTING BUS STOP AND OPPOSITE 11 & 13 MARSKE ROAD SALTBURN	PRIOR NOTIFICATION FOR INSTALLATION OF A H3G STREET POLE (15M HIGH) AND ADDITIONAL EQUIPMENT CABINETS	11/01/2023	PRIOR APPROVAL NOT REQUIRED
R/2022/0982/PNA	GREWGRASS FARM GREWGRASS LANE NEW MARSKE TS11 8EB	PRIOR NOTIFICATION FOR DETACHED AGRICULTURAL WORKSHOP/STORAGE/MAINTENCE BUILDING (30M x 15M x 7.5M) AND ACCESS ROAD WITH CAR PARK	11/01/2023	Prior Notification - refused
R/2022/0951/CD	LAND AT SOUTH TEES DEVELOPMENT CORPORATION EAST OF SMITHS DOCK ROAD AND WEST OF TEES DOCK ROAD SOUTH BANK	PARTIAL DISCHARGE OF CONDITION 31 (DESIGN STATEMENT) FOR PHASE 3 OF OUTLINE PLANNING PERMISSION R/2020/0357/OOM APPLICATION FOR DEMOLITION OF EXISTING STRUCTURES ON SITE AND THE DEVELOPMENT OF UP TO 418,000 SQM (GROSS) OF GENERAL INDUSTRY (USE CLASS B2) AND STORAGE OR DISTRIBUTION FACILITIES (USE CLASS B8) WITH OFFICE ACCOMMODATION (USE CLASS B1), HGV AND CAR PARKING AND ASSOCIATED INFRASTRUCTURE WORKS ALL MATTERS RESERVED OTHER THAN ACCESS.	12/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0922/CD	THE LODGE VICTORIA ROAD SALTBURN BY THE SEA TS12 1JD	DISCHARGE OF CONDITION 3 (WINDOW METHOD STATEMENT); 4 (PROFILE OF WINDOWS) AND 5 (ROOFLIGHT DETAILS) OF PLANNING PERMISSION R/2022/0428/CA FOR INSTALLATION OF 1 NEW WINDOW AND 1 NEW ROOF WINDOW IN NORTH ELEVATION INCLUDING REPLACEMENT OF ALL EXISTING WINDOWS AND DOORS	12/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0842/CD	LAND ADJACENT TO 16 MICKLOW LANE LOFTUS TS13 4JE	DISCHARGE OF CONDITIONS 3 & 4 (MATERIALS); CONDITION 5 (BOUNDARY TREATMENT MATERIALS); CONDITION 6 (SURFACE WATER) AND CONDITION 7 (UNEXPECTED CONTAMINATION) OF PLANNING PERMISSION R/2021/0289/CA FOR DETACHED DWELLINGHOUSE AND SINGLE DETACHED GARAGE	13/01/2023	CONDITION DISCHARGE GRANTED

R/2022/0807/CA	EASTRIFTS VICTORIA TERRACE SALTBURN BY THE SEA TS12 1JE	TWO STOREY EXTENSION TO EXISTING DETACHED GARAGE AT SIDE	13/01/2023	REFUSE PLANNING PERMISSION
R/2022/0818/FFM	COURT GREEN FARM WILTON LANE GUISBOROUGH TS14 6QY	ERECTION OF FOUR DETACHED HOLIDAY-LET CABINS (2X 1-STOREY, 2-BEDROOM UNITS AND 2X 3-BEDROOMS UNITS WITH ACCOMMODATION IN LOFT) WITH ASSOCIATED ACCESS	16/01/2023	GRANT PLANNING PERMISSION
R/2022/1008/LAC	SOUTH TEES SEAGRASS RESTORATION PROJECT	CONSULTATION FROM MARINE MANAGEMENT ORGANISATION (MMO) REFERENCE MLA/2022/00396 FOR A LICENCE UNDER PART 4 OF THE MARINE AND COASTAL ACCESS ACT 2009	16/01/2023	No Comment
R/2022/0777/LB	WEST FLAT GISBOROUGH HOUSE WHITBY LANE GUISBOROUGH TS14 6PT	LISTED BUILDING CONSENT FOR INSTALLATION OF 1 NEW SOUTH FACING WINDOW; REMOVAL OF INTERNAL PARTITION WALL; UTILITY ROOM IN PLACE OF ONE BATHROOM; INTERNAL ALTERATIONS TO SECOND BATHROOM; NEW BOILER POSITION WITHIN ATTIC SPACE; REWIRING AND NEW INTERNAL LIGHTING	17/01/2023	GRANT LISTED BUILDING CONSENT
R/2022/0938/FF	S K CHILLED FOODS LTD NELSON STREET SOUTH BANK TS6 6BJ	DETACHED ENGINEERS WORKSHOP BUILDING	17/01/2023	GRANT PLANNING PERMISSION
R/2022/0937/FF	11 BOOSBECK ROAD SKELTON GREEN SALTBURN BY THE SEA TS12 2DD	SINGLE STOREY REAR EXTENSION	17/01/2023	GRANT PLANNING PERMISSION
R/2022/0933/FF	28 GUISBOROUGH ROAD NUNTHORPE TS7 0LA	BAY WINDOW TO FIRST FLOOR OVER EXISTING BAY WINDOW	17/01/2023	GRANT PLANNING PERMISSION
R/2022/0890/FF	ST ALBANS PRESBYTERY 3 YEW TREE AVENUE REDCAR TS10 4QN	CONVERSION OF GARAGE TO GARDEN ROOM WITH SINGLE STOREY EXTENSION AND BIFOLD DOORS, SINGLE STOREY SIDE EXTENSION WITH BIFOLD DOORS, FRONT PORCH AND REPLACEMENT WINDOWS, RENDER TO MATCH EXISTING AND NEW BOUNDARY WALL WITH BRICK PIERS AND FENCE PANEL INSET (1.5M HIGH)	17/01/2023	GRANT PLANNING PERMISSION

R/2022/0831/CA	GROUND FLOOR 14 MARKET PLACE WESTGATE GUISBOROUGH	CHANGE OF USE AND CONVERSION FROM RETAIL SHOP (CLASS E) TO HAIR AND BEAUTY STUDIO (CLASS SUI GENERIS) INCLUDING INSTALLATION OF NEW SHOP FRONT	17/01/2023	GRANT PLANNING PERMISSION
R/2023/0034/DCO	YORKSHIRE GREEN ENERGY ENABLEMENT PROJECT	NOTICE OF ACCEPTANCE OF APPLICATION FOR A DEVELOPMENT CONSENT ORDER UNDER SECTION 56, PLANNING ACT 2008 (AS AMENDED) REGULATION 8 AND 16 (REF NO: EN020024)	17/01/2023	No Comment
R/2022/0525/LB	OUTBUILDINGS NORTH END OF COTTAGES DOVECOTE CLOSE MARSKE BY THE SEA TS11 6BL	LISTED BUILDING CONSENT FOR THE CONVERSION OF REDUNDANT OUTBUILDINGS TO RESIDENTIAL ACCOMMODATION (4 FLATS), INCLUDING REMEDIATION WORKS TO STRUCTURAL DAMAGE AND ASSOCIATED INTERNAL AND EXTERNAL WORKS	17/01/2023	WITHDRAWN
R/2022/0524/CA	OUTBUILDINGS NORTH END OF COTTAGES DOVECOTE CLOSE MARSKE BY THE SEA TS11 6BL	CHANGE OF USE AND CONVERSION OF REDUNDANT OUTBUILDINGS TO RESIDENTIAL ACCOMMODATION, FOUR ONE-BEDROOM FLATS, WORKS TO INCLUDE INTERNAL AND EXTERNAL ALTERATIONS AND ASSOCIATED PARKING	17/01/2023	WITHDRAWN
R/2022/0987/CD	REDCAR RACECOURSE THRUSH ROAD REDCAR TS10 2BY	DISCHARGE OF CONDITIONS 3 (SURFACE WATER DRAINAGE), 4 (SURFACE WATER MANAGEMENT) AND 5 (SUDS MANAGEMENT & MAINTENANCE) OF PLANNING PERMISSION R/2022/0385/FF FOR CREATION OF A NEW 50 SPACE HORSEBOX CAR PARK INCLUDING NEW VEHICULAR AND PEDESTRIAN ACCESSES OFF WEST DYKE ROAD, 2.5M HIGH BOUNDARY WALL AND ASSOCIATED WORKS	18/01/2023	CONDITION DISCHARGE GRANTED
R/2022/0986/RS	39 PENRYN CLOSE SKELTON TS12 2ND	SINGLE STOREY EXTENSION AT SIDE AND REAR (RESUBMISSION)	18/01/2023	GRANT PLANNING PERMISSION
R/2023/0003/NM	WOODCROSS GATE PHASE 2 LAND OFF FLATTS LANE NORMANBY	NON MATERIAL AMENDMENT TO PLANNING APPROVAL R/2022/0003/VC TO AMEND THE TRADITIONAL WALL TO A GEO RETAINING WALL WITH A FENCE ON TOP FOR PLOTS 1 AND 55	18/01/2023	NON MATERIAL AMENDMENT APPROVE
R/2023/0010/PN	7 ALLENDALE CENTRE ALLENDALE ROAD ORMESBY GRID REF: 453493, 517399	28 DAY NOTICE - INSTALLATION OF FIXED LINE BROADBAND ELECTRONIC COMMUNICATIONS APPARATUS - 2 X 8M WOODEN POLES (6.35M ABOVE GROUND)(NE9YEP35)	18/01/2023	PN Permission Not Required

R/2022/0967/FF	1 ST ANDREWS ROAD NEW MARSKE REDCAR TS11 8AU	CHANGE OF USE FROM DWELLING (CLASS C3) TO CHILDREN'S HOME (CLASS C2)	19/01/2023	GRANT PLANNING PERMISSION
R/2022/0948/FF	37 KINLOCH ROAD NORMANBY TS6 0ES	SINGLE STOREY EXTENSION AT SIDE; DORMER EXTENSIONS AT FRONT AND REAR INCLUDING RENDERING AND CLADDING TO ALL ELEVATIONS	19/01/2023	GRANT PLANNING PERMISSION
R/2022/0904/CA	7 EXETER STREET SALTBURN BY THE SEA TS12 1BN	SINGLE STOREY EXTENSION TO EXISTING REAR STORE INCLUDING NEW PITCHED ROOF AND ROLLER SHUTTER DOOR	19/01/2023	GRANT PLANNING PERMISSION
R/2022/0985/HN	53 COAST ROAD REDCAR TS10 3PP	DEMOLITION OF EXISTING EXTENSION AND REPLACE WITH SINGLE STOREY EXTENSION AT REAR EXTENDING 4.80 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.30 METRES; HEIGHT TO EAVES 2.60 METRES	19/01/2023	HOUSEHOLDE R PRIOR APPROVAL NOT REQUIRED
R/2022/0881/VC	1 UPSALL HALL GARDENS MIDDLESBROUGH ROAD NUNTHORPE TS7 0PG	VARIATION OF CONDITION 1 (APPROVED PLANS) OF RESERVED MATTERS APPLICATION R/2021/0164/RS TO ALLOW SUBSTITUTION OF HOUSE TYPE FOLLOWING APPROVAL OF OUTLINE PLANNING PERMISSION R/2017/0546/FF FOR ONE DETACHED DWELLING WITH ATTACHED GARAGE (RESUBMISSION)	20/01/2023	GRANT PLANNING PERMISSION
R/2022/0864/FF	LAND OFF LINGDALE ROAD BOOSBECK	DETACHED TWO STOREY DWELLINGHOUSE AND DETACHED SINGLE GARAGE WITH SOLAR PANELS ON ROOF	20/01/2023	REFUSE PLANNING PERMISSION

Schedule of appeals

Reference Number	Site	Description	Decision	Date of Planning Decision	Appeal start date	Appeal method	Appeal decision	Date of Appeal Decision
R/2021/0843/RSM	Former South Tees Motor Cross Park, Old Station Road, South Bank	Waste processing facility (resubmission)	Refused	21/01/2022	28/06/2022	Written representations	Dismissed	28/12/2023
R/2022/0537/FF	35 Kettleless Avenue, Redcar	First floor extension at side/rear	Refused	07/09/2022	11/10/2022	Written representations		
R/2022/0379/FF	46 Berkeley Drive, Guisborough	Two storey extension at side	Refused	05/08/2022	17/11/2022	Householder appeal		
R/2022/0020/CA	Badgers Restaurant, Church Street, Guisborough	Installation of an external flue ventilation system with brick effect flue cover at rear (part retrospective)	Refused	18/08/2022	08/11/2022	Written representations		
R/2022/0455/FF	10 St Ives Close, Redcar	Demolition of existing rear conservatory; proposed first floor side extension including porch to front; single storey rear extension	Refused	21/10/2022	13/12/2022	Written representations		
R/2022/0744/FF	12 Coach Road, Brotton	Single storey extension to side / rear with extended roof	Refused	30/11/2022	09/01/2023	Written representations		

		canopy to front with dwarf wall; render finish and bi fold doors to rear							
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Schedule of enforcement actions

Reference	Address	Breach of Planning Control	Authorised Date	Enforcement Action	Remarks
E0134/2020	19 Milton Street and 2 Pearl Street, Saltburn, TS12 1DJ	A number of timber sliding sash window frames have been replaced for inappropriate plastic windows. The works that have taken place have an adverse impact on Saltburn's Conservation Area.	Development Services Manager on 25 th November 2020.	Served Enforcement Notice on 25 th November 2020	With Development Services Manager
E0212/2020	1 MILBANK STREET SOUTH BANK TS6 6DD	Building Adversely Affecting the Amenity of the Neighbourhood.	Head of Planning and Development on 6 th January 2022.	Served S215 Notice on 6 th January 2022.	With Legal Services.
E0014/2021	40 Pearl Street, Saltburn, S12 1DU.	Without planning permission, the unauthorised replacement of three sliding sash wooden windows and two bay wooden windows on the front elevation.	Head of Planning and Development on 2 nd September 2021	Served Enforcement Notice on 6 th March 2022	With Development Services Manager
E0135/2020	4 (plot 4) Serenity Hollow, Boosbeck, TS12 3DL	Planning condition[s] have not been complied with the relevant planning permission granted by the Council on 28 th October 2021 for a detached	Development Services Manager on 3 rd March 2022.	Served Breach of Condition Notice on 3 rd March 2022.	New court date on 24 th January 2023. Not guilty please submitted. To go to trial.

		dwellinghouse (part retrospective) reference number R/2021/0245/FF.			
E0110/2022	Former Bus Station, High Street, Redcar, TS10 3AW	Building/Land Adversely Affecting the Amenity of the Neighbourhood.	Development Services Manager on 8 th November 2022.	Served S215 Notice on 8 th November 2022.	Compliance date 9 th January 2023. Complied in part. Agreed a 2-month extension to apply for redevelopment of site.
E0152/2022	8 SEMMERWATER GROVE, REDCAR, TS10 1JG	Without planning permission, the unauthorised positioning of a static caravan within the garden of a dwellinghouse on the side boundary.	Development Services Manager on 20 th December 2022.	Served Enforcement Notice on 20 th December 2022	Compliance date 23 February 2023. The owner is to submit a scheme to the Development Services Manager.

Section 106 Agreements currently under negotiation.

Application Number	Application site	Head of terms	Agreement Stage
R/2018/0621/OOM	Land off Nightingale Road, Guisborough	1. Provision of on-site affordable housing 2. Commuted sum towards special educational needs capacity of £79,372	Awaiting draft
R/2022/0670/FFM	Yew Tree Care Centre	1. Commuted sum towards NHS provision £4,830	Awaiting draft

APPLICATIONS FOR DEEMED CONSENT

02/02/2023

Application Number: **R/2022/0891/F3M**

Proposal: IMPROVEMENTS AND ALTERATIONS TO THE PUBLIC REALM IN REDCAR TOWN CENTRE INCLUDING WORKS TO SURFACES, BOUNDARY TREATMENTS, STREET FURNITURE, LANDSCAPING, LIGHTING, ROAD LAYOUTS, PARKING AND RELOCATION OF BUS SHELTERS AND ASSOCIATED WORKS

Location: HIGH STREET, QUEEN STREET, THE ESPLANADE, STATION ROAD AND MOORE STREET
REDCAR

SEE ATTACHED REPORT

Application Number: **R/2022/0920/F3M**

Proposal: DEMOLITION OF EXISTING BUILDINGS AND THE ERECTION OF BUILDING FOR LEISURE AND CULTURAL USES (INCLUDING LIBRARY), AND CREATION OF AN INDOOR STREET AND PUBLIC EVENT SPACE WITH ASSOCIATED WORKS INCLUDING SOLAR PANELS TO ROOF, LANDSCAPING AND HIGHWAYS WORKS

Location: LAND BETWEEN 37- 43 HIGH STREET AND THE ESPLANADE
REDCAR

SEE ATTACHED REPORT

Application Number: **R/2022/0969/F3**

Proposal: RELEVANT DEMOLITION OF EXISTING BUILDINGS AND REMOVAL OF HARD LANDSCAPING; ERECTION OF SINGLE STOREY SKILLS AND TRAINING HUB WITH ASSOCIATED NEW HARD AND SOFT LANDSCAPING AND PARKING

Location: LAND AT 48-51 WEST ROAD, LOFTUS

SEE ATTACHED REPORT



Member Report

Loftus Conservation Area Management Plan Supplementary Planning Document: Consultation Draft

Report to: Regulatory Committee
Report from: Corporate Director for Resources
Portfolio: Economic Growth
Report Date: 2 February 2023
Decision Type: For Information
Council Priority: All Priorities

HEADLINE POSITION

1.0 Summary of report

- 1.1 The purpose of this report is to inform Regulatory Committee of the draft Loftus Conservation Area Management Plan (Loftus CAMP). A report on the Loftus CAMP has been submitted to Cabinet for decision on the 31st January 2023. The report seeks permission for the document to be published for a period of public consultation.
- 1.2 The draft Loftus CAMP has been prepared in order to outline how the Council will seek to preserve and enhance the Loftus Conservation Area and this report discusses the requirement for a CAMP and explains some of the key recommendations in the document. It also sets out the actions that will be undertaken to publicise the document.

2.0 Recommendation

- 2.1 Not applicable –The report is for information purposes only.

DETAILED PROPOSALS

3.0 What are the objectives of the report and how do they link to the Council's priorities

- 3.1 The purpose of a conservation area is to provide protection to parts of the historic environment that are of special architectural or historic interest. To ensure conservation areas are preserved or enhanced, local authorities are directed by the National Planning Policy Framework (NPPF) to formulate plans for their conservation. The Loftus CAMP meets this requirement and will illustrate the positives and negatives of the Loftus Conservation Area and provide a series of actions for the Council that will be instrumental in ensuring preservation and encouraging enhancement of the area.
- 3.2 The Loftus Conservation Area is also covered by a legal direction (known as an Article 4 Direction) which means that some changes to dwellings within the conservation area, such as replacing windows and doors or erecting new fences, require planning permission. The Loftus CAMP will also include guidance for residents on what type of changes are likely to be supported, encouraging residents to also consider the preservation of the conservation area.

- 3.3 The Redcar & Cleveland Local Plan, which was adopted by the Council in May 2018, forms the statutory development plan for the area of the borough outside of the North York Moors National Park. The Local Plan contains policies relating to the protection of the borough's historic environment, including Policy HE1: Conservation Areas, which sets out the Council's policy for the determination of planning applications within or affecting conservation areas.
- 3.4 Paragraph 8.5 of the Local Plan states that "Conservation Area Management Plans will be produced for all of our conservation areas, in order to outline opportunities for enhancement and improved preservation. The Conservation Area Management Plans will be kept under review and will be utilised to inform development and enhance conservation areas and heritage assets".
- 3.5 Conservation Area Management Plans (CAMPs) are produced for conservation areas in order to outline how a council will seek to preserve or enhance a conservation area and how this will be monitored. Protecting and enhancing the historic environments appreciated by both residents and visitors to the borough will contribute to the Corporate Plan Priority of Improving the Physical Appearance of the Borough and Enhancing Prosperity. CAMPs will also support the implementation of the Local Plan which also supports the delivery of the key Corporate Plan objectives of Tackling Climate Change and Enhancing the Natural Environment and Meeting Residents' Needs.
- 3.6 The Loftus CAMP is the second plan of its type to be produced for the borough, with the Saltburn CAMP having been adopted in 2019. It is intended that the CAMP will be adopted as a Supplementary Planning Document (SPD) to provide further guidance on Policy HE1 of the Local Plan and the Council's approach to preserving or enhancing conservation areas through the planning application process.
- 3.7 There are 15 Conservation Areas located within the Council's area and it is intended that Management Plans will be produced for all areas. However, due to resource limitations and the need to carry out further work to action the requirements of the Loftus CAMP, should it be adopted, the completion of plans for all areas is a long term project and initial focus will be upon the Conservation Areas most at risk. Background work has already commenced on the Management Plan for Coatham.
- 3.8 The Loftus CAMP is supported by a revised Loftus Conservation Area Appraisal, replacing the previous appraisal that was published in 2011. The appraisal provides a record and evaluation of the key elements that make up the special interest and character of Loftus Conservation Area. It is a technical supporting document to provide evidence behind the recommendations of the draft Loftus CAMP and to inform decisions relating to development affecting the conservation area. The Loftus Conservation Area Appraisal is available to view at <https://www.redcar-cleveland.gov.uk/Democracy/DecisionMaking/MeetingCabinet/Pages/cabinet-and-committee-papers.aspx>
- 3.9 The Loftus CAMP sets out 32 recommended actions for the Council to undertake or support, which are intended to assist with the preservation of the character and appearance of the conservation area, in managing change without compromising the historic environment or are intended as proposals for its enhancement. Some of the range of actions within the plan include:
- Action 7 - Decisions on whether enforcement action should be commenced will take into account the actions outlined in this document and the associated Conservation Area Appraisal, together with planning policy set out in the NPPF and Redcar & Cleveland Local Plan and all other material planning considerations;

- Action 8 – The Council will resist planning applications for replacement windows that do not reflect the historic character of the conservation area and are considered detrimental to the character and appearance of a building;
- Action 18 - The Council will resist planning applications that propose damaging changes to traditional shopfronts; and
- Action 22 - In the interests of thermal efficiency, the Council will promote the benefits of the use of traditional materials that allow historic buildings to function correctly.

3.10 The minimum consultation requirements for Conservation Area Management Plans are set out by Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This requires only that proposals are submitted for consideration to a public meeting in the area to which they relate. As the Loftus CAMP is recommended to be adopted as an SPD, additional public consultation, in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 must also be carried out.

3.11 Therefore, a report has been considered by Cabinet on the 31st January that sought approval for the publication of the draft Loftus Camp for a period of public consultation. It is intended, subject to Cabinet approval, that the document will be published for consultation between 13 February 2023 and 27 March 2023. During this period, the Draft Loftus CAMP will also be presented to a public meeting held within Loftus (date to be confirmed). This event will allow us to provide information on the draft CAMP and members of the public attending the meeting will be invited to submit comments to the consultation.

3.12 Following the period of public consultation, the Draft Loftus CAMP will be reviewed to take into account any comments received. A schedule of the comments received and the Council’s response to them will then be published alongside the revised Loftus CAMP, which is to be presented to Cabinet and Borough Council to consider its adoption as an SPD.

4.0 What options have been considered

4.1 The alternative option of not producing a CAMP for Loftus has not been considered. The draft Loftus CAMP has been produced in order to assist the Council in fulfilling its duties under the Planning (Listed Building and Conservation Areas) Act 1990. It is the part of meeting the commitment to produce Conservation Area Management Plans for all of the conservation areas within the Council’s area, which is expressed within the adopted Local Plan. It will only be adopted following community consultation and will also help to preserve the Conservation Area for the benefit of visitors and residents and will provide guidance to the community on how to carry out appropriate alterations to properties.

5.0 Impact Assessment

Type of Risk/ Implication	Details
Climate Emergency Impact	The Loftus CAMP includes measure that seek to increase protection for existing trees and support for tree planting in the area and support the use of traditional and thermally efficient materials. These measures will contribute towards reducing the climate impacts of developments in the Loftus Conservation Area.
Social Value	Promoting sustainable development is a statutory requirement of any development planning document. The Local Plan policies informing the draft Loftus CAMP have been the subject of formal Sustainability Appraisal

	and Appropriate Assessment, which were tested through the Examination.
Legal	The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to designate conservation areas in in parts of their areas that have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The same Act also requires local authorities to review these designations from time to time and to publish proposals for the preservation and enhancement of any parts of their area which are conservation areas. The draft Loftus CAMP has been produced as part of fulfilling this duty.
Financial	The staff, printing and other costs to produce the draft Loftus CAMP and to publicise and host the consultation will be met from within Council revenue budgets. The implementation of a number of the recommended actions of the draft Loftus CAMP will also be required to be met from Council budgets in some cases.
Human Resources	There is likely to be increased pressure upon existing staff to ensure the delivery of the applicable local plan policies and the recommended actions of the draft Loftus CAMP. Resources are limited and will need to be managed accordingly to deliver the plan and establish other CAMPs.
Equality and Diversity	The Local Plan policies informing the draft Loftus CAMP have been prepared in accordance with the Planning and Compulsory Purchase Act 2004. As such, they have been subject to sustainability appraisal, which considers the impact it will have on, amongst other things, equality and diversity. In addition, all consultation associated with the draft Loftus CAMP will be undertaken in accordance with the Council's' adopted Statement of Community Involvement, which will help to ensure the Council has involved all of its communities in the preparation of the final document.

6.0 Implementation Plan

6.1 Not Applicable

7.0 Consultation and Engagement

- 7.1 The draft Loftus CAMP has been informed by, and will provide guidance on, Policies HE1: Conservation Areas and HE2: Heritage Assets of the Redcar & Cleveland Local Plan. The Local Plan had extensive member, public and other stakeholder consultation prior to its adoption by Borough Council in May 2018.
- 7.2 The Council has developed a comprehensive consultation database which includes residents, resident associations, elected representatives, community and voluntary groups, developers and businesses, infrastructure providers, government agencies and other prescribed bodies. All stakeholders on this database will be informed of the consultation and invited to submit comments.
- 7.3 Additional publicity will include a public notice in the local press and the issuing of press releases. It is also intended that officers will attend a public meeting to be held within the conservation area during the consultation period.

8.0 Appendices and Background Papers

- 8.1 The consultation draft of the Loftus Conservation Area Management Plan SPD and the supporting Loftus Conservation Area Appraisal are available to view at <https://www.redcar-cleveland.gov.uk/Democracy/DecisionMaking/MeetingCabinet/Pages/cabinet-and-committee-papers.aspx>

Hard copies are also available to view from the Council's Offices.

9.0 Contact Officer

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Development Management performance report

AGENDA ITEM 19

Ministry for Housing and Local Government National reporting figures	Threshold for designation	2022/2023 Q3	2022/2023 Q2	2022/2023 Q1	2021/2022 Q4	2021/2022 Q3	2021/2022 Q2	2021/2022 Q1	2020/2021 Q4
Quality of decisions: Major applications over the two year reporting period	10%	0%	0%	0%	0%	0%	0%	0%	0%
Quality of decisions: Minor applications over the two year reporting period	10%	0.4%	0.41%	0.5%	0.45%	0.33%	0.30%	0.70%	0.58%
Speed of decisions: Major applications over the two year reporting period	60%	93.4%	93.5%	93.1%	92.45%	95.74%	97.67%	100%	100%
Speed of decisions: Minor applications over the two year reporting period	70%	91.2%	91.9%	92.03%	89.17%	91.08%	90.84%	92.09%	93.52%

Redcar and Cleveland local reporting figures

	2022 / 2023 Q3	2022 / 2023 Q2	2022 / 2023 Q1	2021/ 2022 performance	2021/ 2022 Q4	2021/ 2022 Q3	2020/ 2021 performance	2019/ 2020 performance	2018/ 2019 performance
Determine planning applications within statutory periods (or subject to agreement): Major applications	100% (7/7)	100% (9/9)	100% (7/7)	86.67% (26/30)	80% (8/10)	90% (9/10)	100% (23/23)	100% (22/22)	100% (15/15)
Determine planning applications within statutory periods (or subject to agreement): Minor applications	89.29% (25/28)	89.74% (35/39)	86.1% (31/36)	86.13% (118/137)	94.12% (32/34)	80% (28/35)	95.83% (115/120)	90.98% (111/122)	96.03% (121/126)
Determine planning applications within statutory periods (or subject to agreement): Others applications	92.24% (107/116)	95.24% (100/105)	93.44% (114/122)	89.06% (407/457)	88.42% (84/95)	80% (80/100)	95.40% (373/391)	89.89% (337/375)	97.67% (377/386)