

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



CONTACT

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21 February 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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A meeting of the Regulatory Committee was held on 2 February 2023.

PRESENT. Councillor Smith (Chair),
Councillors Baldwin, Brook, R Clark (substituting
for Councillor Ayre), Head, Hixon, Lockwood,
Morgan, Ovens, Rider, Thomson and Watts.

OFFICIALS. E Dale, E Garbutt, C Griffiths, L Hall and
S Plumpton

APOLOGIES FOR ABSENCE were submitted on behalf of Councillors
Ayre and Richardson

IN ATTENDANCE: Councillor Cawley

56. **MINUTES**

RESOLVED that the minutes of the Taxi Panel held on 1 December 2022
and Regulatory Committees held on 8 December 2022 be confirmed and
signed by the Chair as correct records.

57. **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, Queens Street, The Esplanade, Station Road and Moore
Street Redcar.**

The Executive Director for Growth, Enterprise and Environment advised
that permission was 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 related to High Street, Queen Street, The Esplanade,
Station Road and Moore Street, Redcar.

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

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

- *High Street East - Surface treatment, tree and shrub planting and
benches are to be introduced.*

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- *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 consultation exercise had resulted in 1 representation having been received making the following comments;

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

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

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

Northumbrian Water, the Environment Agency and Cleveland Police had no objections.

Natural England had no objections subject to appropriate mitigation being secured.

Redcar and Cleveland Borough Council (Development Engineers) requested a condition relating to the street furniture and confirmation by way of swept path analysis for Bath Street one way system.

Redcar and Cleveland Borough Council (Local Lead Flood Authority) and

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Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) had no objections.

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) had no objections however recommended 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) were in support of the proposal.

Redcar and Cleveland Borough Council (Place Development and Investment) advised that these exciting proposals would deliver a much-needed boost to the vitality of Redcar's town centre. They would 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 endorsed these proposals.

Redcar and Cleveland Borough Council (Public Rights of Way) had no comments.

Redcar and Cleveland Borough Council (Conservation) had no objection as the proposals were 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 would 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.

The Executive Director for Growth, Enterprise and Environment 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 Executive Director for Growth, Enterprise and Environment advised that Policy ED1 of the Local Plan sought to maintain and protect the

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Boroughs Centres. The application site was located within the designed commercial centre of Redcar which was 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 sought, amongst other things, to enhance the visitor facilities on Redcar Seafront. While the application itself did not provide a visitor facility it sought to improve the public realm aspects and was part of the wider Town Deal proposals for Redcar. The application accords with policy ED9 of the Local Plan.

The works proposed would upgrade and improve the public realm within the areas identified. The work included 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 had 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 were therefore recommended to ensure that these details were agreed prior to the use / installation on site.

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 sought 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 was 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.

It was noted that Environmental Protection had recommended the use of a condition in relation to working hours. Given the location of the works in the existing commercial centre where there was a range of activity including late night uses it was considered unreasonable to restrict working hours. It was also acknowledged that the majority of the works were within the adopted highway where certain works could be undertaken by the Highway Authority and / or other statutory undertakers with no restrictions on hours.

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

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

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

There was insufficient detail in relation to some of the street furniture given the proximity to junctions. Conditions were 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 raised no issues in terms of highways safety.

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.

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

The application site was located within flood zones 1, 2 and 3 and the submission included a flood risk assessment, drainage plans, drainage philosophy and a SUDS Management Plan. The site was suitable for the development proposed. The Council as Local Lead Flood Authority, the Environment Agency and Northumbrian Water had all reviewed the application and had raised no objections to the proposal subject to the development being 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 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.

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.

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

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biodiversity.

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

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 and improve the character of the site and surroundings. The works were 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.

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

- The proposal would stimulate footfall and assist in Redcar fulfilling its potential;
- It would increase the diversity value and make the Town Centre more accessible and attractive;
- The proposal was the subject of extensive consultation with early engagement and the public were encouraged to comment with their feedback taken on board;
- There had been 1 to 1 engagement with local businesses;
- The development would improve the vibrancy of the Town Centre.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- There had been regular meetings with Redcar Town Deal Board;
- Would like to see the construction hours amended to office hours to protect the residents.

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:

Site Location Plan (1331_005) received by the Local Planning

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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.

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

6. Prior to the installation on site of any street furniture (including any walls / railings) to be used in the carrying out of this permission details shall first be submitted to and approved in writing by the Local Planning Authority. 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.

9. The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 every day.

REASON: In the interest of neighbour amenity.

58. **R/2022/0920/F3M 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 highway works land between 37-43 High Street and The Esplanade Redcar.**

The Executive Director for Growth, Enterprise and Environment advised that permission was 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

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including solar panels to roof, landscaping and highways works. The application related to land between 37 and 43 High Street and The Esplanade, Redcar. The site related to two units both of which had frontages on The Esplanade and the High Street. Both of the units were currently vacant and were last occupied by Marske and Spencer and Goodwins.

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

The proposed development was part of the wider Redcar Town Deal proposals. The application sought consent for a new building to allow leisure and cultural uses. No end user was 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 showed 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 was a separate planning application for public realm improvements which included the High Street and The Esplanade which was also part of the Town Deal improvements.

Northumbrian Water recommended 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.

The Environment Agency had no objections to the application. The proposed development would only meet the National Planning Policy Framework's requirements in relation to flood risk if the following planning condition was included.

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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 had no objections subject to appropriate mitigation being secured.

Cleveland Police strongly recommended the applicant and/or agent contact for any advice, guidance offered in relation to designing out opportunities for crime and disorder to occur.

Redcar and Cleveland Borough Council (Development Engineers) offered no objection to the proposed development.

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

Redcar and Cleveland Borough Council (Local Lead Flood Authority) advised that subject to the standard LLFA conditions 1,2 & 3 being met had no objections in principal to the application.

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

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development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Redcar and Cleveland Borough Council (Health and Safety) advised 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) advised that these exciting proposals would deliver a much-needed boost to the vitality of Redcar's town centre. They would 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 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 did 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 stated 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 endorsed these proposals.

Redcar and Cleveland Borough Council (Business Growth Team) welcomed this proposal which would positively contribute towards the Council's key local growth and regeneration priorities and increase visitor numbers to the borough.

The Executive Director for Growth, Enterprise and Environment 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

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 confirmed 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

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given to brownfield land in sustainable locations.

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

The application site was located within the identified development limits. 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.

Policy ED1 of the Local Plan sought to maintain and protect the Boroughs Centres. The application site was located within the designed commercial centre of Redcar which was the main centre within the Borough. The proposal sought consent for a cultural and leisure hub which would be main town centres uses as identified in the NPPF. The location within the centre was 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 sought, amongst other things, to enhance the visitor facilities on Redcar Seafront. The proposal was 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.

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

Environmental Protection had recommended the use of conditions in relation to dust mitigation strategies both for demolition and for construction. The conditions were considered suitable and necessary and would 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 Councils Highways Engineers had reviewed the application and had raised no objections to the proposal from a highway point of view.

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

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.

The Council as Local Lead Flood Authority and Northumbrian Water had reviewed the application and had 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 had also reviewed the application given the location in the flood zones. The EA had no objections to the proposal subject to a condition to ensure the development was completed in accordance with the mitigation measures identified within the submitted Flood Risk Assessment in so far as it related to finished floor levels.

Subject to the use of planning conditions as listed above 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.

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.

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

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

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

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 works were 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.

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

- The proposal would transform the site into a family attraction with an all year round visitor destination;
- The development would include a new community hub with access to digital technology;
- This proposal would provide a new public space which would be a focal point within the Town Centre;
- The development would provide job opportunities, bring in additional visitors and strengthen the local economy;
- It would reduce vacancy rates within the Town Centre;
- The proposal had been revised to take on comments made during the consultation;
- The colour of the cladding had yet to be finalised;
- Provided much needed regeneration.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- This was another of the Redcar Town Deal projects which had been discussed extensively;
- There had been ample opportunity to comment;
- The Marks and Spencer site had been vacant for some time leaving a wasted site which needed redevelopment;
- A Member asked that the blue plaque be reinstated onto the new build;
- A member asked that there be consultation with neighbours regarding any colour/material changes;

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

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

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Anchor 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
Anchor 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
Anchor Building and Events Space Landscaping general
arrangement plan (1331_SGL_ZZ_XX_DR_L_90_133 Rev A)
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

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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 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 new buildings 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

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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.

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10. Unless otherwise agreed by the Local Planning Authority in writing, construction works of new buildings, 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

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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.

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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

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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 turving 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 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.

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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.

19. Prior to the demolition of the buildings the existing blue historical plaque shall be removed and securely stored. The plaque shall be incorporated into the new building prior to occupation of the units.

REASON: For the avoidance of doubt.

59. **R/2022/0969/F3 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 land at 48-51 West Road Loftus.**

The Executive Director for Growth, Enterprise and Environment advised that permission was 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 related to land at 48 – 51 West Road, Loftus. The application site was located within Loftus Conservation Area and within an area where there was a mix in buildings in terms of scale and design and also a mix between residential and commercial uses.

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

The site sloped from east to west and there was existing stone retaining wall to Station Road. Two sets of steps provided access from Newcomen Terrace to Station Road. There was an area of parking to the front of the units on West Road.

The consultation exercise had resulted in 1 representation having been received making the following comments:-

- Clarification requested over the extent of Redcar and Cleveland

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Council ownership.

Loftus Town Council resolved to support as part of the wider regeneration of Loftus. Members commented that they hoped to see some of the stone from the demolition of the Arlington Chapel used in the development, and that consideration be 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) offered no objections to the proposal.

Redcar and Cleveland Borough Council (Conservation Advisor) advised that overall the scheme complied with policies HE1 and HE2 of the adopted Local Plan. Re-development and formation of the square would 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) recommended the inclusion of the full Standard Contaminated Land Condition onto any planning permission which may

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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) recommended 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.

The Executive Director for Growth, Enterprise and Environment 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 the Conservation 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.

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Policy SD1 of the Local Plan confirmed the policy in the NPPF in relation to the presumption in favour of sustainable development. Policy SD2 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 would be supported, subject to meeting other policies in the Local Plan.

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

The application site was located outside of the designated centre although this part of Loftus historically formed part of the designated centre and there remained a mix of commercial and residential uses in the area. The proposal formed 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 dealt with the rural economy . Amongst other things the policy sought to promote the sustainable growth and expansion of both new and existing businesses and enterprises. The proposal, in providing a training facility, supported the aim of this policy and the application accords with policy ED8 of the Local Plan.

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

There were a range of buildings within the vicinity of the site. The proposal was considered to be a suitable scale for the location given the surround developments. There was also a mix in the area in terms of detail design and materials. Given the mix in the area the proposal was 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.

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

Policy HE1 of the Local Plan sets out the requirements for development within conservation areas. The policy stated that development would only be permitted where it preserved or enhanced the character or appearance of the conservation area. Policy HE1 also referred to demolition of buildings within conservation area. The policy confirmed demolition would

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only be permitted where it met certain criteria.

The application had been accompanied by a Heritage Impact Assessment (which was updated during the application) and a Structural Engineering Condition Report. The Council's conservation advisor had reviewed the application and had raised no objections to the proposal.

The existing terrace of buildings did not make a significant positive contribution either architecturally or historically and therefore the demolition was considered acceptable in accordance with policy HE1 of the Local Plan. The removal was 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 a landscaped area to soften the views at the junction and avoid having a building dominate this junction. The building proposed reflected 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 provided an enhancement by opening up the crossroads and providing landscaping. The proposal therefore accords with policy HE1 of the Local Plan.

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 raised no issues in terms of over bearing impacts.

Environmental Protection had recommended the use of conditions in relation to dust mitigation strategies both for construction. It was considered that dust strategies should be provided for both the demolition and construction phases. The conditions were considered suitable and necessary and would be attached should planning permission be granted.

The conditions in relation to working hours and noise impact assessments were 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.

Criteria p of policy SD4 stated that developments would be expected to provide suitable and safe vehicular access and parking suitable for its use

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and location.

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

Customers, staff and visitors would 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 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.

The application site was outside the catchment for nutrient neutrality and was out of scope for requiring additional information or assessment in relation to this matter.

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

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.

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 works were 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.

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

- There had been an excellent response following the consultation exercise much of which was overwhelmingly positive;
- There had been extensive engagement with Planning Officers;
- The proposal would remove buildings which were currently having an adverse impact on the Conservation Area;
- The new build would be of high quality and would use sustainable building methods;
- The training and employment services were currently operating from temporary sites and this would provide a link with the Job

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- Centre next door;
- The development would provide new landscaped public spaces and would remove parked cars and street furniture;
- The development would open up the use of the Temperance Hall and Church;
- This was an important site in the Council's Masterplan.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- This had been a derelict site for many years and this proposal would benefit residents;
- This was an important area within Loftus;
- Note the comments of the Conservation Officer regarding the use of the old stonework;
- The proposal would give a better view of the Temperance Hall and the Reform Church.

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 (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

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Authority on 08/12/2022

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

3. The salvaged materials from the site shall be stored in accordance with the statement (Details of Materials Storage) received by the Local Planning Authority on 02/02/2023.

REASON: For the avoidance of doubt.

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, where possible, 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.

REASON: 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 (excluding demolition) 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

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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

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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

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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

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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 artwork shall be submitted to and agreed in writing with the Local Planning Authority. The artwork shall then be installed on site in accordance with the proposed details.

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

15. All planting, seeding or turving 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

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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.

17. Prior to the occupation of the building, hereby approved, bat boxes shall be installed on site in accordance with details which have first been submitted to and agreed in writing with the Local Planning Authority. The boxes shall remain for the lifetime of the development.

REASON: To ensure a satisfactory form of development in relation to ecology in accordance with policy N4 of the Local Plan.

60. **R/2022/0816/FFM Formation of hardstanding, buildings, access from A1085 Trunk Road, associated facilities and landscaping works in association with the creation of a park and ride facility land to the east former Steel House and north of A1075 Trunk Road Redcar.**

The Executive Director for Growth, Enterprise and Environment advised that Permission was 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 was approximately 14.2 hectares and was located to the east and north of the former Steel House car parks and included a section of the A1085 (Trunk Road). The site currently did not include any built structures and was comprised of a series of landscaping mounds.

Planning permission had 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 had commenced under this permission.

The site was all within Flood Zone 1, and contained no waterbodies, although it did contain a short section of watercourse which connected Steel House Lake to the Fleet Beck, which lay to the north of the site beyond the railway line.

The Teesdale Way Long Distance Route ran along the A1085 within the

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south of the site and then headed north through the eastern edge of the site.

The site was 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 consultation exercise had resulted in one written response having been received raising the following comments:-

- Recognised and supported the ambitions of Teesworks operators to minimise the overall carbon footprint for the site
- Not convinced the Design and Access statement accurately reflected the status of the land
- Development would result in a loss of trees, shrubs and grassland that provided a habitat for flora and fauna
- Would like written undertaking from Teesworks that the recommendations in the ecology reports would be undertaken
- No mention of Teesside Wildlife Trust who managed the neighbouring nature reserve

Councillor Sue Jeffery made the following comments:-

"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."

Councillor Jeffrey could not be at the meeting today but she had submitted further comments as follows: -

"It could undermine the provision of local bus services and disadvantage

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people who depend on buses

I was disappointed to see that the report state that commercial bus services to access the site, this is not a matter controlled through this application – I would have hoped for a more thoughtful approach given the overall purpose of the local plan is to promote Sustainable Development Policy SD1 – to ignore this aspect of the application is to fail to address this specific plan policy to promote sustainable development.

Increase rather than decrease carbon emissions, both in construction and use

There is no reference to the Council Policy to secure carbon neutrality by 2025 – despite the fact that we have spoken at length in Council Climate Change debates about the importance of this matter in planning applications and the potential to produce Climate Change SPG. Despite the fact that no such policy is currently in place these recommendations should be anticipating that change and at the very least drawing attention to existing council policy.

Attract additional traffic to the local road network

Your report notes that 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. This makes no assessment of the impact of the increased amount of traffic and emissions, nor takes account of what happens if shift patterns change or that new industries are attracted with different working times. Surely there should be some assessment of the worse-case scenario for the long-term, not just what you anticipate to be the circumstances in the short-term.

Have negative social benefit and undermine the potential for the development of new bus services

It notes that there are walking routes from Dormanstown and Redcar, but no mention of routes for non-car users from the wards in the south of the borough. It is crucial to the council that local people are able to access jobs on this site to maximise the social and economic benefit to the borough. There should be a proper assessment of how local people will access the site using walking, cycling and train services and again this should be taken into account as part of the Sustainable Development Policy SD1

Damage the Coatham Nature reserve

I note the comments on the reserve and the measures that will be put in place to mitigate any impact on wildlife through this development.”

Natural England, National Highways, Northumbrian Water and Network Rail had no objections.

Cleveland Police recommended the applicant contact for any advice, guidance offered in relation to designing out opportunities for crime and disorder to occur at proposed facility. This included guidance on layout,

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surveillance, lighting and cctv.

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

“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

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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

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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) required our standard conditions LLFA1, 2 and 3 were required to fully assess the application.

Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) recommended the inclusion of the standard contaminated land condition onto any planning permission which may be granted:

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) 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) advised 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 did not form part of the adopted highway. At present no agreement had been sought or entered into with the Council for such works.

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

“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.”

Redcar and Cleveland Borough Council (Archaeology Consultant NEAR) made the following comments:-

“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.”

The Executive Director for Growth, Enterprise and Environment advised that the main considerations in the assessment of the application were;

- The principle of development

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- 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 application site fell 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).

It was acknowledged that the site fell outside development limits (SD3) as identified on the Redcar and Cleveland Local Plan Policies Map. Policy SD3 sought to restrict development beyond limits to exceptional criteria.

The proposed park and ride was 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 was 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.

The site was situated within the Green Wedge as defined on the Redcar and Cleveland Local Plan Policies Map. The specific Green Wedge was situated between the eastern edge of the Teesworks site and the western edge of Redcar.

The proposed development would provide a car park and associated infrastructure in a location that had historically been characterised by industrial operations particularly to the north and west. The application did 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 would remain inaccessible to the general public for recreation purposes as was currently the case and therefore the development did not contribute to an adverse impact on recreational opportunities. Impacts upon biodiversity were further addressed in the report.

The proposed development was therefore considered to satisfy criteria i to iv set out above in relation to development within a Green Wedge. It was acknowledged that any development was also required to accord with Policy SD3, as discussed above the proposal accords with criteria i of

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policy SD3.

The application as required by Policy N4 had been supported by a Shadow HRA which included an Appropriate Assessment which was discussed further below in the report within the ecology section.

Policy LS 4 sets out a series of key economic, environmental and connectivity objectives for the South Tees area within which the application site was located.

The proposed development was therefore considered to provide support in the above objectives being met. The development was 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 protected land within existing industrial estates and business parks. The allocation included 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 fell under the allocation. The allocation provided for employment uses and suitable employment related sui generis uses, with specific policy support for proposals which positively contributed towards growth and regeneration. It was acknowledged that the proposed scheme does not directly provide employment uses, however, it was considered to support the development of such uses within the wider Teesworks area and therefore contributed towards industrial development in the short and medium term. The development was therefore considered to comply with Policy ED6 (Promoting Economic Growth) of the Redcar and Cleveland Local Plan.

The application site was surrounded almost entirely by existing industrial land and various commercial uses with the exception being the land to the east that formed part of the local nature reserve.

A number of the buildings and structures detailed above had not had detailed designs prepared at this time. The final designs of these would be controlled by way of a planning condition requiring the details to be submitted and approved prior to their installation.

The proposed works were 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 was considered to have limited impacts on the character and appearance of the area given the existing character of the site and its surroundings. It was accepted that the development would alter the appearance of the site. The changes however were not considered to be so significant or detrimental to the area when considered in conjunction with the proposed landscaping proposals.

The proposal was suitable in relation to the proportions, size, scale and

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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.

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

The application had been supported by a Transport Assessment (TA). In assessing the proposed development, the submitted plans and TA had been considered by National Highways and the Council's Development Engineers.

National Highways had advised that they had no objection to the proposed development with regard to the strategic highway network.

The application subject to conditions and control measures through the proposed CEMP and Construction Traffic Management Plan raised 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 application had been supported by a Flood Risk Assessment. The submitted documentation had been considered by the Council as LLFA. 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 application had been considered by the Council's environmental protection section with regard to both contamination and nuisance.

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 application was supported by an Ecological Impact Assessment, as well as a Habitats Regulations Assessment which had been prepared by INCA.

The Ecological Impact Assessment identified that the constraints at the site were required to be addressed. This could be done by both mitigation and compensation.

The application had also been supported by an HRA prepared by INCA. The HRA concluded that the proposed development would not cause

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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 was therefore considered to comply with policies SD4 (General Development Principles) and N4 (Biodiversity and Geological Conservation) of the Local Plan.

The draft conditions had been sent to the applicant for consideration and they had agreed to these.

The application fell outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The site was situated on land within the South Tess area with a section of the northwest corner allocated for employment uses. The site also sat adjacent to further land across the wider Teesworks site that was allocated for employment uses on the Redcar and Cleveland Local Plan Policies Map. It was considered that the proposed development supported the aims of Policies LS4 and ED6.

The works were considered to be of a scale and design that were suitable for the site and its surroundings. The site was within an area allocated for employment related development in the Local Plan and it was considered the works would help facilitate future developments at the Teesworks site. The application raised 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 was in relatively close proximity to sites of ecological importance and consideration had 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 had been supported by ecological survey work and an HRA, the recommendations of which were sought by way of planning conditions. Subject to their implementation there were not considered to be ecological issues resulting from the development.

The application site was situated within Flood Zone 1. Conditions had been recommended to ensure the works carried out were appropriate and subject to their implementation there were not drainage issues from the development.

It was acknowledged that the site sat 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 would 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.

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The proposed development was 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.

Councillor Cawley was present at the meeting and made the following comments:-

- Concerned that the Wildlife Trust had not been consulted on the application as the Coatham Marshes would be affected which would cause the biodiversity in the area to change;
- Coatham Marshes were used by nesting birds and swans;
- The area was used by dog walkers;
- Fleet beck floods and in 2021 it closed the road for 3 days which forced traffic onto Broadway West and Ennis Road making them a main road which was dangerous for residents of Dormanstown;
- I cannot understand why the car park was so large when other park and rides in Whitby and York were under utilised;
- There were other places within Tees Works where this development would be better suited.

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

- There was soil remediation scheme on going on the site with removed soil taken to a soil hospital and the elements that could not be removed taken off site;
- Teesworks had a large scale biodiversity strategy with the site assessed before any remediation works took place;
- The provision of a car park had been looked at carefully;
- There were 20,000 employees with lots of shift changes;
- There had been a loss of some trees but they had maximised trees within the landscape;
- This was a Brownfield site.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- Losing precious wildlife reserve for a car park based on an estimate of how many cars might be on site;
- This was a green wedge and we were not giving wildlife its due consideration;
- The Ward Councillor objected;
- Had not heard any justification for the loss of 5% of the Coatham Marsh site and the subsequent affect on wildlife;
- There was plenty of alternative land within the site that could be used;

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- Do not recall any previous industrial use of this particular piece of land;
- Were there conditions regarding its future use as it could be used for future attractions;
- Do not understand the need to access the site via the Trunk Road as there was sufficient infrastructure in place to enter the site at the previously used main entrance;
- Disappointed that any Biodiversity Strategy would allow the removal of trees;
- Where there was land available that land should be used;
- The proposal would have a negative effect on the environment;
- No assurance that following the removal of trees they would be replaced;
- Was there any bus or cycle provision?;
- Research had been carried out and there would be minimal disturbance;
- Should consider the impact on the road network;
- Nobody was against the redevelopment of Teesworks however, this proposal did not reflect or respect the best use of the land;
- We should respect the infrastructure and the green wedge and access the site through the traditional roundabout;
- Defer the application and request the applicant to revisit the land required for the development and the access to the car park.

RESOLVED that the application be deferred for discussions with the applicant regarding the reduction of the use of the greenwedge.

61. **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.

62. **R/2022/0666/RS Demolition of existing garages, erection of 2 no. detached dwellings (resubmission) land to the rear of 44 Westfield Avenue Redcar.**

The Executive Director for Growth, Enterprise and Environment advised that permission was sought for the demolition of existing garages; erection of 2no detached dwellings at land to the rear of 44 Westfield Avenue, Redcar.

The application was 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 was located to the rear of 44 Westfield Avenue and was currently

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a parcel of land providing garaging. The proposal sought to demolish the existing garages to the site and provided 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 consultation exercise resulted in 12 letters of objection having been received making the following comments:-

- 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 Engineer) made the following comments:-

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) had no objections.

The Executive Director for Growth, Enterprise and Environment 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

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Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirmed 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 would be supported, subject to meeting other policies in the Local Plan.

The application site was located within the identified development limits. 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 and the proposal 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.

Policy SD4 amongst other requirements at criteria J, K and L required that proposals respected the character of the area and sought to improve the character and quality where possible along with being sustainable in design.

In this regard the proposed dwellings were of good modern design and would be located to the rear of existing properties. There was a mix in the area of property types in terms of design and materials. The locality was highly sustainable with good access to services. The area was not protected for its character or historic interest and there were no restrictions applicable.

Conditions were 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 were also proposed in relation to boundary treatments to ensure a satisfactory form of development.

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 application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

The proposal had been amended from the previous scheme with two dwellings now indicated. The comments from the neighbour in relation to overshadowing were noted. The plans demonstrated that there would be suitable separation distances to all neighbours taking account of the window locations and room types served.

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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.

Policy SD4 criterion P required 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 were noted. However, the legal right of access was considered to be a civil issue between the parties laying claim to those rights. Whether those rights existed or not was not a consideration for the planning process the applicant had been made aware of the comments relating to whether a right legally exists. The consideration in planning terms was whether the access as proposed was suitable and safe for its intended use in this location. In this regard the application had been consulted on with the Highways Officer. The Highways Officer raised no objection to the proposal.

As such it was considered that the application was acceptable in this regard with the requirements of Policy SD4 (P) of the Redcar and Cleveland Local Plan 2018.

The development site was 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, would be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This was to ensure that adverse effects on the site's integrity could be avoided. The Council had dealt with a number of applications where such a contribution had been sought and secured. The monetary value on these sites had been set at £200 per dwelling.

Unfortunately, there was no viability argument that could be put forward to negate the need for the financial contribution as the policy requirement related to the Habitats Regulations.

Subject to the payment in relation to the Recreation Management Plan the development was considered to be in compliance with policy N4 of the Local Plan.

With regard to the concerns raised regarding foul drainage at the site, these had been noted. The applicant had indicated that the drainage would be directed to the main sewer. It was considered that such details would be acceptable and would be suitably controlled by the Water Authority.

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Given the nature of the development, the proposed layout and the surrounding land uses, the proposed development was not considered to have an adverse impact on crime prevention or an increase in the likelihood of antisocial behaviour.

The application sought to develop the application site for new housing. The site was located within development limits in the Local Plan establishing the principle of residential development at the site.

It was considered that the design and general layout of the scheme was 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 was considered to be acceptable in this regard with policies SD1, SD2, SD3 and SD4 of the Redcar and Cleveland Local Plan 2018 and was therefore recommended, subject to appropriate conditions for a minded to approve decision.

The objectors who were present at the meeting made the following comments:-

- Object on the grounds of amenity and safety and the first application was rejected on these grounds;
- On the grounds of safety the access from Easson Road 4.7 metres wide and an average of 5 metres wide so how could fire engines get access with no turning circle or hammerhead. Did this not contravene building regulations?;
- 4 cars currently used the back lane legally and 2 used it illegally. If each of the new properties had 2 cars then the current use would double;
- Use of the back lane during construction would damage the back lane and how would the current 4 owners get access;
- A lorry and a car would not be able to pass on the back lane and lorries would be parked for a long time loading and unloading;
- This development would result in the loss of amenity;
- Believe the application should be refused as there was no public right of way;
- Whilst accepting that rights of way were a civil matter, when the use was illegal it became a planning concern which should have been addressed before the application came before committee;
- Council approval would be illegal;
- In the 1970's the land was bought and the owner built garages however, there was little use of the alley by vehicles and not much regular use after the owner died. In 2004 the garages were bought and were used as part of a building business. The current owner

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asserted a prescriptive right over the alley but there had not been the required continuous use for 20 years and he had been told on several occasions that there was no right of way;

- The back alley was only adequate as a secondary access as primary access was from Easson Road;
- The back alley was not appropriate for use by larger vehicles as it was barely wide enough for one vehicle and vehicles would need to reverse in order to pass;
- Cannot understand why anyone would recommend building houses on a site which do not have a primary access elsewhere;
- Approving this application was unsuitable and inappropriate.

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

- The original application was for 3 dwellings which was altered to two as they would fit more appropriately on the site;
- All planning issues had been resolved and the application complied with legislation which was backed up by the officer's recommendation;
- Historically the garages were used to store cars and as a builders lockup;
- The fact was that the garages existed knowing that access was available;
- This development would offer a more attractive proposition than the existing garages and the size of vehicles using the back alley would be reduced.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- This was not a safe access;
- The proposal was within Development Limits, it was a better scheme than the 3 dwellings originally planned, there was room for 2 houses and whilst noting the issue of access the road was used by residents to gain access now so there would be no change, therefore am in favour of the proposal.

RESOLVED that Planning Permission be refused for the following reasons:-

The proposed dwellings, due to the access from the lane to the rear of Easson Road, would create conditions that would be detrimental to highways safety. The proposal is therefore contrary to part p of policy SD4 of the Redcar and Cleveland Local Plan (2018)

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63. **R/2022/0799/00M Outline application (All Matters Reserved) for erection of 48 (No) Industrial Units land east of Lantsbery Drive Liverton Mines Loftus**

Deferred to the next meeting.

64. **R/2022/0802/FF 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 rear of 60 Station Road Redcar.**

Deferred to the next meeting.

65. **DELEGATED DECISIONS.**

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

:-NOTED.

66. **APPEAL INFORMATION.**

The Executive Director for Growth, Enterprise and Environment presented Members with a schedule of the appeals which had been received.

:-NOTED.

67. **ENFORCEMENT SCHEDULE.**

The Executive Director for Growth, Enterprise and Environment presented Members with the schedule of enforcement actions which had been undertaken.

:-NOTED.

68. **SECTION 106 AGREEMENTS.**

The Executive Director for Growth, Enterprise and Environment 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.

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69. **DEEMED CONSENT APPLICATIONS.**

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, Queens Street, The Esplanade, Station Road and Moore Street 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:

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.

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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. Prior to the installation on site of any street furniture (including any walls / railings) to be used in the carrying out of this permission details shall first be submitted to and approved in writing by the Local Planning Authority. 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

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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.

9. The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 every day.

REASON: In the interest of neighbour amenity.

R/2022/0920/F3M 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 highway works land between 37-43 High Street and The Esplanade Redcar.

Deemed consent granted subject to the following conditions:-

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
Anchor 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
Anchor 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
Anchor Building and Events Space Landscaping general arrangement plan (1331_SGL_ZZ_XX_DR_L_90_133 Rev A) 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

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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 hereby 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 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 new buildings 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

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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.

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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 of new buildings, 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

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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.

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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

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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

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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 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.

19. Prior to the demolition of the buildings the existing blue historical plaque shall be removed and securely stored. The plaque shall be

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incorporated into the new building prior to occupation of the units.

REASON: For the avoidance of doubt.

R/2022/0969/F3 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 land at 48-51 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 (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. The salvaged materials from the site shall be stored in accordance with the statement (Details of Materials Storage) received by the Local Planning Authority on 02/02/2023.

REASON: For the avoidance of doubt.

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

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(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, where possible, 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.

REASON: 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 (excluding demolition) 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

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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

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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.

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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.

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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 artwork shall be submitted to and agreed in writing with the Local Planning Authority. The artwork shall then be installed on site in accordance with the proposed details.

REASON: 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.

17. Prior to the occupation of the building, hereby approved, bat boxes shall be installed on site in accordance with details which have first been submitted to and agreed in writing with the Local Planning Authority. The boxes shall remain for the lifetime of the

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development.

REASON: To ensure a satisfactory form of development in relation to ecology in accordance with policy N4 of the Local Plan.

70. **Loftus Conservation Area Management Plan Supplementary Planning Document: Consultation Draft.**

The Executive Director for Growth, Enterprise and Environment advised that 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.

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.

:-NOTED.

71. **DEVELOPMENT MANAGEMENT PERFORMANCE REPORT.**

The Executive Director for Growth, Enterprise and Environment circulated the Quarter 3 2023 Performance Report.

:-NOTED.

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REGULATORY COMMITTEE

A meeting of the Regulatory Committee was held on 15 February 2023.

PRESENT. Councillor Smith (Chair),
Councillors Baldwin, Head, Lockwood, Morgan,
Ovens, Rider, Thomson and Watts.

OFFICIALS. E Dale, E Garbutt, C Griffiths, L Hall and
H Oakes

APOLOGIES FOR ABSENCE were submitted on behalf of Councillors
Ayre, Brook, Hixon and Richardson

72. **R/2022/0799/00M Outline application (All Matters Reserved) for
erection of 48 (No) Industrial Units land east of Lantsbery Drive
Liverton Mines Loftus**

The Executive Director for Growth, Enterprise and Environment advised that outline consent was sought for the erection of 48 (No) industrial units. The application was for outline only with all matters (access, appearance, layout, scale and landscaping) reserved for future consideration.

The application related to land east of Lantsbery Drive, Liverton Mines. The site lay 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 lay residential dwellings of St Helens Walk, St Leonards Close and St Cuthberts Walk, industrial units lay to the west of the site and agricultural fields to the south and east of the site. Lantsbery Drive was 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 was an existing public footpath that ran 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 was situated within the defined limits of development and a protected employment site as identified on the Redcar and Cleveland Local Plan Policies Map.

The consultation exercise resulted in 5 individual written representations having been received along with a petition containing 108 signatures against the development, the comments were summarised as follows:

- *Live work units would have permitted development rights allowing work element to be extinguished. Permissions should be subject to*

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- 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 were 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*

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- *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 made the following comments:-

"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

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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 made the following comments:-

“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. “

Cleveland Police recommended the applicant/agent contact them for any advice, guidance in relation to designing out opportunities for crime and disorder to occur at proposed development.

The Environment Agency confirmed that the application fell outside their remit.

Redcar and Cleveland Borough Council (Housing Area Services) had no objection.

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

“This is an outline application for 48 Industrial Units. Whilst all matters are reserved, an indicative layout has been provided.

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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*

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- (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) commented 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.

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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) made the following comments:-

“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

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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

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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)
made the following comments:-

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“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) made the following comments:-

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

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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.).”

The Executive Director for Growth, Enterprise and Environment 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 contaminated land and nuisance
- The impacts on highways safety
- The impacts on drainage

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 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 inside the development limit boundary, as shown in the Local Plan Policies Map.

The site formed part of North Liverton Industrial Estate. Under policy ED6, the site was allocated for employment uses falling within the B1, B2 or B8 use classes.

The amended site plan stated that the development would be for industrial units. The application form stated the units would be for ‘light industrial’ B2 uses, which accords with ED6.

The proposed development was, therefore, supported by the Local Plan and there were no objections to the principle of development.

Policy SD4 of the Local Plan referred to General Development Principles.

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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

The application was 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 had been supported by an illustrative proposed site plan and elevation drawings of industrial units which illustrated 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 were 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 illustrated the buildings to be 6.2 high which was in keeping with the area.

It was considered that site was 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.

It was considered that the site was 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 Council's Environmental Protection and the Environment Agency had been consulted in terms of the impact of the development on the environment. The Environment Agency had no comments to make on either the superceded or revised plans as the scheme fell outside of the agency's remit.

In terms of nuisance, due to the development being in close proximity to existing neighbouring residential properties Environmental Protection consider there was 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 had 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 was considered the conditions were necessary and relevant to the development due to the relationship with the

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neighbouring residential dwellings.

Subject to conditions the application raised no issues in terms of contamination or nuisance and complied parts b, e and n of policy SD4 of the Redcar and Cleveland Local Plan.

Discussions had taken place between the applicant and the Council's highway engineers regarding the detail needed for a reserved matters application. The site utilised the existing adopted highway layout which was to be upgraded to a mini roundabout junction and the proposed road was 7.3m wide with 2 x 2 metre footpaths on both sides.

Discussions had taken place between the applicant and the Council's highway engineers regarding the detail needed for a reserved matters application. The site utilised the existing adopted highway layout which was to be upgraded to a mini roundabout junction and the proposed road was 7.3m wide with 2 x 2 metre footpaths on both sides.

The site was to be accessed off Lantsbery Drive, which was adopted highway, it was further noted that there was 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 would be required. The Development Engineers had suggested two conditions which would be included should the application be recommended for approval.

Subject to conditions the application was capable of complying with part p of policy SD4 of the Redcar and Cleveland Local Plan with regard to highways safety.

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 set out requirements for proposals.

The site was located within Flood Zone 1. Northumbrian Water had assessed the application and noted at this time the application did not provide sufficient details with regarding to the management of foul and surface water from the development. Northumbrian Water therefore requested 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 was considered the condition was necessary and would be included as part of any approval.

Subject to the use of planning conditions the application raised no issues in terms of flood risk and drainage and complied with national policy set

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out in the NPPF and policy SD7 and part f of policy SD4 of the Redcar and Cleveland Local Plan.

The application fell outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The application raised 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 recommended that 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 had asked if they could 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 was not relevant for play area improvements unlike additional dwelling units and would not be part of any approval.

The application site was 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 was therefore considered to comply with Policy SD3 and ED6.

The application had 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 was in outline detailed consideration of these matters would be given at Reserved Matters stage. The development was therefore considered to comply with policy SD4.

Matters relating to highway safety, drainage, contamination and nuisance, crime prevention had been considered as part of the assessment of the application and had 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 was therefore recommend for approval.

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

- We have worked closely with Redcar and Cleveland's planning and highways officers to achieve a practical development;
- Important that the site was brought back into use due to the economic benefits it would generate;
- The site was designated for light industrial use and small

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- community activities;
- The scaled drawings show a practical site layout;
- The proposal was of a sympathetic size and scale;
- There would be no detrimental impact on residents;
- The details would be fine tuned at the detailed planning stage;
- The existing site entrance would be used;
- There would no vehicular access via St Helens or St Cuthberts Walk;
- The dense planting would be preserved;
- The intention was to attract small local businesses.

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

- This was an established industrial estate which previously had industrial units on it;
- The layout of the units seemed reasonable;
- This was a light industrial site it had been a heavier industrial site in the past;
- The trees were to remain;
- Similar sites elsewhere in the Borough were always full and many of these businesses subsequently expanded;
- The site was within a rural setting;
- There were good visibility splays to the right and left;
- The road was a fairly quiet one;
- The proposal was within development limits and was acceptable in terms of character and appearance;
- It proposed the regeneration of an industrial estate which hopefully would bring employment.

RESOLVED that Planning Permission be granted 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

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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

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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

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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

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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.

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

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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

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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.

Councillor Baldwin declared an interest in the following application as the Ward Member.

73. **R/2022/0802/FF Change of use and conversion of first floor office space (Use Class E) into 10 bed HMO (Use Class Sui Generis)**

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including installation of first floor windows to side and velux rooflights to front rear of 60 Station Road Redcar.

The Executive Director for Growth, Enterprise and Environment advised That permission was 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 related to rear of 60 Station Road, Redcar. The two storey building was located to the rear of Station Road, Queen Street and Coatham Road. The Grenfell Social Club was located to the west of the site and the existing car park within the site. The first floor was 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 had been carried out at ground floor. The site was located within the defined town centre, whilst having Station Road as the address it sat behind frontage buildings and took its vehicle access from North Terrace.

This application sought consent to change the use into a 10 bedroom house in multiple occupation (HMO). The applicant had confirmed the use would be for contractor accommodation occupied by tenants requiring accommodation for work purposes and not as their main residence. The accommodation would contain 10 ensuite bedrooms and a kitchen/dining area. There was a secure area of parking to the west side of the unit which would provide seven parking spaces. The proposals included the installation of three first floor windows on the west facing elevation and four rooflights.

The application had 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.

The consultation exercise had resulted in 12 written representations have been received. The comments were 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.*

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- *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*

The Health and Safety Executive did not advise, on safety grounds, against the granting of planning permission in this case.

Redcar and Cleveland Borough Council (Development Engineers) (09/12/2022) made the following comments:-

"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."

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Redcar and Cleveland Borough Council (Housing Area Services) *Standards* had no objection to the development in principle however the plans lacked 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 included minimum floor areas for rooms used as sleeping accommodation. The applicant should also be aware of the RCBC Space & Amenity Standards that formed an appendix to the licence and ensured that the accommodation (either shared or exclusive use) provided a sufficient degree of living space for any tenant.

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) advised that in order to minimise the environmental impact 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.

The Executive Director for Growth, Enterprise and Environment advised 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 of biodiversity and geological conservation

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

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Policy SD3 related 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 was located within the identified development limits. 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 and the proposal 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.

Policy ED1 criterion f. sought to support diversity of uses within the centre including a range of uses including residential. It went on to note that attention would be paid to bringing upper floors back in to use. The principle of an HMO property in this location was acceptable and the proposal would accord with the aims of policy ED1 of the adopted Local Plan.

Policy H6 of the Local Plan related to Houses in Multiple Occupation and provided that such a use was acceptable subject to 5 criteria. Therefore, subject to compliance with those criteria the proposal was acceptable and should be supported.

There were a mix of neighbouring uses which were mainly commercial in nature. Residential units were found at first floor in some properties and several neighbouring buildings were vacant or in need of repair. The proposed alterations to the property would improve the appearance of the area.

The proposals were 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.

In light of the discussions relating to the use as contractors' accommodation and the temporary nature of the accommodation it was considered the reduced separation distances were acceptable and would 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 would 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

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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 proposal included seven incurtilage parking spaces. The Council's Development Engineers had no objection to the proposals. In terms of the impact on highways the area to the immediate front of building, named North Terrace was adopted highway however, the access road that led to Queen Street was unadopted highway. The applicant had provided 7 car parking spaces within curtilage to serve the HMO's however, given that the development was within town centre as identified in the Local Plan, close to public transport links and local amenities, this was considered acceptable as applied to the previous use. Therefore, there was no objection to the development on highway grounds.

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.

The proposals had been assessed by the Council's Environmental Protection team in terms of impact on nuisance. The team had 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 had 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 were necessary and would 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 was considered to be reasonable and would 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 development site was 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, would be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This was to ensure that adverse effects on the site's integrity could be avoided. The Council had dealt with a number of applications where such a contribution had been sought and secured.

Unfortunately, there was no viability argument that can be put forward to

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negate the need for the financial contribution as the policy requirement related to the Habitats Regulations.

This application proposed 10 bedrooms. The required financial contribution for a temporary accommodation was based on the cost of a 70% occupancy of the 10 rooms. The applicant had agreed to pay the financial contribution should the application be approved, in advance of the decision being issued and therefore the development was considered to be in compliance with policy N4 of the Local Plan.

The application fell 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 was outside of the catchment area.

The proposal 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

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

- The proposal was not far from properties on Station Road that were far from ideal and whilst not in favour of back land development there were no real objections;
- Recent development both in Redcar and Teesworks meant there was demand for this type of development for contractors coming into the area to work;
- The building leant itself to this type of development;
- Reassured that the applicants business was underneath as it meant he had a vested interest in who would occupy the flats;
- The proposal was within development limits;
- The proposal would not have a negative impact on the character or appearance of the area;
- There were no highway issues.

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.

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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

REGULATORY COMMITTEE

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accommodation is not used for unauthorised permanent residential occupation to protect residential amenity in accordance with Local Plan Policy SD4.

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	02.02.2 3	15.02.2 3	Total Meetings Attended / total possible
Ayre	Billy	✓	✓	✓	✓	✓	✓	✓	Apols	Apols	
Foley-McCormack	Chris	✓	✓	✓	✓	✓					
Richardson	Carrie	Apols	Apols	✓	Apols	Apols	✓	✓	Apols	Apols	
Head	Malcom	✓	✓	✓	Apols	✓	✓	✓	✓	✓	
Morgan	Carole	Apols 1	✓	✓	✓	✓	Apols	✓	✓	✓	
Ovens	Mary	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Hixon	Andrew	✓	✓	✓	✓	✓	✓	✓	✓	Apols	
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	✓	Apols	
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



Regulatory Committee

02 03 2023

Regulatory Committee - Procedures

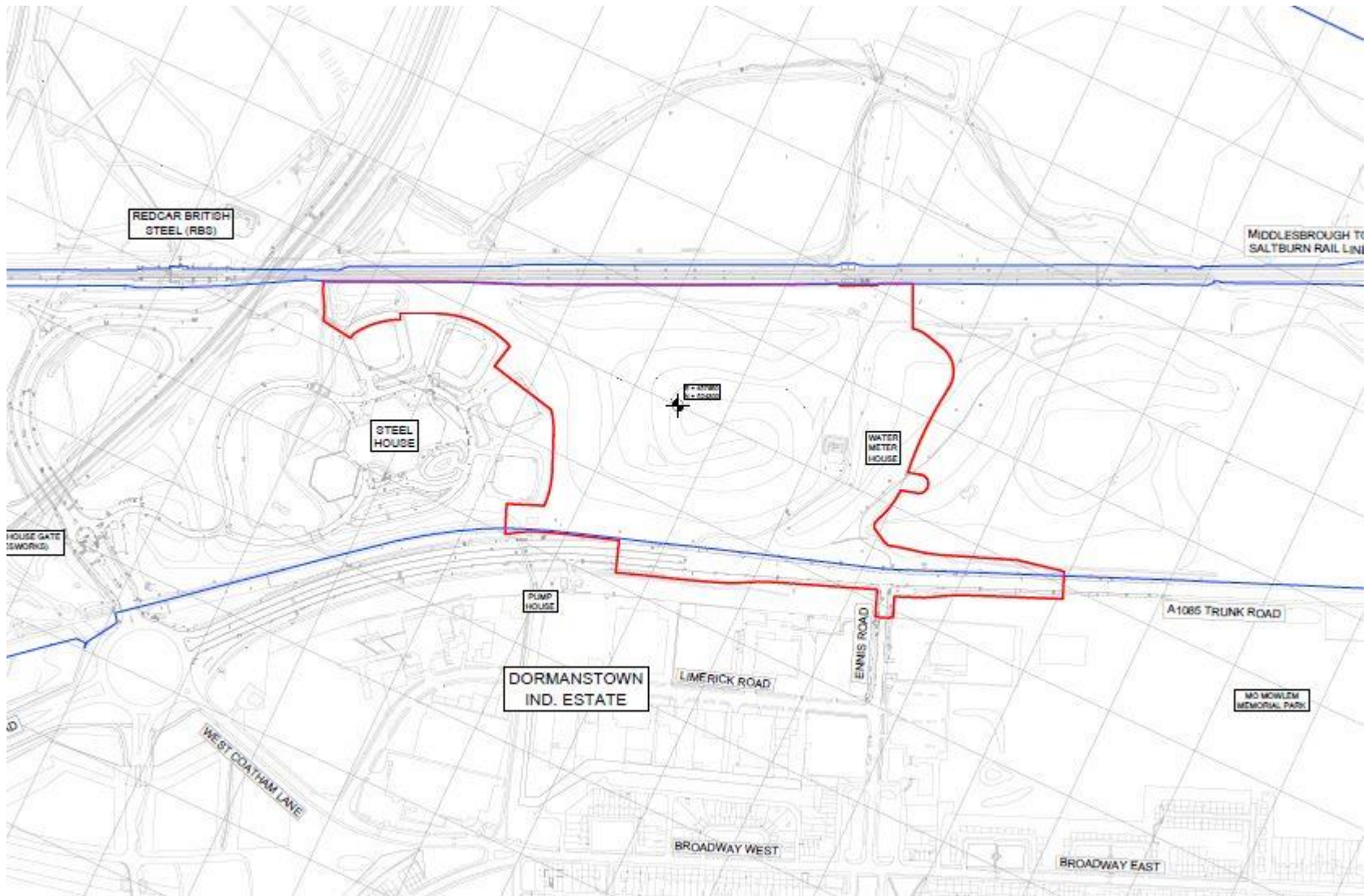
- **Planning officer's report prepared for all applications (pre-circulated):**
 - **summarises views of consultees; any comments received to the public consultation and information received from the applicant;**
 - **considers policy context and other material planning considerations;**
 - **makes a recommendation to the Committee.**
- **Objectors, supporters and applicant (or agent) may address the Committee under the direction of the Chair, those wishing to speak should have registered with officers before the meeting, a time limit of three minutes is allowed for each speaker.**
- **Committee members may then ask questions of clarification through the Chair.**

Please switch off all mobile phones

Regulatory Committee - Procedures

- **Officers may be asked to comment on any further planning matters raised.**
- **Members then debate the application and formulate the motion or motions on which to vote.**
- **In the event of a tie the Chair has a 'casting vote' and this is provided for in the Constitution.**
- **The Chair announces the result of the vote and the Committee moves onto the next application.**

Please switch off all mobile phones





R/2022/0816/FFM - North of Trunk Road
Proposed site plan



R/2022/0816/FFM - North of Trunk Road
Photos



R/2022/0816/FFM - North of Trunk Road
Photos





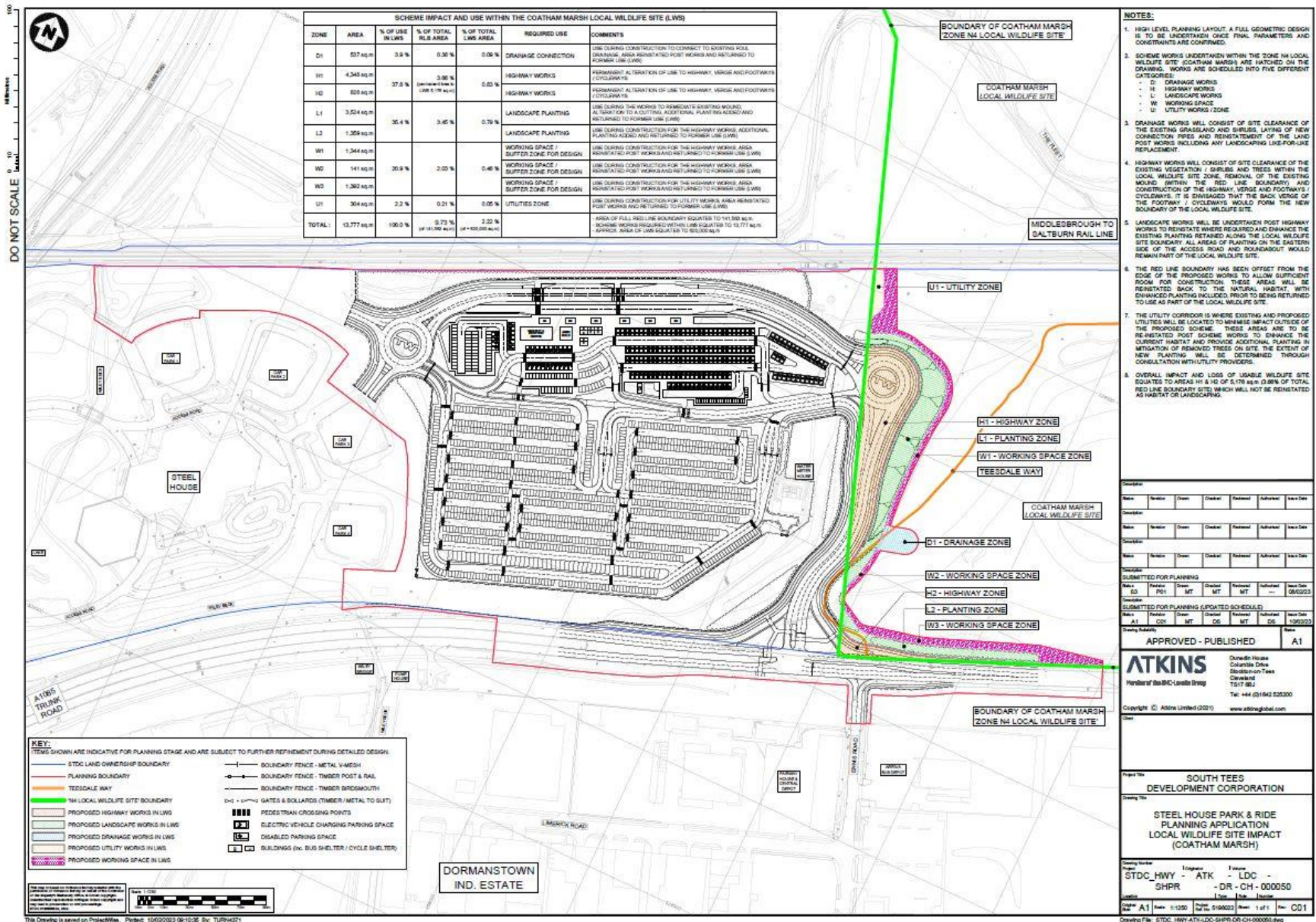


- KEY**
- East Mound Removal Site Location
9.17 ha
 - Steel House Park & Side Site Location
14.2 ha
 - Radcar Green Wedge
217 ha

LICHFIELDS

Project	Site works
Title	Location Plans
Client	South Tees Development Corporation
Date	02/01/22
Scale	1:500 @ A3
Drawn by	ML/DV
Proj. No.	LPS202021

Based upon information shown on the site plan and other relevant documents.



- NOTES:**
- HIGH LEVEL PLANNING LAYOUT A FULL GEOMETRIC DESIGN IS TO BE UNDERTAKEN ONCE FINAL PARAMETERS AND CONSTRAINTS ARE CONFIRMED.
 - SCHEME WORKS UNDERTAKEN WITHIN THE ZONE N4 LOCAL WILDLIFE SITE (COATHAM MARSH) ARE MATCHED ON THE DRAWING. WORKS ARE SCHEDULED INTO FIVE DIFFERENT CATEGORIES:
 - D1 - DRAINAGE WORKS
 - H1 - HIGHWAY WORKS
 - L1 - LANDSCAPE WORKS
 - W1 - WORKING SPACE
 - U1 - UTILITY WORKS ZONE
 - DRAINAGE WORKS WILL CONSIST OF SITE CLEARANCE OF THE EXISTING GRASSLAND AND GROUND, LAYING OF NEW CONNECTION PIPES AND REINSTATEMENT OF THE LAND POST WORKS INCLUDING ANY LANDSCAPING USE-FOR-USE REPLACEMENT.
 - HIGHWAY WORKS WILL CONSIST OF SITE CLEARANCE OF THE EXISTING VEGETATION / BUSHES AND TREES WITHIN THE LOCAL WILDLIFE SITE ZONE. REMOVAL OF THE EXISTING MOUND (WITHIN THE RED LINE BOUNDARY) AND CONSTRUCTION OF THE HIGHWAY, VERGE AND FOOTWAYS / CYCLEWAYS. IT IS EMPHASISED THAT THE BACK VERGE OF THE FOOTWAY / CYCLEWAYS WOULD FORM THE NEW BOUNDARY OF THE LOCAL WILDLIFE SITE.
 - LANDSCAPE WORKS WILL BE UNDERTAKEN POST HIGHWAY WORKS TO REINSTATE BERRIES AND TREES ENHANCE THE EXISTING PLANTING RETAINED ALONG THE LOCAL WILDLIFE SITE BOUNDARY. ALL AREAS OF PLANTING ON THE EASTERN SIDE OF THE ACCESS ROAD AND ROUNDABOUT WOULD REMAIN PART OF THE LOCAL WILDLIFE SITE.
 - THE RED LINE BOUNDARY HAS BEEN OFFSET FROM THE EDGE OF THE PROPOSED WORKS TO ALLOW SUFFICIENT ROOM FOR CONSTRUCTION. THESE AREAS WILL BE RENOVATED BACK TO THE NATURAL HABITAT WITH ENHANCED PLANTING INCLUDED, PRIOR TO BEING RETURNED TO USE AS PART OF THE LOCAL WILDLIFE SITE.
 - THE UTILITY CORRIDOR IS WHERE EXISTING AND PROPOSED UTILITIES WILL BE LOCATED TO MINIMIZE IMPACT OUTSIDE OF THE PROPOSED SCHEME. THESE AREAS ARE TO BE RENOVATED POST SCHEME WORKS TO ENHANCE THE CURRENT HABITAT AND PROVIDE ADDITIONAL PLANTING IN MITIGATION OF REMOVED TREES ON SITE. THE EXTENT OF NEW PLANTING WILL BE DETERMINED THROUGH CONSULTATION WITH UTILITY PROVIDERS.
 - OVERALL IMPACT AND LOSS OF USABLE WILDLIFE SITE EQUALS TO AREAS H1 & H2 OF 5,176 sq.m. 0.88% OF TOTAL RED LINE BOUNDARY SITE WHICH WILL NOT BE RENOVATED AS HABITAT OR LANDSCAPING.

- THE RED LINE BOUNDARY HAS BEEN OFFSET FROM THE EDGE OF THE PROPOSED WORKS TO ALLOW SUFFICIENT ROOM FOR CONSTRUCTION. THESE AREAS WILL BE RENOVATED BACK TO THE NATURAL HABITAT WITH ENHANCED PLANTING INCLUDED, PRIOR TO BEING RETURNED TO USE AS PART OF THE LOCAL WILDLIFE SITE.
- THE UTILITY CORRIDOR IS WHERE EXISTING AND PROPOSED UTILITIES WILL BE LOCATED TO MINIMIZE IMPACT OUTSIDE OF THE PROPOSED SCHEME. THESE AREAS ARE TO BE RENOVATED POST SCHEME WORKS TO ENHANCE THE CURRENT HABITAT AND PROVIDE ADDITIONAL PLANTING IN MITIGATION OF REMOVED TREES ON SITE. THE EXTENT OF NEW PLANTING WILL BE DETERMINED THROUGH CONSULTATION WITH UTILITY PROVIDERS.
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Rev	Author	Drawn	Checked	Released	Authorised	Issue Date
01						
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SUBMITTED FOR PLANNING						
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01						06/03/23
Description:						
SUBMITTED FOR PLANNING (UPDATED SCHEDULE)						
Rev	Author	Drawn	Checked	Released	Authorised	Issue Date
01						15/02/23
Description:						

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Project Name: SOUTH TEES DEVELOPMENT CORPORATION
 Drawing Title: STEEL HOUSE PARK & RIDE PLANNING APPLICATION LOCAL WILDLIFE SITE IMPACT (COATHAM MARSH)
 Project Number: STDC_HMY - ATK_LDC - SHPR - DR - CH - 000050
 Issue: 1/01/2023
 Date: 15/02/23
 Scale: 1:1000
 Drawing File: STDC_HMY_ATK_LDC_SHPR-DR-CH-00000.dwg

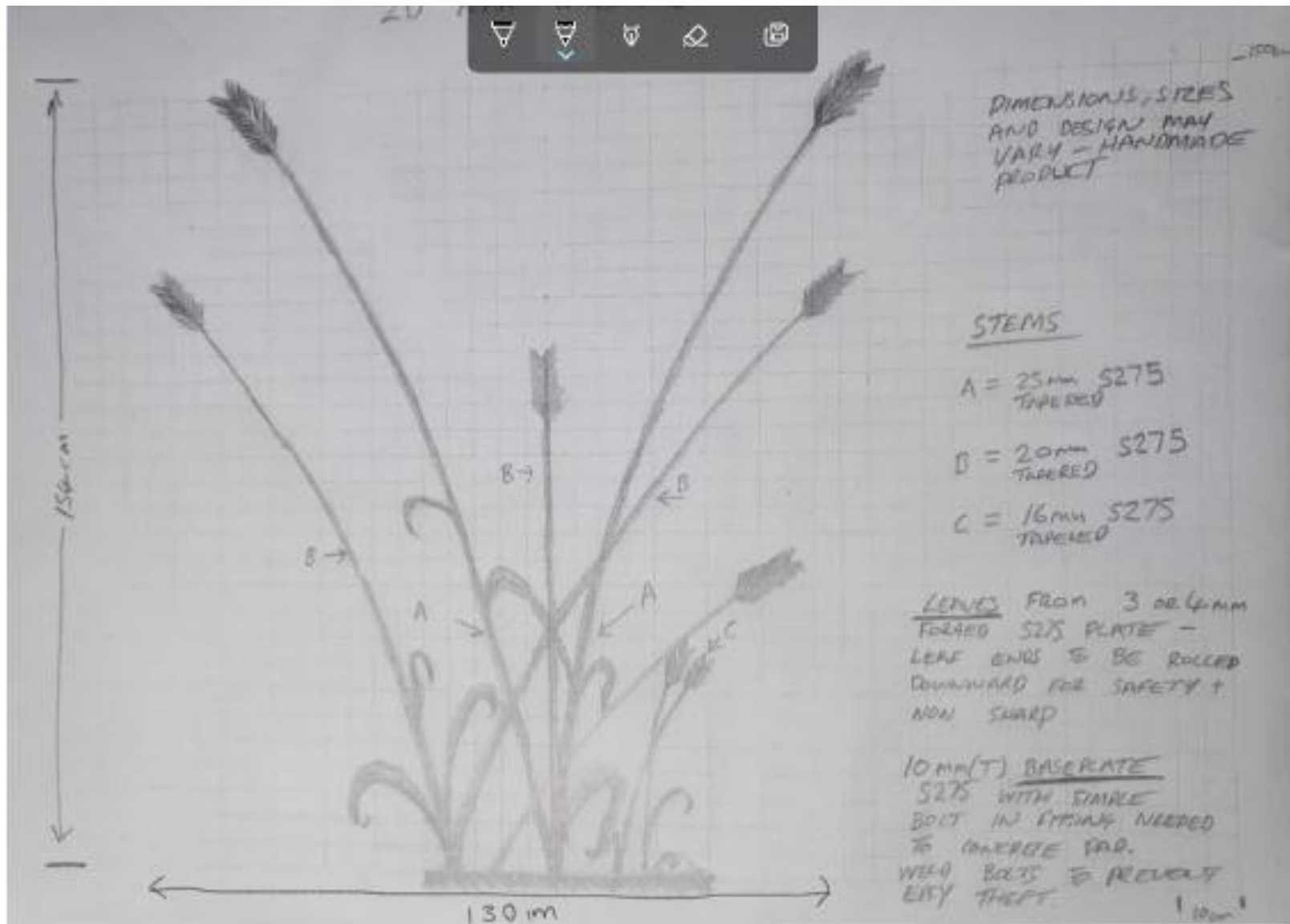


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LOCATION PLAN - PUBLIC REALM ARTWORK - REDCAR ROAD, REDCAR

Date: 20/01/2023
Drawn by: BS
Scale = 1:1,250
DWG No: xx





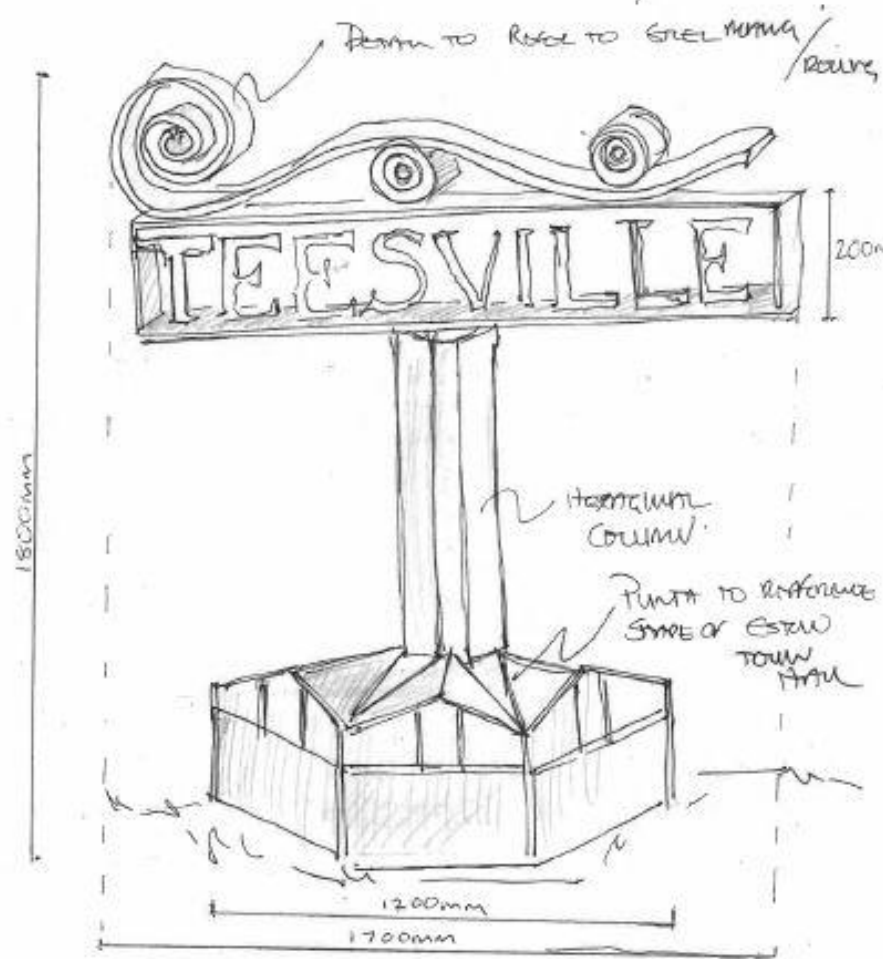
R/2023/0052/FF Roundabout at Redcar Road and Greenstones Road
Photograph



LOCATION PLAN - PUBLIC REALM ARTWORK - NORMANBY ROAD / FABIAN ROAD, TEESVILLE

Date: 20/01/2023
Drawn by: BS
Scale = 1:1,250
DWG No: xx

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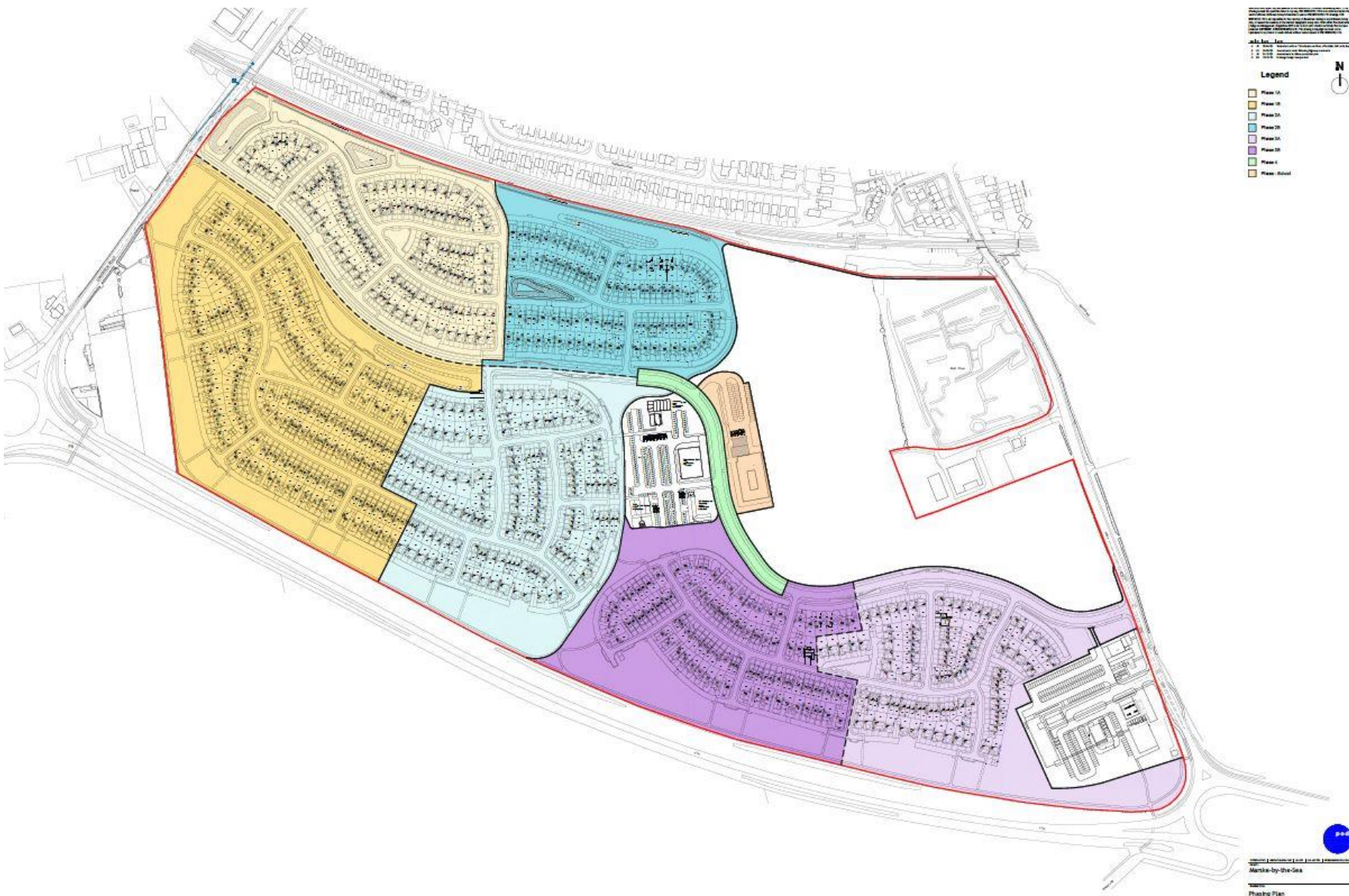






Legend

- Phase 1A
- Phase 1B
- Phase 2A
- Phase 2B
- Phase 3A
- Phase 3B
- Phase 4
- Phase 5
- Phase Road



Planning Plan

Phase	Area (sqm)	Units
1506-TAV	108	D











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>

The application referred to above has previously been presented to Regulatory Committee on 2nd February 2023 with the recommendation to grant planning permission.

Members of the Regulatory Committee raised concerns with the proposed development with regard to two matters:

- (1) Landscaping and Bio-Diversity
- (2) Location and Need of Development

Members resolved to defer the application to request that the applicants give further consideration to these matters.

The applicant has considered the concerns raised by the committee and has provided the following additional plans and information:

Landscape Illustrative Plan (Dwg: STDC_HWY-ATK-LDC-SHPR-DR-CH-000045_C02);
Local Wildlife Site Impact Plan (Dwg: STDC_HWY-ATK-LDC-SHPR-DR-CH-000050_C01);
Green Wedge Plan (Dwg No. LF63262/001
INCA Advice Note (2023-02); and
Lichfields Briefing Note (Dated 20 February 2023)

The additional plans and information have not been the subject of formal public consultation, as the additional information was a request from the Regulatory Committee for additional information to be provided.

Notwithstanding the fact that further public consultation has not taken place, five written responses have been received in relation to the application since the application was deferred at the committee on 2nd February 2023. The responses raise the following comments:

- Development of one of the biggest brownfield sites in Europe should not need to destroy green belt land
- Concern of encroachment of development on the marshes
- Area is popular natural outstanding beauty where many wildlife species thrive. Also popular for nature reserve enthusiasts as well as featuring in poetry and photography books
- Understand work has already taken place in anticipation of permission being granted
- Why is the existing access road not enough
- Seems it has been rushed with little or no consideration for the effects on the environment
- Green areas are precious and should be preserved where possible
- Understand that it is only 5% intrusion into Green Wedge but should be other options.
- Steel House roundabout and Lackenby roundabout should be considered to avoid need for works on Trunk Road and further cars on Broadway East.
- 5% lost but no commitment to placing any flora
- Deer at the site will have been disturbed from the works

Landscape and Bio-Diversity

The applicant acknowledges that a small proportion of the development site sits within the Local Wildlife Site (LWS) at Coatham Marsh. This part of the development site is therefore covered by Policy N4 (Biodiversity and Geological Conservation). The applicant has provided an additional plan that details the various elements of the scheme that fall within the LWS, the area of land that the individual elements would cover and the percentage of the total area of the LWS that these individual elements would equate to. The works that are to take place within the LWS include; drainage connections, highways works, landscape planting, buffer zones separating the site from the LWS and a utilities zone. The works that are proposed total 13,777sqm which equates to 9.73% of the total development site area (141,563sqm) and 2.22% of the overall area of the LWS which is approx. 620,000sqm.

Policy N4 of the Local Plan requires that development likely to have an adverse impact on Local Sites, including LWS, will only be approved where;

- f. the benefits clearly outweigh any adverse impact on the site;
- g. no reasonable alternatives are available; and
- h. mitigation, or where necessary compensation, is provided for the impact

The development is considered to satisfy the above criteria as detailed below in the report including the environmental and socio-economic benefits

resulting from the development, the lack of viable alternative sites and the mitigation/compensatory habitats that are being provided through the development.

The applicant has produced an enhanced landscaping scheme for the site including provision of additional landscaping along the utility corridor that runs through the centre of the site. This has been illustrated on the submitted illustrative landscaping plan (attached as Appendix 2).

Following the production of this revised scheme an updated Biodiversity Net Gain Assessment has been carried out for the applicants by INCA. The Biodiversity Units (BDU's) that would be lost through the proposed development have been calculated using the Defra Biodiversity Metric 3.1 which is the current and most up to date version of the metric. The assessment identifies that 20.24 BDU's would be lost as a result of the development.

The previous landscaping scheme included 0.9ha of amenity grassland, 1.36ha of broad leaved trees and 0.2ha of street trees and this provided 8.76 BDU's with the remaining 11.48 BDU's likely to be provided off-site secured by way of a planning condition.

The enhanced landscaping scheme now proposed provides 1.12ha of other neutral grassland and 2.422ha of other woodland-broadleaved and this provides 20.76 BDU's. The number of BDUs associated with each habitat has assumed that the grassland and woodland will be maintained in good and moderate condition respectively as defined by the assessment criteria set out in the Biodiversity Metric 3.1, and this will be secured by way of a planning condition. The enhanced landscaping scheme therefore represents a 2.23% enhancement in terms of the number of BDU's at the site when compared to those lost as a result from the development. The development as now proposed would therefore result in a minor net gain.

Notwithstanding the additional landscaping detailed above, the applicant has also committed to delivering replacement trees at a level equivalent to 125% of that which was at the site. The site was surveyed prior to the application being submitted, with an Arboricultural Constraints Survey, Impact Assessment, Protection Plan and Method Statement submitted in support of the application. The survey illustrates that the site includes approx. 1200 trees of varying scales and conditions. While it is acknowledged that the proposed development allows for the retention of a number of the trees, those lost will be replaced with new trees to a level detailed above. It is acknowledged that it would not be possible to achieve this increase level of planting within the site along with the development of the Park and Ride facility. The tree planting scheme to be agreed would cover the wider Teesworks site, although officers will ensure an appropriate level of planting is provided within the Park and Ride facility subject to site constraints. It is considered that the proposed level of replacement tree planting can be secured by way of a planning condition that has been agreed with the applicant.

After consideration of the submitted additional information along with that which originally supported that application, it is considered that the proposed development complies with parts j and o of Policy SD4 (General Development Principles) and Policy N4 (Biodiversity and Geological Conservation) of the Redcar and Cleveland Local Plan.

Location and Need of Development

The applicant has provided rationale to the locational choice of the site for the proposed development within the submitted Briefing Note (attached as Appendix 1). The key considerations in the choice of the site location were;

- The restrictions that Freeport Status across large parts of the Teesworks site, that while bringing significant benefits for investment opportunities, the status does have potential impacts on ease of movement in and out of the Freeport to ensure suitable levels of security is maintained.
- Direct access from the Trunk Road allows for free access to the Park and Ride facility without the security checks that would be required if using the Steel House Gatehouse to access the site. The entry point from the Trunk Road therefore reduces the potential for any queuing onto the public highway network.
- The location of the site provides the ability for multimodal transport access to the Park and Ride facility including from Redcar British Steel railway station if it becomes operational again, footpath networks along the Trunk Road, local cycle routes, local bus networks on the public highway along with the potential for public bus services to access the site in the future.
- The proposed site requires approx. 14 hectares. Given the scale of the site required when considered along with other constraints detailed above, there are limited areas available on the Teesworks site that can accommodate the development in the timeframes required to meet developer needs.

It is acknowledged that the proposed site is of significant scale in terms of a car park, however this is required to support proposed shift patterns of future developers while also allowing for crossover times between shifts starting and finishing.

As well as setting out the rationale for the location of the development, the applicant has also provided further context of the need of the development. The submitted briefing note states that the Park and Ride facility will play a key role in the delivery of the wider Teesworks development site through provision of parking facilities for construction staff. One of the first schemes that is likely to require the facility is the Net Zero Teesside (NZN) project which is currently under consideration through the Development Consent Order (DCO) process. The NZN project will bring significant benefits including both environmental and socio-economic. One of the key reasons for the need for the Park and Ride facility is that the NZN scheme is estimated to provide up to 2,440 net construction jobs (direct and indirect) per annum over the 48

month construction programme. The Park and Ride facility will therefore play a key role in providing parking facility for construction workers at the site over the construction period.

After consideration of the submitted additional information along with that which originally supported that application, it is considered that the proposed development complies with Policy LS4 (South Tees Spatial Strategy) of the Redcar and Cleveland Local Plan.

In relation to planning conditions that were proposed when the report was originally presented to committee to 2nd February 2023, the approved plans condition has been updated to remove the previously proposed landscaping plans. It is considered appropriate to include an additional condition relating to the submission of a detailed landscape plan that will include the type, number, species and size of the proposed landscaping scheme. A programme for the planting and long-term management of the scheme shall also be required. A condition is also proposed relating to the provision of a tree planting scheme that will provide replacement trees at a level equivalent to 125% of that which were present on site at the time of survey as identified in the Arboricultural Constraints Survey was undertaken. The updated condition schedule has been agreed with the applicant.

Taking the above into consideration the recommendation is:

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

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. Notwithstanding the details illustrated on the illustrative Landscape Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000045) received by the Local Planning Authority on 17/02/23, a detailed landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development hereby approved becoming operational. The details shall include size, type, species, a programme of works. As part of the submitted details a management plan for the long-term maintenance of the landscaped areas shall be submitted to ensure the development would result in biodiversity net gain. The development shall be completed in accordance with the approved details.

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

5. All planting, seeding or turfing comprised in the approved details pursuant to condition 4 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.

6. A tree planting scheme, including programme for delivery, shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved becoming operational. The planting scheme shall ensure the provision of replacement trees at a level equivalent to 125% of that which were present on site at the time of survey as identified in the Arboricultural Constraints Survey (ECOSURV) received by the Local Planning Authority on 13/10/22.

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

7. 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.

8. 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.

9. 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 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

The original report, with all the other relevant planning considerations, is included in full below.

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 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
N4 Biodiversity and Geological Conservation
TA1 Transport and New Development

OTHER POLICY DOCUMENTS

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 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.

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.

Briefing Note

Our ref 63262/01/AGR/PMc
Date 20 February 2023
To Redcar and Cleveland Borough Council (FAO: David Pedlow)

Subject Steel House - Park and Ride (Application Reference R/2022/0816/FFM)

1.0 Introduction

1.1 We refer to the planning application for the above that was submitted to Redcar and Cleveland Borough Council on 13 October 2022. The application has the following description,

“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.”

1.2 After considering the application against planning policies and other material considerations, the application was recommended for approval. The application was presented to the meeting of the Regulatory Committee at their meeting on 2 February 2023. At this meeting a decision was taken to defer the application, for it to be considered by the Committee at a future meeting.

1.3 Following the deferral, the applicant has taken the opportunity to further enhance the scheme and provide some further background information on the benefits of the scheme, the intended use for the facility, as well as the rationale that led to its final design and location.

2.0 Enhancements to scheme

2.1 Whilst the application was recommended for approval, when the application was considered by the Regulatory Committee, some concerns were expressed over the scheme and in particular the potential biodiversity impacts. In recognition of these concerns, the applicant, working closely with their design team, has taken the opportunity to review the scheme and carry out significant enhancements. The enhancements are demonstrated on the attached plans and a summary of these is set out below;

2.2 **Additional Planting** - The area proposed for landscaping enhancements has been increased; this has resulted in 1.12 hectares of ‘other neutral grassland’ and 2.42 hectares of ‘other broadleaved woodland’ being integrated into the scheme. As a result, the scheme will result in a net-gain in Biodiversity terms; thereby ensuring compliance with the Council’s adopted Development Plan Policies (See attached INCA note for further detail).

- 2.3 Planning condition(s) could be attached to ensure that the proposed ecology/biodiversity features are delivered and maintained in such a way that they deliver a 'net-gain'.
- 2.4 **Tree Planting** - The application was accompanied by an Arboricultural Constraints Survey, Impact Assessment, Protection Plan and Method Statement. This included a survey of the trees that were present on the site (approx. 1200). Whilst the design of the scheme allows for some of these trees to be retained and imported into the design, to ensure that the development results in a net gain in tree provision, the applicant is prepared to make a commitment to deliver replacement trees at a level equivalent to 125% of that which were present on site as the time of survey. This could be secured through planning condition(s).

3.0 Need for the Park and Ride Facility

- 3.1 The proposal to create the Park and Ride facility is a key part in the delivery of the 'Teesworks' project, its purpose initially will be to provide parking for the construction staff that will be needed to deliver the project. The Net Zero Teesside (NZT) project is likely to be one of the first developments to utilise the proposed facility and therefore the early delivery of the Park & Ride facility will aid the smooth delivery of Teesworks and in particular the NZT project.

Net Zero Teesside

- 3.2 The NZT project is proposed for an area of the Teesworks site, the development is subject to an application under the DCO (Development Consent Order) process. The NZT development has the potential to bring about significant benefits, both during the construction and operational phases.

NZT Benefits

- 3.3 The NZT project combines carbon capture facility and a power station. The delivery of the NZT project, will bring about significant environmental and socio-economic benefits, which are set out in statements submitted to the DCO examination, some of which are summarised below.

Environmental Benefits

- 3.4 The NZT project will develop a CO₂ gathering network on Teesside that will underpin the establishment of a decarbonised industrial cluster by the mid-2020's through providing necessary infrastructure to capture CO₂ emissions from existing heavy industries within the area, helping to secure their long-term future and contribute to the economy.
- 3.5 It is projected that the proposed carbon capture networks would initially capture up to 4mt CO₂ emissions per annum but there will be scope to capture 10Mt CO₂ in the future. The power generation facility, will have an electrical output of up to 860 megawatts (MW) of low carbon electricity, enough to power up to 1.3m homes per year.
- 3.6 The elements that make up the NZT project, will help to support the UK Government's commitment to fully decarbonise the power system in the UK by 2035 and will help to enable greater deployment of renewable energy.

Socio-Economic benefits

- 3.7 The delivery of the project will have substantial benefits for the local and regional economy in terms of employment (direct and indirect) and supply chain opportunities. It is estimated that up to 2,440 net construction jobs (direct and indirect) would be generated per annum over the 48-month construction programme. Jobs during operation are estimated at up to 130 FTE (direct and indirect) with the majority to be filled by people from the local area.
- 3.8 An employment skills and training plan will be implemented in order to maximise the local employment and training opportunities provided by the proposed development.

4.0 Location and Scale

Some of the factors that led to the site being identified as the preferred location are explored further below;

5.0 Location

- 5.1 **Freeport** – In March 2021, Tees Valley was announced as one of the first places to get Freeport Status under the new Government Policy to create Freeports across the Country.
- 5.2 The designated Freeport at Teesside is the largest in the UK; it covers an area measuring 4,500 acres. A Freeport is a tax and secure customs zone, where business can be carried out inside a country's land border, but where normal tax and customs rules don't apply.
- 5.3 Whilst the designated Freeport will bring about significant benefits, due to its nature it does bring with it certain controls over the level of access and the ranges of activities that would be appropriate.
- 5.4 Given the access restrictions that will need to be in place to keep the Freeport area secure, it would not be appropriate to locate the Park & Ride facility within the designated Freeport area, this places a limitation on the sites that are capable of accommodating the proposed Park & Ride facility.
- 5.5 **Direct Access** – The proposed Park & Ride has been designed to allow direct access from the Truck Road. Existing access points onto the Teesworks site i.e. Steel House Gatehouse have secure access and require security checks to be carried out at the point of entry. If security checks were to be carried out prior to entering the Park & Ride facility, this would have the potential to create queues that could potentially extend back on to the highway network, thereby creating a potential hazard. Therefore, it is important that the Park & Ride facility is afforded direct access from the public highway, with security checks happening once staff/visitors have parked.
- 5.6 **Multi Modal Access** – The proposed Park & Ride site is located immediately south of the Darlington to Saltburn Railway line; an operational passenger railway line. Redcar British Steel station is located to the northern edge of the development site boundary. As part of the wider Transport Strategy, there is the potential for services to resume to this station (they have been suspended since 2019).

- 5.7 The site is connected into the footpath network on the A1085 Trunk Road and the Teesdale Way runs along the southern and eastern boundaries.
- 5.8 On-road local cycle routes are provided, with on-road signed routes in some locations and advisory routes through quiet streets in other locations. National Cycle Route (NCR) 1 runs through Redcar and is approximately 3km (linear distance) from the east of the site. NCR 1 provides strategic connections between Saltburn, Marske, Redcar and Middlesborough. The application would include covered cycle parking areas.
- 5.9 A number of bus services (both local and Express services) serve the bus stops located within the vicinity of the site. Further, there is the potential for public bus services to be introduced into the Park & Ride facility itself.
- 5.10 The proposed site can be accessed using a number of transport modes, the delivery of the project has the potential to result in further enhancements to the public transport offer in the area. The accessibility of the site was a key consideration in it being considered as the preferred location.
- 5.11 **Land availability** – the application site extends to over 14 hectares, given the size of the site as well as the other constraints, there are limited areas available within the Teesworks area that could accommodate a facility within the required timescales.

6.0 Scale

- 6.1 During the construction and operational phases of the NZT project as well as those across the wider Teesworks area, staff are likely to operate of a shift system and there will inevitably be some crossover between those finishing and those starting their respective shifts.
- 6.2 This level of crossover along with the scale of the developments proposed, led to the facility being designed to accommodate the proposed number of vehicles.

7.0 Summary

- 7.1 The above summarises the enhancements that have been made to the design of the scheme, along with a summary of the requirements that were considered before concluding that the application site was the preferred location for the required facility.

DO NOT SCALE

Millimetres

0 10



- NOTES:**
- Planting adjacent to Network Rail assets offset 5m from track, mature trees chosen to not exceed 8m in mature height.
 - To be read in conjunction with civil engineers proposals and specifications.
 - Site is under active and continuous demolition/change, info on this drawing illustrates conditions at the time of survey only.
 - Areas shown to be retained may require amendment during future stages.
 - Areas for retention, demolition and re-grading are subject to further survey and approvals.
 - To be Read in-conjunction with Landscape Proposal Drawing: STDC_HWY-ATK-LDC-SHPR-DR-CH-000040 and all landscape and civil design information.
 - Subject to site conditions prior to installation, including the final levels design, proposed trees and planting mixes may require to be changed. All planting shown is indicative as an aid to the size, character and environmental benefits which are envisaged.
 - Planting type and locations to be agreed with utility providers for all planting in the existing utility zone.
 - Where areas within the red line boundary are used for construction working space, should these areas require removal of trees, shrubs or grassland then appropriate reinstatement and planting will be undertaken to return the land back to pre-scheme works.

Notes for utility zones planting:

Species-rich grassland = bee, butterfly and flower rich grassland suitable to support a wider habitat range than the site's existing neutral/urban grassland.

Planting Mix A (Native Woodland Edge mix): same mix as proposed over the other areas of the application site.

Planting Mix B (Native Woodland mix): same planting mix as proposed over the other areas of the application site.

Reptile hibernacula: A protection refuge for reptiles to hibernate.

All planting areas require to be agreed with utility providers, including requisite offset from their equipment and any utility relocations needed. Planting zones are shown indicatively only and to be developed / agreed during later design stages.

- KEY:**
ITEMS SHOWN ARE INDICATIVE ONLY AT PLANNING STAGE AND ARE SUBJECT TO FURTHER PRELIMINARY & DETAILED DESIGN.
- | | | | |
|---|-------------------------------------------------|----|---------------------------------------------------------|
| 1 | Tree-lined access road with footway and cyleway | 6 | Security office, bus stops, cycle shelters (see Civils) |
| 2 | Native woodland buffer | 7 | Standard car parking |
| 3 | Existing woodland | 8 | EV charging and motorcycle spaces |
| 4 | Existing utility zone with biodiverse planting | 9 | Mini bus/van spaces |
| 5 | Signalised junction | 10 | Accessible spaces |

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
ISSUED FOR PLANNING	A2	CO1	LS	MT	MT	DMA	02/09/22
UPDATED FOR UTILITIES CORRIDOR PLANTING	A1	CO2	LS	MT	MT	DS	10/02/23

APPROVED - PUBLISHED

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Client: **TEESWORKS**
The UK's largest industrial zone

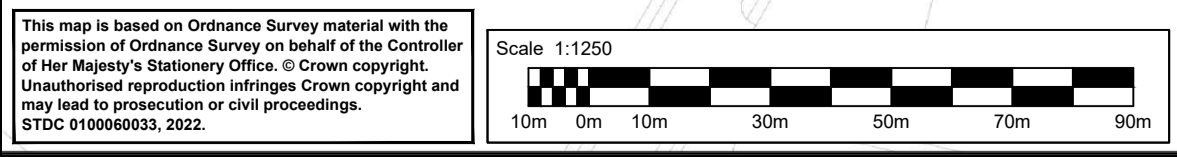
Project Title: SOUTH TEES DEVELOPMENT CORPORATION

Drawing Title: STEEL HOUSE PARK & RIDE PLANNING APPLICATION ILLUSTRATIVE LANDSCAPE SITE PLAN

Drawing Number: STDC_HWY - ATK - LDC - SHPR - DR - CH - 000045

Original Size: A1 Scale: 1:1250 Project Ref. No.: 5198022 Sheet: 1 of 1 Rev: C02

- KEY:**
ITEMS SHOWN ARE INDICATIVE FOR PLANNING STAGE AND ARE SUBJECT TO FURTHER REFINEMENT DURING DETAILED DESIGN.
- Planning boundary
 - STDC land boundary
 - Existing utility zone: extent of biodiverse planting cover
 - Existing utility zone
 - Drainage route to existing watercourse
 - On-site tree planting to be retained, refer to STDC_HWY-ATK-LDC-SHPR-DR-CH-000042
 - Benches type and no. tbc at detailed design stage
 - Approx. 5m tree protection zone
 - Planting mix A: Mixed native woodland edge mix with heavy standard trees - Refer to schedule of areas: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043
 - Planting mix B: Native woodland mix with heavy standard trees - Refer to schedule of areas: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043
 - Street trees - Refer to schedule of areas: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043
 - Scattered/Specimen trees - Refer to schedule of areas: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043
 - Amenity grass - Refer to schedule of areas: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043
 - NOTE: For reading clarity grass area plot numbers are not shown on this drawing.
 - Bee, Butterfly and flower-rich grassland (species-rich grassland)
 - Reptile hibernacula (exact locations TBD)



Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2023/0052/F3
LOCATION:	ROUNABOUT AT REDCAR ROAD AND GREENSTONES ROAD REDCAR
PROPOSAL:	INSTALLATION OF A 1.54M HIGH SCULPTURE

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

APPLICATION SITE AND DESCRIPTION

Permission is sought for installation of a 1.54m high sculpture.

The application relates to roundabout at Redcar Road and Greenstones Road, Redcar. The roundabout is located at the edge of the Mickledales and The Ings housing estates and the roundabout is bound by housing on all four approaches.

The sculpture would be located in the centre of the roundabout and would be 1.54m in height with a maximum width of 1.3m. The sculpture is of leaves, stems and wheat.

The application has been accompanied by a proposed site plan and proposed elevations.

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

None

PLANNING HISTORY

None

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 1 representation has been received which makes the following comments;

- Is this an appropriate use of funds in the current climate.
- Lack of support if there is to be a council tax rise / reduction in services.
- How is this being funded?

Redcar and Cleveland Borough Council (Development Engineers)

Highways would offer no objection to the proposed installation of artwork site on the centre of Mickledales roundabout. The installation would not adversely affect the visibility of drivers approaching the roundabout. the small scale installation is unlikely to cause any distractions to any driver therefore we would offer no objections on highway grounds.

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 Nation Planning Policy Framework (NPPF) states that applications for planning permission 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 located within the identified development limits and on an existing roundabout forming part of the adopted highway.

As a result of the site's location the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1 and SD3 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 proposed sculpture would add interest to the existing roundabout and create a feature to identify the area. The scale and design is considered acceptable for the location and the proposed materials are acceptable.

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 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 location of the development and the relationship to the residential properties surrounding the road network the application raises no issues in terms of neighbour amenity. The proposal raises no issues in terms of privacy or overlooking and given the scale and separation distances the proposal would not have any overbearing impacts.

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 Council's Development Engineers have no objections to the proposal from a highway point of view. The proposal, due to the scale and location, would not have an adverse impact on the visibility or operation of the road network.

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

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.

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The comments received as part of the consultation process are noted however the funding, finance or cost of the scheme is not relevant in the planning assessment given the scale of development.

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 proposal accords with policies SD3 and SD4 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 received by the Local Planning Authority on 24/01/2023

Proposed site plan received by the Local Planning Authority on 24/01/2023

Proposed elevations received by the Local Planning Authority on 26/01/2023

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

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/2023/0053/F3
LOCATION: GRASSED AREA AT CORNER OF NORMANY ROAD AND FABIAN ROAD NORMANBY
PROPOSAL: INSTALLATION OF A STEEL SCULPTURE/ARTWORK SIGN TO SHOW WHERE THE TEESVILLE AREA

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

APPLICATION SITE AND DESCRIPTION

Permission is sought for the installation of a steel sculpture/ artwork sign to show where the Teesville area.

The application site relates to the grassed area at the corner of Normanby Road and Fabian Road. The site is within an established residential area.

The sculpture would be located in the grass verge and would have a maximum height of 1.8m and a maximum width of 1.7m. The plinth would reference the shape of Eston Town Hall with a column to support the Teesville name which would be 0.2m deep.

The application has been accompanied by a proposed site plan and proposed elevations.

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

None

PLANNING HISTORY

None

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 6 representations have been received which make the following comments;

- Waste of tax payers money.
- The proposed location is nowhere near the Teesville boundary.
- Nothing more than a vanity project.
- Proposal will cause confusion.
- Local residents know where boundaries are.
- Lack of consultation.
- Rushed project.
- Residents don't want this.
- Money should be put into tidying up area or into social care.
- Council tax will be increased to pay for this.
- It will be an eyesore.
- Will cause accidents.
- Money should be spent on repairing roads and filling potholes.
- Could be vandalised.
- Flowers or bushes could be planted instead.

Ward Members

Councillor Vince Smith

This sign is intended as a recognition of the community of Teesville, which has no recognition on signage at all.

The funding comes from the last of the public realm money for the Teesville Ward which can only be used on Capital projects. The required upgrade of the Normanby Top Crossroads is referred to in an objection but funding is in place for this, with an expected start this Spring.

The Community of Teesville to me starts South of the Trunk Road and can be split into 3 parts , The original Teesville estate now referred to as Old Teesville , the next phase called Lowfields (part of the South Bank Ward) and the later part on the East Side of Normanby Road up to the Northern Wall of the cemetery (Teesville East) The proposed site of the feature is slightly further down from the cemetery wall but is in a more prominent location and is not directly opposite part of Normanby. It could be argued that the sign is

Teesville East but it is still a recognition of Teesville, a historic creation of Eston Urban District Council to improve the housing standards of its residents.

The sign will not prevent the installation of the popular Christmas Tree the location of which is a few yards away.

Redcar and Cleveland Borough Council (Development Engineers)

Highways would offer no objection to the proposed installation of artwork to be sited on the adopted verge at Normanby Road/Fabian Road. The installation would not adversely affect the visibility of drivers and given the small scale installation is unlikely to cause any distractions to any driver therefore we would offer no objections on highway grounds.

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 Nation Planning Policy Framework (NPPF) states that applications for planning permission 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 located within the identified development limits.

As a result of the site's location the principle of development is acceptable and the proposal would accord with the broad aims of policies SD1 and SD3 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 proposed sculpture would add interest to the existing grass verge. The scale and design is considered acceptable for the location and the proposed materials are acceptable.

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 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 location of the development and the relationship to the residential properties surrounding the road network the application raises no issues in terms of neighbour amenity. The proposal raises no issues in terms of privacy or overlooking and given the scale and separation distances the proposal would not have any overbearing impacts.

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 Development Engineers have raised no objections to the proposal from a highways point of view. The proposal does not impact on the visibility at the junction.

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

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.

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The comments received as part of the consultation process are noted however the funding, finance or cost of the scheme is not relevant in the planning assessment given the scale of development.

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 proposal accords with policies SD3 and SD4 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 received by the Local Planning Authority on 24/01/2023
Site plan received by the Local Planning Authority on 24/01/2023
Proposed elevations received by the Local Planning Authority on 24/01/2023

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

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/2020/0025/RMM
LOCATION:	LAND TO THE SOUTH OF MARSKE BY THE SEA BOUNDED BY LONGBECK ROAD, A1085 AND A174 REDCAR
PROPOSAL:	RESERVED MATTERS APPLICATION (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) FOR RESIDENTIAL DEVELOPMENT OF 810 DWELLINGS AND CONVENIENCE STORE, PRIMARY SCHOOL, CHILDRENS DAY NURSERY, GP SURGERY/PHARMACY, COMMUNITY HALL, PETROL FILLING STATION, DRIVE THRU RESTAURANT, PUBLIC HOUSE AND HOTEL FOLLOWING APPROVAL ON APPEAL OF OUTLINE PLANNING PERMISSION R/2013/0669/OOM

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

APPLICATION SITE AND DESCRIPTION

Permission is sought for reserved matters (appearance, landscaping, layout and scale) for residential development of 810 dwellings and convenience store, primary school, children's day nursery, GP surgery/pharmacy, community hall, petrol filling station, drive thru restaurant, public house and hotel following approval on appeal of outline planning permission R/2013/0669/OOM.

The application relates to land South of Marske by the Sea. The site covers 50.54 Ha. A mixed use neighbourhood centre is located within the centre of the site with a leisure development, including petrol filling station, in the South East corner of the site.

The site is currently arable farmland located to the South of Marske. The site is bounded by Longbeck Road to the West, the A174 to the South, the A1085 to the East and the railway line to the North. The northern boundary of the site is formed by the Middlesbrough to Saltburn-by-the-Sea railway line which is on a small embankment. There are two railway stations, one at either end of the site, to the west Longbeck Station and Marske Station to the east. North of the railway line is a residential estate. To the South, West and East the land is in agricultural use. Marske Inn Farm lies at the east side of the arable field the subject of this application. The application site is adjacent to the Marske Inn Farm complex on its north south and west sides. Hall Close to the North of Marske Inn Farm is included within the application boundary and is a

Scheduled Ancient Monument (SAM). The land is enclosed by a mix of post and rail fencing and intermittent hedging.

The site has been the subject of an outline application which was granted on appeal in July 2017. This appeal has established the principle of residential development on the site. The outline permission was granted subject to a number of planning conditions. These conditions would remain applicable to the outline application and would need to be formally discharged or complied with as part of the development of the site. The discharge of conditions is a separate process to the submission of the reserved matters application and such conditions would be dealt with in their own right. This reserved matters application does not deal with the matters referred to in specific conditions.

The 810 dwellings are to be delivered by two developers, Miller Homes & Taylor Wimpey, who will deliver 408 & 402 dwellings respectively.

Miller Homes' portion will be made up of 16 house types which, in turn, will provide a mixture of:

- 2 bedroom dwellings (31 no)
- 3 bedroom dwellings (177 no)
- 4 bedroom dwellings (165 no)
- 5 bedroom dwellings (35 no)

Taylor Wimpey's portion will be made up of 8 house types providing a mix of:

- 2 bedroom dwellings (63 no)
- 3 bedroom dwellings (204 no)
- 4 bedroom dwellings (135 no)

A total of 122 properties from the above mix will contribute to the affordable housing market (15.1%).

The dwellings will be a mix of 2 and 2.5 storey properties and include a mix of scale, internal layout and detailed design features.

Within the centre of site would be mixed-use commercial centre which would include;

- Convenience store
- GP Surgery
- Pharmacy
- Community Hall
- Day Nursery / Child Care
- Primary School

A further mixed-used leisure area would be located to the south-east corner of the site and would include;

- Petrol filling station
- Fast food drive through
- Lodge hotel

- Family diner / public house

As with the house types the commercial elements include a range of buildings in terms of scale, layout and mix of design features.

Access to the site would be from an access point on Longbeck Road, and a connected access point on the A1085. The mixed use area to the south-east corner would have its own vehicular access from the A1085 serving this part of the development only. These access points have been agreed through the granting of the outline planning application. The layout provides a mix of through roads, cul-de-sacs, turning heads and private drives.

Parking is provided throughout the site. For the residential elements of the scheme the parking is through a mix of garages (both integral garages and standalone garages) and driveways. Some visitor parking is provided through laybys on the estate roads. Car parking is provided around both commercial elements and also includes a car park serving the school. The parking for the commercial elements includes disabled parking spaces and cycle provision.

The proposed layout includes landscaping throughout the site in a mix of garden areas, landscape buffer to the A174, areas of open space and SUDs basins. A management company would be set up for the maintenance of these areas.

Built development is excluded from the eastern edge of the site within the buffer zone for the scheduled ancient monument.

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

- Arboricultural Impact Assessment
- Archaeological Evaluation WSI
- Archaeological Geophysical Survey
- Conservation Management Plan
- Design and Assess Statement
- Ecological Appraisal
- Energy Statement
- Carbon Reduction Study
- Construction Traffic Management Plan
- Noise Impact Assessment
- Nutrient Assessment Technical Note
- Supplementary Flood Risk Assessment and Drainage Strategy
- Surface Water Management Plan
- Transport Assessment Addendum
- Travel Plan
- WSI Trial Trenching
- Secured by Design Statements for both developers
- House types plans and elevations
- Domestic garages plans and elevations

- Proposed levels plans
- Engineering layouts
- Boundary treatment details
- Surface treatment plans
- Site sections
- Landscape plans
- Petrol Station plans and elevations
- Drive through plans and elevations
- Hotel plans and elevations
- Public House plans and elevations
- Convenience Store plans and elevations
- GP and Pharmacy plans and elevations
- Community Hall plans and elevations
- Nursery plans and elevations
- Primary School plans and elevations
- Site plans as proposed
- Phasing plan as proposed

The application was originally submitted in January 2020 (when no housebuilders were identified) and identified a housing layout and generic house types. Following the appointment of the two housebuilders revised plans were submitted in June 2022 which amended the layout and provided updated house types. In response to consultation comments a revised layout was submitted in January 2023 which included some changes to the house types. The submitted documents have also been updated to reflect the changes to the layout and house types.

A screening assessment was undertaken on the outline application which determined that the application would be subject to the submission of an Environmental Impact Assessment. The EIA was submitted with the outline application.

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
 SD5 Developer Contributions

SD7 Flood and Water Management
LS2 Coastal Area Spatial Strategy
H1 Housing Requirements
H2 Type and Mix
H4 Affordable Housing
N1 Landscape
N2 Green Infrastructure
N3 Open Space Requirements
N4 Biodiversity and Geological Conservation
HE1 Conservation Areas
HE2 Heritage Assets
HE3 Archaeological Sites and Monuments
TA1 Transport and New Development
TA2 Improving Accessibility

OTHER POLICY DOCUMENTS

Design of Residential Areas Supplementary Planning Document

Developer Contributions Supplementary Planning Document

PLANNING HISTORY

R/2013/0669/OOM Outline permission (all matters of detail reserved except for access) for development of up to 821 dwellings; neighbourhood centre; petrol station; drive-thru; public house/restaurant and 60 bed hotel. Allowed on appeal 20/07/2017.

RESULTS OF CONSULTATION AND PUBLICITY

Public consultation

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

There have been four rounds of consultation with the public on the application.

Letters were initially sent out on 28/01/2020 following the submission of the application. As a result of the cyber attack there was no online access to plans and therefore the consultation was stopped.

A full public consultation then commenced on 20/05/2020 following some of the relaxation after the initial COVID lockdown period.

Through the lifetime of the application the plans were amended and the description amended following the appointment of the two house builders in June 2022. A full public consultation commenced on 29/06/2022.

Revised plans including a change to the description, layout and house types were then submitted in January 2023 with a full public consultation commencing on 16/01/2023. The latest public consultation on the plans expired on 08/02/2023.

The public consultation comments below have been received throughout the various rounds of consultations. The consultation comments have not been spilt to reflect the different rounds of consultation as some comments received on the first consultation remain applicable to the development under consideration.

The numbers below relate to the numbers of representations received not to the number of individuals who have commented. Some residents have made several representations on the application.

As a result of the various consultation periods the following representations have been received;

13 representations in support of the application which make the following comments;

- Development can't happen soon enough.
- No properties to buy.
- Wish to move back to Marske.
- No objection.
- Lack of housing.
- Full support for new housing.
- Will bring more customers and business to Marske.
- Will give younger generation more opportunities.
- Would be a positive step to include a children's play park.
- Need to ensure objections are resolved.
- Support the application but need to ensure Marske and New Marske remain separate.
- Might help to reduce house prices if there is more supply.
- Is in a desirable spot.
- Fantastic development.
- Bring lost jobs to area.
- Will provide further opportunities for residents.
- Will expand the community spirit.
- Marske will retain its own identity.
- If refused people would be forced to move away from Marske.
- Bring housing that is currently unavailable in Marske.
- Provision of affordable rent is much needed.
- Betterment provided in relation to flooding and drainage.
- Platforms should be extended to allow more trains to stop.
- The benefits of the development outweigh any negatives.

607 representation objecting to the application which make the following comments;

- Lack of public engagement.
- Councillor is failing residents.
- Broken promises by the Council (both officers and members).
- Lack of information.
- Incorrect information within documents.
- Contrary to Local Plan policies and other legislation.
- Inaccuracies on plans.
- Increased trains means the level crossing will be closed more causing further traffic issues.
- Things have changes significantly since the outline permission was granted.
- Proposal is invalid.
- Redcar and Cleveland is 450% over its housing target.
- The developers profit should be put into improving the area and resolving the issues with the railway bridge.
- Maths on the plans is incorrect.
- The houses will not fit on the plans.
- Outside of the local plan boundaries.
- Proposal is unfairness.
- Overdevelopment.
- Houses will not be affordable.
- Hotel is not needed.
- Proposals will impact on existing businesses.
- Ward Councillors have been ignored.
- Drainage and flooding issues.
- Government policy has changed – “ugly” developments can be rejected.
- Unclear how the hall will be financed or viable. There is no need for a community facility.
- Lack of access.
- Houses are standard house types.
- Brick built monotone designs.
- Lack of solar panels.
- Light pollution.
- S106 amounts are too low.
- The wider community should be consulted.
- No sports pitches are provided.
- There is no church yard on the plans.
- Marske needs a new cemetery.
- Lack of landscape information.
- When will the landscaping be put on the site.
- Proposal not in accordance with the garden city principles.
- Lack of privacy to the existing occupiers.
- Lack of dimensions on plans.
- Footway under bridge not needed or wanted by residents.
- A bridge should be put over the railway.

- Lack of clarity over what garages go with what properties and their locations.
- Petrol station is contrary to Councils climate change policy.
- Contrary to the NPPF.
- Plans should reflect government COVID restrictions.
- Gas boilers will not be permitted in the dwellings.
- Other renewable sources are ruled out.
- Lack of healthy spaces.
- Contrary to policy around hot food takeaways within commercial centres.
- Conflicts within the information.
- No confirmation of connection to NWL sewers.
- No green corridor.
- Sewerage capacity issues.
- Health and environmental consequences.
- CO2 emissions.
- Impacts on power supply.
- Lack of cycle facilities.
- S106 expires in 2021.
- Contrary to the existing appeal decision.
- Contrary to the Environmental Bill 2020
- Lack of biodiversity enhancement.
- Contrary to the NPPF.
- Plans should be displayed in the library.
- More sewerage will be pumped out to sea.
- Ongoing traffic works in the area already causing issues.
- Are there enough teachers to staff a school.
- Interest lies with the scheduled ancient monument.
- Archaeological dig required.
- Building on a flood plain.
- Focus of the plans is on the housing.
- Lack of play area and facilities.
- Government should reconsider the appeal decision.
- Sea pollution.
- Lack of crossing points within and outside of the development especially for school children.
- GP surgeries are at capacity.
- Density too high for a rural / suburban setting.
- Parking already a problem.
- Climate change impacts.
- No trial scheme to test the impacts of the scheme has been performed.
- Loss of greenbelt land.
- No thoughts to the wildlife.
- Hope land is preserved and not built on.
- Findings should be made public.
- Marske is a village this would make it a town.
- Lack of infrastructure.

- Harmful to human health.
- Area is prone to flooding.
- Building on greenfield should not be encouraged.
- This will encourage more applications.
- Scale should be reconsidered.
- Brownfield sites should be developed.
- Site should be used for food production.
- Congestion on roads.
- Approval will change the feel of the area to a large housing estate.
- Decrease value of existing properties.
- Loss of view.
- Other fields would have less impact.
- Drive thru would create litter.
- Impact on wildlife and habitats.
- Greenbelt disappearing faster each year.
- Residents already struggle to access health care.
- Traffic already excessive at peak times.
- Marske and New Marske would merge.
- Saltburn is already coming closer to Marske.
- Negative impact.
- Strain on roads.
- More traffic issues.
- Increase in traffic accidents.
- Too many houses.
- Schools overcrowded.
- No benefits.
- No boundaries between different settlements.
- Loss of farm land.
- No pedestrian access via a bridge.
- One way road system would only increase traffic problems.
- Access to existing estates and properties would be blocked.
- Private housing is not needed.
- Affordable housing is required.
- Should build on brownfield sites.
- Unwanted development.
- Parking in Marske is already an issue.
- Rural location.
- Application is for a new town.
- Road works have shown the one way system under the bridge will not work.
- All the construction traffic for this site and others will cause major traffic problems.
- Pandemic showed the need for green spaces.
- Have already had years of building sites, don't need any more.
- Oversized development.
- The character of Marske would change.
- Pollution.

- A community such of Loftus whose local economy needs a boost would benefit more from this type of development.
- Outline was agreed by someone not from area.
- Several errors with application.
- Brexit means we need more farmland.
- No bungalows.
- Impacts on carbon footprint.
- Council is not listening to its residents.
- Drains cannot cope with more houses.
- When will the school be built.
- Are there enough doctors to staff a new surgery.
- Traffic data and information is out of date.
- Recent legislation not considered.
- No single storey or adapted housing provided.
- Only 14.9% of affordable housing provided not 15%.
- New building regulations come into force in July 2022 so plans out of date.
- Negative impact on air quality.
- Lack of space for emergency vehicles to manoeuvre through site.
- Are the roads wide enough.
- Emergency access removed from plans.
- Lack of information on the drainage system.
- Lack of recreational facilities for the school.
- Will the Council rent or buy the land for the school.
- No drop off points in the commercial area.
- Lack of access for earlier phases of development.
- Lack of landscaping and bunds adjacent to public right of way.
- Right of light strategy.
- Swales could be a safety hazard.
- Comments from Cleveland Police need addressing.
- Lack of response from schools capital officer.
- Is there a need for the school.
- Who would run the school.
- Pharmacy can not be provided on site due to the rules set out by the pharmacy regulator.
- Need secondary school provisions.
- Funding needed for GPs.
- Layout of commercial element.
- Electric vehicle charging points not shown.
- Locations of bus stops.
- Other development that have happened since the outline was granted should be considered in a review of this permission.
- Commercial elements will damage existing businesses in Marske.
- Traffic safety crossing main roads.
- Plans do not show correct road layout.
- Pedestrian access under bridge can not safely be accommodated given distance needed and width of bridge.
- A1085 too steep for disabled access.

- Will cycle ways be on both sides of the development – contradictions in plans and documents.
- Upgrade to footbridge at railway station not mentioned.
- No access for pedestrians to railway platform.
- Access to the A1085 from public right of way is by steep steps.
- A site visit should be undertaken.
- Light pollution.
- Plans could change once construction starts.
- No indication of the new sub stations on the plans.
- Agreement between Council and residents to find an alternative to the footpath under the A1085.
- Application should be refused.
- Empty homes should be filled first.
- Ridiculous idea.
- Only put forward for the land owners and developers profit.
- Already struggle to get in and out of Marske.
- Cost to the Council to change the highways back when the proposed solution doesn't work.
- Why previously rejected and should stay that way.
- Wider pavements needed for social distancing.
- What do West Midlands Pension Fund have to do with the area.
- Lack of consultation / time to comment.
- Bus stop going in what residents believed was their garden.
- Compensation.
- New houses are built too quickly.
- No longer term jobs created.
- Residents ignored.
- Buffer zone to SAM.
- Disability routes not provided.
- Ignoring policies, national guidance and public opinion.
- Mixing horses with cyclists and pedestrians causes problems.
- Ignoring 10% onsite energy production.
- A single point of access to begin with is not acceptable.
- A takeaway close to a school is not a good idea.
- Question site boundaries.
- Measurements of the railway bridge in question.
- Public right of way needs to remain open.
- Houses need to be provided for key workers.
- Noise pollution.
- Over 2000 additional cars.
- House should not be built on floodplains.
- Anti-social behaviour problems.
- Designs should be improved.
- All previous comments and objections should be considered.
- Services are already under pressure.

Jacob Young MP

I'm writing to object to the Reserved Matters application: R/2020/0025/RMM.

My objection is in relation to the scale of the development, and the access arrangements for the site in relation to pedestrian access onto the A1085. Currently the plans reduce the A1085 to a single lane under signal control, which will damage Marske High Street, create traffic chaos along the A1085 and congest Quarry Lane Roundabout.

The decision to reduce the highway to a single lane goes back to a transport assessment from 2016 by Ashley Helme Associates Ref: 1270/3/E. This same transport proposal was rejected by Redcar & Cleveland Borough Council multiple times in the years preceding and was objected to by Councillors in the original planning application.

However, this proposal for a single lane highway became part of the Statement of Common Ground (SOGC) ahead of the appeal to the Planning Inspectorate in 2017. The agreement of SOGC was made under delegated authority by an officer of the Council, and as it was agreed before the appeal meaning neither Councillors, the Planning Inspectorate or the Secretary of State have adequately scrutinised or supported the decision.

It is my view that the transport assessment from 2016 does not stand the test of time, and I believe if a similar assessment was taken today it would come to different conclusions.

There is adequate access into Marske from the development using Longbeck Road, and within the documents for this application, the 'Overall Site Layout Plan As Proposed AMENDED 13 01 2023' shows an "indicative position of connection to rail station link" where a pedestrian access to Marske Railway Station is proposed, begging the question if the changes to the A1085 are really necessary.

A pedestrian access under the railway bridge should only be achieved by widening the A1085 railway bridge. Such a project will of course come at great expense, which is why these reserved matters should be rejected until a suitable plan is brought forward to do so.

If this new transport scheme is permitted to go ahead, it will be Redcar & Cleveland taxpayers who will be left to pick up the bill to solve the traffic problems that will inevitably ensue. I urge the committee to reject this application on the basis of access and scale and I encourage the developers to consider applying for the condition for pedestrian access to be removed altogether.

Consultees

The following comments have been received from various consultees on the application. The dates included show when the comments were received, some comments refer to the original scheme or first revision. It is important these comments are all included so members can understand how the

scheme has evolved and as some consultees refer to their previous comments. The comments received in 2023 are the most up to date comments and refer to the amended plans under consideration.

Saltburn Marske and New Marske Parish Council

18/02/2020

RESOLVED to OBJECT to this application with the following objections/comments:

If the development did proceed, the Council requests that the most efficient and environmentally friendly materials be used in the buildings to ensure minimal maintenance and maximum fuel efficiency. Designs should be revolutionary and ethical to ensure maximum protection to the environment.

There are no allocated children's play areas included - Council requests that designated play areas be included in the development.

No park and ride included in the development

No affordable housing included in the development

The development requires a completely separate entrance/exit which should be from the A1 74 bypass and not from the A1 085 or Longbeck Road.

Members were concerned about flood water on the land and it was highlighted that Longbeck Nursery has flooded on occasion and more buildings would increase the risk of the Nursery flooding in future.

Inadequate secondary school provision.

School and community buildings should be in the heart of the development and not on the edge.

Petrol Station and Fast Food outlet are not connected to the main estate and have their own road with a separate entrance. This would cause unnecessary congestion on the surrounding roads and needs to have a connecting road/pathway to the main development.

Access is a reserved matter and Council would request that the following condition be imposed on any developer/builder as part of their application for reserved matters.

There are no details of foot and cycle access arrangements into Marske.

There is a condition to provide a footway link under A1 085 railbridge.

The footway provides access from the development to the existing settlement

This link is not acceptable on a highway and as a new build it does not conform to current DDA legislation

RCBC if approving the reserved matters with regard to access should impose the condition that a new footbridge (DDA compliant) over the rail line at Marske Station be provided to link between the new development and the existing settlement.

08/06/2020

RESOLVED to OBJECT to this application with the following objections/comments:

- *If the development did proceed, the Council requests that the most efficient and environmentally friendly materials be used in the buildings to ensure minimal maintenance and maximum fuel efficiency. Designs should be revolutionary and ethical to ensure maximum protection to the environment.*
- *There are no allocated children's play areas included - Council requests that designated play areas be included in the development.*
- *No park and ride included in the development*
- *No affordable housing included in the development*
- *The development requires a completely separate entrance/exit which should be from the A174 bypass and not from the A1085 or Longbeck Road.*
- *Members were concerned about flood water on the land and it was highlighted that Longbeck Nursery has flooded on occasion and more buildings would increase the risk of the Nursery flooding in future.*
- *Inadequate secondary school provision.*
- *School and community buildings should be in the heart of the development and not on the edge.*
- *Petrol Station and Fast Food outlet are not connected to the main estate and have their own road with a separate entrance. This would cause unnecessary congestion on the surrounding roads and needs to have a connecting road/pathway to the main development.*
- *Access is a reserved matter and Council would request that the following condition be imposed on any developer/builder as part of their application for reserved matters.*
- *There are no details of foot and cycle access arrangements into Marske. There is a condition to provide a footway link under A1085 railbridge.*
- *The footway provides access from the development to the existing settlement*
- *This link is not acceptable on a highway and as a new build it does not conform to current DDA legislation*
- *RCBC if approving the reserved matters with regard to access should impose the condition that a new footbridge (DDA compliant) over the rail line at Marske Station be provided to link between the new development and the existing settlement.*

29/07/2022

Mr Finlinson expressed concern about carbon emissions from the properties. Different standards of work will be carried out depending on when each house will be built, but they should all comply with the new standards. He was also concerned that pedestrian and cycleways should be included. He felt that the footpath network proposed would create dangerous access to the site for pedestrians and traffic, with busy junctions and unlit paths, as well as rear ginnels which Cleveland Police expressed concern about in their submission. There is also no access from the development to Marske train station other than by an extended journey.

Mrs Lorrimer was concerned with the developers' approach to flooding - there was only a commitment to deal with the flooding, rather than any concrete methods included. She also expressed concern about wildlife and biodiversity, including deer, foxes and birds of prey, and felt there needs to be a survey by an appropriate organisation. She was also concerned about the ancient monument on the site.

The committee moved to discussion on the item. Concerns were raised by Councillors regarding:

Access routes, including

- *Pedestrian access to the site and unsafe for children to leave the site to get to the secondary school*
- *The Longbeck entrance likely to experience congestion associated with the railway crossing and the back up of traffic*
- *Concerns about the impact on buses and on access for emergency vehicles*

Layout, including

- *Risk of flooding to the site*
- *The lack of bungalows*
- *The need to implement new building regs*

Appearance and landscaping, including

- *Communal buildings being uninspiring/unimaginative with no cohesion with the village*
- *The prospect of illuminated signage in commercial buildings being visible from Marske*
- *Conservation concerns, particularly with regards to not sufficiently preserving the adjoining scheduled monument, as well as concerns about evidence of Roman artefacts*

Scale, including

- *The number of properties, which at the average rate of occupancy would house over 1900 people, more than the recent census data increase for the entire borough over ten years (approx. 1300)*
- *It is a separate estate to the village with no links at all - no duty of care to the residents of Marske from the developers. The committee noted that there were over 260 comments from residents on RCBC site, demonstrating the strength of feeling.*

The Chair reminded Councillors that the committee should focus on reserved matters. The committee voted to object to the proposal on the grounds of its

appearance, layout, landscaping and scale being detrimental to the residents of Marske.

09/02/2023

NO OBJECTIONS - comments from a member of the public were noted

Ward Members

Councillor Dowson

10/06/2020

Re the Reserved Matters application, I would like to put in my objection to this build for numerous reason but mainly because of the detrimental effect on the environment around the village of Marske by sea, the bridge that goes from Saltburn to Marske by sea would be affective as would the road under it to the village high street, also it would seriously affect the infrastructure to the whole area.

Councillor King

09/06/2020

I wish to submit my objections to the reserved matters application R/2020/0025/RMM on the following grounds.

NHS consultee states "Please be advised that we would be unable to guarantee to provide sustainable healthcare in these areas in future, should contributions not be upheld by developers"

The current proposals for pedestrian access arrangements into Marske raises serious concerns, for safety of both pedestrians and other road users, and a viable solution should be agreed with the landowner prior to any approval being granted. The increase in traffic, plus proposed reduction in the highway will be detrimental to the air quality due to static traffic whilst queueing at the bridge. The delays may also have an impact on local businesses when people avoid visiting nearby shops due to lack of parking and waiting times to access the village. It is almost impossible to park in the centre of Marske currently especially for residents with limited mobility.

The layout and landscape proposals relating to conditions 29, 30 and 32 are a severe risk to the preservation of the SAM.

The proposal for ginnels and garages hidden behind properties would be a major security concern.

The access routes from all sides of this development will have a major impact on residents. The crossing at Longbeck already causes queues and for those turning right into Sherwood Drive, already adds to waiting times of those

wanting to access the trading estate and houses on the estates off Redcar Road.

I also submit all of my previous objections, as presented at the appeal as an attachment. I fully understand the secretary of state has approved outline planning permission for this area, but as a resident, along with many others who spoke at the appeal, it is disheartening to know that our relevant objections were so easily dismissed by someone who does not live locally and whose life will not be impacted by this development.

Councillor Rider

30/06/2022

Noted

16/01/2023

Noted

Councillor Wilson

08/06/2020

I wish to raise my objections to the reserved matters relating to this application.

Northumbrian Water

04/02/2020

We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Surface Water Drainage Management Plan" including "Drainage Appendix C - Drainage Plans". In this document it states the surface water flows shall discharge to the surface water sewer at manhole 7903, at a restricted surface water discharge rate lower than the agreed maximum of 70.05l/sec.

We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

CONDITION: Development shall be implemented in line with the surface water drainage scheme contained within the submitted document entitled "Surface Water Drainage Management Plan" including "Drainage Appendix C - Drainage Plans" dated "9th December 2019". The drainage scheme shall ensure that surface water discharges to the surface water sewer at manhole 7903. The surface water discharge rate shall not exceed the available capacity of 70.05l/sec that has been identified in this sewer. The

final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

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

01/07/2022

I refer you to our previous response to the application, dated 4th February 2020, and can confirm that at this stage we have no additional comments to make.

For Information Only

Please note that the site lies within drainage area 11-D34. This drainage area discharges to Marske Sewerage Treatment Works, which ultimately discharges to the North Sea outside of the NN catchment.

23/01/2023

I refer you to our previous response to the application, dated 1st July 2022, and can confirm that at this stage we have no additional comments to make.

13/02/2023

We do not have any issues to raise regarding capacity to serve the new development, provided the application is approved and carried out within strict accordance with the document entitled "Supplementary Flood Risk and Drainage Design statement Rev C dated June 2022. This document reflects our pre-planning enquiry advice.

We request that document forms part of the approved documents list as part of any planning approval and the development is implemented in accordance with this document.

Cleveland Police

16/04/2020

With regards to this application, I recommend applicant seek to develop to Secured By Design Gold standards, Silver should be the minimum sought. Information can be found at www.securedbydesign.com and respective Design Guides are SBD Homes 2019, Commercial 2015 and Educational. In any case I encourage contact is made with me for any advice, guidance I can offer in relation to this proposed major development.

Having viewed the proposals and in addition to above I would make the following comments.

I note there are areas of proposed non adopted roadways throughout the development. ALL roadways, adopted or private, public paths and car parking areas in residential, commercial or educational settings should have column

lighting to BS5489:2013 standards.

External boundary treatments that are shown as being 1.8m high should be raised to 2.0m. This could be with the addition of 200mm box trellis. Several rear and side boundaries that are next to open land, particularly next to the non- residential areas should be to minimum of 2.2m

The proposed 900mm post and rail sub dividing rear boundaries offer no security or privacy, these should be 1.8m close boarded.

There a several detached garages tucked away behind properties that are not afforded much surveillance.

There are a number of proposed ginnels around site serving rear of terrace blocks, these should be minimised or removed as far as possible, those that must be there should have in addition to each garden gate a 2m lockable one fitted at the front elevation of the property it starts at.

Blank gable ends are not recommended, especially where there is side parking next to the property, it reduces surveillance.

The site as proposed is very permeable, this is recommended to be reduced.

The fact that its proposed to have the development outward facing towards the green areas is strongly recommended as it reduces opportunities for the rear of properties to be compromised.

01/08/2022

With regards to this Reserved Matters Application, my comments previously submitted dated 16/4/20 are still relevant and I have contacted current agent suggesting we meet. I strongly recommend applicant/agent liaise with me for advice, guidance I can offer in relation to this major development moving forward.

07/02/2023

In relation to this application, my comments previously submitted on 16/4/20 and 1/8/22 are still relevant.

In addition, from comments on 1/8/22 I still have not had any contact from agent/client in relation to this development.

I strongly encourage them to liaise with me in relation to designing out opportunities for crime and disorder to occur.

Designing out Opportunities for crime and disorder to occur is referenced within Section 17 of The Crime And disorder Act 1998 as a primary consideration as its also referenced within Section 8 of the National Planning Policy Framework.

Early contact from agent is strongly recommended.
Highways England

17/02/2020

Recommend that planning permission not be granted for a specified period.

To ensure that the A1 74 and A1053 Trunk Roads continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road network and in the interests of road safety.

The recommendation shall be maintained until 17 May 2020 or until sufficient information has been received to enable Highways England to reach an alternative view at which point a further notice will be issued.

01/05/2020

No objection

19/01/2023

This application makes layout amendments to an existing reserved matters application that already . has been responded to at Outline Stage from National Highways (or our predecessor organisation).

Changes do not affect our existing response.

Historic England

23/06/2020

Summary

The current isolation of the scheduled monument known as “Manorial settlement, dovecote and fragment of field system, immediately north of Marske Inn Farm” (NHLE HA1018948), serves to emphasise its deliberate dominance over the village of Marske-by-Sea. This isolation is a key aspect of the monument’s setting. It is not possible to assess the impact that the proposed appearance, landscaping, layout and scale may have on this isolation and visual dominance as insufficient information has been submitted in support of the application to allow this. Historic England objects to the application on heritage grounds. We consider that the application does not meet the requirements of the NPPF, in particular paragraph numbers 189 and 193 nor the requirements of Conditions 29 and 30 of the Outline permission.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice In

addition, as works are proposed within the boundary of the monument Scheduled Monument Consent may be required.

Historic England Advice

Significance

The significance of the scheduled monument has been clearly set out previously in our letters dated 23/10/2013 and 26/02/2015 in relation to the original outline application granted on appeal. The key issue is that the well-preserved earthworks of the manor complex retain significant evidential (archaeological) value as well as historical value in the landscape, both allowing an understanding and appreciation of the medieval settlement, landholding and governance in this part of the country. The isolation of the manor complex serves to emphasise the exercise of power by those within, with its deliberate position of dominance over the village and the main access to it. This aspect of the site's setting clearly makes a significant contribution to the significance of the site. The need to protect the setting of the monument is recognised in the conditions attached to the planning permission granted on appeal.

Impact

The information submitted in support of this Reserved Matters application relating to appearance, landscaping, layout and scale is insufficient to allow an informed assessment of the impact of these issues on the scheduled monument or the buffer zone.

Drawing C-1682-04 (Landscape Proposals sheet 4 of 4) clearly shows that landscaping works directly impacting the scheduled monument area are proposed; but no further details of these, and how they relate in detail to the setting and significance of the monument, have been provided. It is therefore not possible to provide informed comment on the impact of the works proposed under these conditions.

This application deals with two conditions relevant to Historic England's remit: Condition 29 of the Outline planning permission (R/2013/0669/OOM) requires archaeological evaluation works to be carried out to inform the landscaping and any other development such as the layout of the school playing fields etc. near to the monument, i.e. the proposals the Applicant is seeking approval of here. There is no evidence submitted to show that these archaeological works have been carried out or its results being used to inform the development of the landscaping proposed. As such, it is not possible to assess the impact, i.e. the harm, nor any benefits which may be caused by the landscaping or playing field proposals on both the setting and significance of the monument. Condition 30 of the Outline consent requires a "Conservation Management Plan" to be produced prior to development commencing for "...for the management of the scheduled area of Hall Close (SAM 32746; NHL 1018948) and land within its vicinity to the south and west...". The latter refers to the

areas the LPA are being asked to consider with regards to both the landscaping and proposed playing field layouts.

Again there is no archaeological evaluation information submitted, or a "Conservation Management Plan" informed by such works, to help inform the decision making process on this landscaping. As such, we are not able to assess either the harm or any public benefits that the proposals may have on the nationally significant archaeological remains or potential heritage assets within the designated buffer zone.

As such, we have to advise that the information submitted with the application is wholly inadequate to allow the discharge of these conditions. For the sake of completeness, I also have to register that the landscaping works will require scheduled monument consent (SMC), and that Historic England has not been approached for advice on this or with reference to the landscaping works more generally.

Policy

Paragraph 189 of the National Planning Policy Framework (NPPF) requires Local Planning Authorities to ensure an applicant provides "...detail [which] should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact...[and that] [w]here a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate deskbased assessment and, where necessary, a field evaluation...". There is no such detail provided in this application so it fails to meet this NPPF requirement.

NPPF Para 193 requires that "...great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance..." However, the LPA cannot be certain that they will be giving "great weight" to the conservation of the heritage assets as the necessary detail to inform this decision is not available.

Finally, the application does not meet the requirements of the Outline Planning Permission (R/2013/0669/OOM) conditions 29 and 30 which seek to protect the scheduled monument and its setting. Condition 29 requires an Written Scheme of Investigation (WSI) to be agreed for archaeological evaluation works and reported on

"...prior to the commencement of development of the phase or sub-phase which adjoins the scheduled monument boundary...". Condition 30 requires a Conservation Management Plan (CMP) to be submitted and approved for "...the management of the scheduled area of Hall Close (SAM 32746; NHL 1018948) and land within its vicinity to the south and west. The CMP shall

provide for maintenance, public access, interpretation (including the results of any archaeological work on adjacent areas carried out by the developer), restriction of access, and prohibitions, or any similar thing or matter in relation to the nature and proximity of the development as well as a timetable to carry out such works...”

Position

On the basis of the information provided, Historic England is concerned about the proposed Reserved Matters application relating to appearance, landscaping, layout and scale. There is insufficient information provided to make an informed determination of the level of harm which may be caused to the Scheduled Monument and its setting as set out in the defined buffer zone. It has been suggested that the area of the scheduled monument and the buffer zone as set out in “Fixed Parameter Plan 11-043(SK)104DO” could be excluded from the RM application landscaping plans. We would not support such a strategy as this would present a risk that the scheduled monument and its buffer zone area could be neglected as the overall scheme progresses. We also understand that the conservation of the scheduled monument and its eventual removal from the Heritage at Risk Register was seen as a significant public benefit by the Inspector and Secretary of State when granting permission on appeal. We would therefore advise against the exclusion of this area from the current application.

Recommendation

Historic England objects to the application on heritage grounds. We consider that the application does not meet the requirements of the NPPF, in particular paragraph numbers 189 and 193, nor the requirements of Conditions 29 and 30 of the Outline permission. In addition, the Applicant should be reminded of the need to have discussions with Historic England regarding the need for consent for the proposed works within the Scheduled Monument boundary.

12/04/2021

We have previously set out our position on the significance of the scheduled monument known as "Manorial settlement, dovecote and fragment of field system, immediately north of Marske Inn Farm" (NHLE asset No. 1018948). Please refer to our letter dated 23rd June 2020 for these details, and our concerns regarding the discharge of conditions for the RM application.

We have now been consulted on the following recently submitted documents:

- Archaeological Written Scheme of Investigation (Vindomora Solutions dated October 2020)*
- Draft Conservation Management Plan (AJT Environmental Consultants dated February 2021)*

Archaeological Written Scheme of Investigation

A Written Scheme of Investigation (WSI) for archaeological evaluation of the buffer zone adjacent to the scheduled monument has been submitted for approval. We note that on 7th April 2020 your Archaeological Advisor commented on the above WSI document setting out some concerns and issues. These do not appear to have been addressed in the document now before us. All the issues identified urgently need addressing before Historic England can approve the WSI.

Our principle concern, in addition to those noted above, is the lack of submission of the geophysical survey report conducted by "Phase Site Investigations". This document is referred to throughout the WSI and is used as justification for the proposed trenching methodology. Therefore, it is important that both your advisor and ourselves have access to it to help inform our approval of the WSI. The applicant should be requested to submit it as a supporting planning document.

We would expect the revised WSI document to include:

- all issues highlighted in the advice from the LPA archaeology Advisor (dated 7 April 2020)*
- a detailed environmental methodology given it is anticipated that there are archaeological deposits*
- a plan showing proposed landscaping (to provide context for the location of the trenches)*

To progress the approval of the WSI, we recommend that the geophysical survey report is submitted to the LPA and made available both to ourselves and the LPA Archaeology Advisor. In addition, the necessary revisions noted above should be made to the WSI and a revised version re-submitted for approval.

Additional Archaeological Concerns

Historic England are concerned to note that the geophysical survey appears to have been undertaken without consultation with, or approval of, your Archaeology Advisor. This is against best practice and could be problematic if the survey does not meet the requirements of the LPA in helping to determine the reserved matters application.

We would also like to flag, under our remit of advising on the Historic Environment as a whole, that we are concerned that the non-designated archaeological features highlighted in the geophysical survey indicate that they may extend beyond the western boundary of the buffer area. As noted in the WSI we don't yet know the nature or character of these features, but some could potentially be directly related to the scheduled monument which means that under the NPPF Footnote 63 they may need to be considered as if they were designated. Obviously the archaeological features will not be understood until the evaluation has been carried out.

You may wish to seek the advice of your Archaeological Advisor about this and discuss it with the applicant. Historic England would only need to be

involved further should the evaluation show that there are features of national importance extending beyond the buffer zone, whilst features of local or regional importance fall under the LPA's remit and you should seek the advice of your advisor in that case.

Draft Conservation Management Plan (CMP)

Historic England are pleased to note that there have been substantial amendments and re-drafting of the CMP since we last saw it in 2016. However, as your advisor noted in April 2020, it still needs to be informed by information not yet available - i.e. from the archaeological investigations and updated landscaping plans.

We therefore feel it is not yet possible to comment in detail about the Draft CMP document. It would have been helpful to the process if there had been an opportunity to comment on a pre-submission version of the plan.

We find that the main purpose of the plan is presently somewhat obfuscated in unnecessary detail. A revised CMP may also benefit from following some guidance "A Guide to the Preparation of Conservation Plans" (Historic Environment Scotland, 2000) which could help with the structure and usability of the plan. Although not Historic England guidance and now 20 years out of date, it still contains good advice and we recommend that it is used here to enhance the CMP. A stream-lined plan would be beneficial in helping to ensure everyone concerned knows what is required, how and when.

To progress the approval of the CMP we advise that it would be beneficial to consider:

- shortening the background details*
- taking on board some of the advice in the guidance document in relation to the structure of the CMP*
- making it clearer about what the plan aims to do and how this will be done*

It may be beneficial to have a meeting between the applicant, and the heritage professionals involved on all sides once the archaeological work has been completed and any outcomes discussed and acted upon. The archaeological work has implications to the landscaping plan which in turn will have implications to the CMP.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of the conditions 29 and 30 of the Reserved Matters application, granted on appeal. Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

12/10/2021

Historic England Advice

Archaeological Evaluation WSI (V3) dated 28/09/2021

The above document is a revision following a previous consultation in April 2021. Generally, Historic England are pleased to see concerns we raised then have been addressed. However, we do still have some points which require clarification.

The geophysical survey on which the evaluation WSI is based has now been made available which is helpful.

The geophysics identifies anomalies which are likely to be of archaeological origin in the evaluation area. Notably, there appears to be settlement features in two prime areas; and, that they may be overlain by features associated with the Medieval activity protected by the scheduled area to the north and east. In addition, the settlement anomalies may extend beyond the area evaluated. We would like to draw your attention to section 1.4 of the WSI which states the archaeological potential is high across this area and consequently the trial trenching requires a number of trenches to ensure that the archaeology can be adequately assessed and understood. This is important to help the LPA understand the character and value of the archaeological remains and is needed to inform further works to mitigate impacts as per Condition 29.

The WSI refers to a plan showing works below a depth of 300mm (1105-KNI-P10.02 REVA) which has not been provided. It is unclear if this plan is the same as the submitted landscape Plan C-1682-04 REV A. This should be clarified as section 2.1.2 states that the former includes tree planting which could impact on potential archaeological remains. The correct, submitted plans should be clearly identified and referred to. The evaluation should be targeting all features which are at risk of impacts from the development. No plans are provided to show the evaluation boundary over the proposals so it is difficult to judge exactly where these features lie in relation to the proposed works - but they do appear to be very close to, if not extend into it. Landscape Plan C-1682-04 REV A indicates that the area south of the scrapyard will have a road with planted verges, a pipeline on the north side, and housing to the south. However, we are concerned that the cluster of anomalies to the south of the scrapyard are not being evaluated. The geophysics appears to show that the anomalies potentially extend to the south beyond the arbitrary redline boundary of the evaluation area into the road and potentially the housing beyond.

We suggest that there should be evaluation trenches positioned within the above anomalies. This is necessary to ensure there is an understanding of the significance and character of these features going forwards. The reason is that we would not have an understanding to know if these are related to the scheduled monument, and /or potentially not, yet still of notable significance.

This information would be necessary to inform the as yet to be agreed Conservation Management Plan.

It is standard in an evaluation of this nature to include a contingency provision for an additional amount of trenching (agreed with the LPA). This may be required to address any issues or questions which arise during the evaluation. We recommend that a suitable contingency is added to the WSI.

Finally, Section 4 is not clear about how the report will inform the next stages of the programme of archaeological works, i.e. there is no mention of an updated project design for post-excavation if necessary (should further archaeological mitigation works not be required). Condition 29 requires that where:

...The requirements of the WSI shall be carried out and the full reports for the surveys and trial trenching shall be made available to the local planning authority before the commencement of development of the phase or sub-phase which adjoins the scheduled ancient monument boundary and in sufficient time to allow agreement of a programme of archaeological investigation (if any) required by this condition. Prior to the commencement of development of the phase or sub-phase which adjoins the scheduled monument boundary, the developer shall agree with the local planning authority whether the results of the surveys and trial trenching suggest that further archaeological investigation of any structures, remains or deposits is required. If archaeological investigation is required a further WSI for a programme of archaeological work shall be agreed with the local planning authority before the commencement of development.

Recommendation

The revised WSI meets many of our previous concerns. However, now that we have seen the full geophysical survey report we suggest that there are still some issues which need to be resolved before the WSI is approved. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of Condition 29.

09/02/2022

Historic England Advice

Conservation Management Plan - Revision Issue 01

An updated, but not yet final, version of the Conservation Management Plan (CMP) has been submitted following comments and discussion between the applicant and ourselves in mid-2021, and, we assume, also with input from the LPA's archaeological advisor. Historic England are pleased to see our comments reflected in the revised document.

As noted in the CMP, there are certain aspects which still require updating related to yet to be completed archaeological works within the buffer zone. Nonetheless, the document layout and content does now provide what we hope will be a manageable and enforceable plan once completed.

We do have some minor comments regarding the need to emphasise the scheduled nature of Hall Close. We note that this is not always clear in discussions about proposed management and change. As an example,

Section 1.1 could identify that Hall Close is a scheduled monument as it will help the reader to more clearly understand the need for the CMP from the outset. There are also places where it is not clearly articulated that changes to the monument will require Scheduled Monument Consent (SMC) which could cause confusion. It may be beneficial to ensure that under the "General Recommendation" section of the Action Plan there is an overriding recurring action to consult with Historic England at the earliest opportunity to ensure what may or may not require SMC.

In addition, as part of the "Management and Maintenance... Actions" the applicant may wish to consider including an action requiring that the appointed management company negotiates a generic SMC, with Historic England's advice, for general, repetitive maintenance actions so that SMC does not need to be applied for certain activities. Thus most M-related actions could refer to the SMC as well - this could help to reduce inappropriate works being undertaken in error.

Once the final archaeological works in the buffer zone are completed and reported satisfactorily to the LPA, we anticipate that the CMP can then be updated and submitted to the LPA for final approval.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of pre-commencement Condition 30 of Planning Application Reference R/2020/0368/CD for the proposed mixed-use development.

18/07/2022

Historic England Advice

Rather than repeat advice in relation to our position on the significance of the scheduled monument and the overall impacts this development will likely have, we refer you to our previous letters (23/10/2013 and 26/02/2015 (in relation to the original outline application granted on appeal); and 24/03/2021; 28/09/2021; 20/01/2022) on this Reserved Matters application.

We note that updated versions of the Conservation Management Plan and the Archaeological Written Scheme of Investigation have recently been submitted in addition to updated landscaping plans.

*Historic England comments on the updated documents are as follows.
Conservation Management Plan (amended 23.06.2022)*

Taylor Wimpey and Miller Homes have appointed BWB Consulting to update the Conservation Management Plan (CMP). The document is now to our satisfaction, and accords with Condition 30 of the Outline consent. However, we do advise that the comments of the Local Planning Authority (LPA)'s archaeological advisor should also be sought on this matter.

The CMP, as set out, will ensure that the management of the Scheduled remains of the monument known as "Manorial settlement, dovecote and fragment of field system, immediately north of Marske Inn Farm" (National Heritage List for England asset no. 1018948) will be secured. Importantly, ensuring that the CMP is implemented as set out should ultimately enable the monument to be removed from the Heritage at Risk register.

*Archaeological Evaluation WSI Trial Trenching (amended 23.06.2022)
The archaeological WSI for evaluation works within the buffer zone has also been updated by BWB Consulting on behalf of the applicants. Historic England are satisfied with the WSI from our perspective as it clearly sets out how the buffer zone will be evaluated.*

*In addition, it makes clear that further works could be necessary depending on the nature and significance of any findings.
Historic England advise that comments from the LPA's archaeological advisor are sought as they are best placed with local knowledge of the historic environment and can advise appropriately.*

1506-TAY-110 Colour Layout (Amended 23.06.2022) and Landscape Masterplan (C-2065-04)

Both of these drawings have been updated and generally appear to accord with our previous comments; however, we still have a few concerns about the detail and how the designs are informed.

We are pleased to note that according to the Colour Layout drawing the landscaping bunds and planting within the buffer zone to the west of the monument appear to have been removed.

However, we are concerned that the Landscape Masterplan indicates that a large area south of Marske Inn Farm will have "...native scrub planting with tree species at 2m centres and shrubs species at 1m centres, including biodegradable spiral guards and stakes. Area covered in 30mm depth no-fines bark mulch."

The LPA is not doubt aware that Condition 29 of the Outline planning permission (R/2013/0669/OOM) requires the archaeological evaluation works to be carried out to inform the landscaping and any other development such as the layout of the school playing fields etc.

We advise that until the results of the archaeological evaluation are reported on, that there is currently not enough information to make an informed decision on the impact the proposed planting may cause to the potential archaeological remains in this area.

The advice of your archaeological advisor should be sought in this regard to ensure that the non-designated heritage is suitably protected (through an appropriate design) and recorded as necessary.

Playing Fields

As with the landscaping, there does not appear to be any detail about the playing fields which are shown on the site layout plans as well as the Masterplan. As noted above, Condition 29 should to be resolved before the landscaping and the layout of the playing fields which extend into the buffer zone are agreed.

As set out in Condition 29, it is our understanding that the evaluation results should be used to inform the details in this area. In addition, consideration should also be given to the impact on the setting of the scheduled monument caused by potential lighting (e.g. light spill) or other details which have not been submitted as yet. As the evaluation has not yet been completed Condition 29 cannot be said to have been fully met.

Policy

This reserved matters application should be determined according to the Government's National Planning Policy Framework (NPPF) as well as ensuring that it accords with Conditions 29 and 30 of the outline permission granted on appeal. The following policies in the NPPF are relevant to this application:

Para. 189 - notes that heritage assets are irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations

Para. 199 - notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

In addition, the outline planning permission granted on appeal has two conditions which must be met. Namely, Conditions 29 and 30.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 199 of the NPPF.

We believe that the Conservation Management Plan is appropriate and accords with Condition 30 of the outline permission granted on appeal. However, the LPA will need to give careful thought to how the CMP is implemented to ensure it meets the objectives it sets out - primarily in removing the scheduled monument from the Heritage at Risk Register. As there is still a phase of evaluation works to be undertaken as part of Condition 29, it is not yet possible to advise if the landscaping and playing fields (if they are included) in the buffer zone will be harmful or not to unknown archaeological assets. This matter still needs to be resolved.

12/09/2022

Historic England Advice

Further to our letter of advice dated 18 July 2022 we have had discussions with the applicant's agents about both the archaeological work and the landscaping. In searching the online portal I could not find any letters setting out what had been proposed, only updated documents which I comment on below.

Archaeological Written Scheme of Investigation (amended 05 09 2022)

Historic England have no further comments to provide on this matter. We are satisfied with the content as relates to our remit.

Landscape Masterplan (2065-04a) and Landscape Proposals Sheet 3 (2065-03a) (both amended 05 09 2022)

Historic England still have concerns that our discussions with the applicant's agents do not appear to be reflected in the above two plans which have been re-submitted on 05/09/2022.

Following our recent discussions, it had been our understanding that the final landscaping designs would not be agreed until after the results of the evaluation are known and any further mitigation necessary is proposed. It appears that the above mentioned plans are detailed and not outline or indicative and plan 2065-03a includes detailed planting information - much as it did in July 2022.

Condition 29 of the Outline planning permission (R/2013/0669/OOM) requires the archaeological evaluation works to be carried out to inform the landscaping and any other development such as the layout of the school playing fields etc.

We advise that until the results of the archaeological evaluation are reported on, that there is currently not enough information to make an informed decision on the impact the proposed planting may cause to the potential archaeological remains in this area. Therefore a detailed landscaping proposal should not be agreed at this stage.

Policy

This reserved matters application should be determined according to the Government's National Planning Policy Framework (NPPF) as well as ensuring that it accords with Condition 29 of the outline permission granted on appeal. The following policies in the NPPF are relevant to this application:

Para. 189 - notes that heritage assets are irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations

Para. 199 - notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

In addition, the outline planning permission granted on appeal has a condition (Condition 29) relating to archaeological investigations which must be met.

Position

In order to resolve the situation regarding the landscaping, we advise that the conditions recently proposed by the applicant are considered (please insert correct plan name, phasing and date of agreed WSI):

Prior to the commencement of development within phase ?, as shown on plan XXX-XXX, the final detailed landscaping schemes shall be submitted to and approved in writing by the LPA, in consultation with Historic England, informed by the findings of the archaeological evaluation, as set out within the WSI dated XXX 2022. The respective landscaping schemes shall then be implemented in accordance with those approved details.

Prior to the commencement of development within phase ?, as shown on plan XXX-XXX, the final detailed landscaping schemes shall be submitted to and approved in writing by the LPA, in consultation with Historic England, informed by the findings of the archaeological evaluation, as set out within the WSI dated XXX 2022. The respective landscaping schemes shall then be implemented in accordance with those approved details.

Prior to the commencement of development within the area identified for playing field use, as shown on plan XXX-XXX, the final detailed scheme shall be submitted to and approved in writing by the LPA, in consultation with

Historic England, informed by the findings of the archaeological evaluation, as set out within the WSI dated XXX 2022. The respective landscaping schemes shall then be implemented in accordance with those approved details.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 189 and 199 of the NPPF.

31/01/2023

Historic England Advice

This further information seems to show that the applicant no longer proposes any development or landscaping in the archaeologically sensitive area west of the scheduled monument on the site. It was this area which Historic England was concerned about, as any such work had the potential to cause disturbance to important archaeological remains associated with the scheduled medieval village site.

Provided this understanding is correct, then there appears to be no reason to compel the applicant to undertake the programme of archaeological evaluation (and subsequent discussion to take account of the findings of this work) envisaged if development or landscaping extended into this area.

Whilst this intention to avoid development in this area remains, we therefore have no further comments to make.

Recommendation

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Natural England

10/02/2020

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 the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site*

damage or destroy the interest features for which the Teesmouth and Cleveland Coast Site of Special Scientific Interest (SSSI) has been notified.

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:

Redcar and Cleveland Council have developed a Mitigation Scheme to address potential impacts on the designated sites from increased recreational activity along the coast from new residential development. As this development falls within the 6km buffer zone of the site, an appropriate contribution to the scheme should be secured in line with the scheme.

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

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set.

06/07/2022

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 10 February 2020 (ref. 307157).

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

02/02/2023

Natural England has previously commented on this proposal and made comments to the authority in our response dated 10 February 2020, NE reference number 307157 (find attached).

The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Network Rail

28/07/2022

Following assessment of the details provided to support the above application, Network Rail has no objection in principle to the development, but below are some requirements which must be met,

Railway Level Crossings

Given the size and nature of this development, we have concerns about the impact of the proposed scheme upon the adjacent railway level crossing on Longbeck Road. However, we note that there is provision for funding for some crossing improvements in the S106 agreement and require confirmation that this agreement remains in place. Given the nature of the scheme, we would appreciate the co-operation of the developer in providing level crossing safety literature in any welcome packs to the new occupants of the residential development. We can provide leaflets upon request or alternatively, the information is available online at the following link <http://lxresource.co.uk/campaigns/distraction-campaign>

It is also imperative that the crossings remain clear and unobstructed at all times both during and after construction work at the site. Crossing approaches, signage and warning signals must not be obstructed at any time, in order that crossing users may enter and leave the area safely at all times.

Works in Proximity to the Operational Railway Environment

Development Construction Phase and Asset Protection

Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset

Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.

Condition

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

Contact details for Asset Protection are supplied below and we would draw the developers' attention to the attached guidance on Network Rail requirements.

Boundary Treatments, Landscaping and Lighting

Trespass Proof Fencing

Trespass onto the railway is a criminal offence. It can result in costly delays to rail traffic, damage to the railway infrastructure and in the worst instances, injury and loss of life. Due to the nature of the proposed development we consider that there will be an increased risk of trespass onto the railway. We note that trespass proof fencing to the railway boundary is mentioned in section 3.20 of the Transport Assessment provided, however, this does not seem to be reflected in boundary treatment plans provided.

Condition

The developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (approx. 1.8m high) and make provision for its future renewal and maintenance. Network Rail's existing fencing/wall must not be removed or damaged. We note that boundary treatments are conditioned in the outline consent, but trespass proof fencing must be forthcoming as part of these proposals and must be considered in the discharge of this condition.

Landscaping

The proposed planting scheme includes species that are unacceptable in proximity to the operational railway environment (for example Tilia Europea) and we require that these species are removed from the planting plan. Please see below our standard requirements for landscaping including acceptable species.

It is imperative that planting and landscaping schemes near the railway boundary do not impact on operational railway safety. Where trees and shrubs are to be planted adjacent to boundary, they should be positioned at a minimum distance greater than their height at maturity from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Any hedge planted adjacent to the railway boundary fencing for screening purposes should be placed so that when fully grown it does not damage the fencing, provide a means of scaling it, or prevent Network Rail from maintaining its boundary fencing. Below is a list of species that are acceptable and unacceptable for planting in proximity to the railway boundary;

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorn (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

Condition

We note that landscaping was conditioned in the outline consent and the above must be considered in the discharge of this condition.

Lighting

Where lighting is to be erected adjacent to the operational railway, the potential for train drivers to be dazzled must be eliminated. In addition, the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Condition

We note that lighting was conditioned in the outline consent however the above must be considered in the discharge of this condition.

Additional Requirements

Railway Noise Mitigation

The Developer should be aware that any development for residential or noise sensitive use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst-case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Reason for above conditions:

The safety, operational needs and integrity of the railway.

02/02/2023

In relation to the above application for reserved matters we have the following observations to make.

Boundary Treatments

The boundary treatment drawing gives no indication of any trespass proof fencing alongside the railway, reliance instead seeming to be on a 1.4m post and rail fence on the non-rail side of the footpath. This is not acceptable, particularly given the provision of a cycleway/path alongside the railway. The proximity of new housing on the south side of the railway will increase the risk

of trespass and thus, as we have stated on previous occasions including the outline application, a 1.8m high fence should be erected alongside the NR boundary at the developer's expense. Until the details and location of the 1.8m palisade are clearly identified on the appropriate plan we are unable to agree to the details of the reserved matters.

Landscaping

Having reviewed the submitted landscaping plans they do not go into specific detail on the choice of species (particularly of the standard trees to be planted near the railway line), they simply note the location of trees. As such we are unable to agree to the landscaping until the specific tree species to be located adjacent to the railway are specified.

Construction Traffic Management

The traffic management statement, paragraph 2.2.8 would indicate that no construction traffic would be routed either over the Longbeck Road LC nor under A1085 Marske station bridge – this is acceptable in principle. Subject to detail on how transgressions can be reported and appropriate enforcement measures taken (including recompense for any damage to the bridge through errant construction vehicles) presumably as part of the communication plan advocated in 2.3 (xiv), we have no objection to the partial discharge of condition 7 of the outline consent.

Drainage

The surface water drainage strategy is noted. However we have concerns over the close proximity of two of the attenuation ponds as indicated on drawing 1682-01. Our preference for such structures to be located at least 20 metres from our boundary (where they are below rail level, and 30m if above rail level) so as to avoid any issues through seepage.

We would require further detail on the form, lining and position of the ponds relative to the railway in cross-section form (sections B/B and C/C on drawing RAB2252L/003 do not show the ponds in enough detail in relation to the railway) and request that this is conditioned appropriately.

S106 Obligations

We would like to take this opportunity to enquire as to the provisions of the S106 and the purported sums of £2k towards cycle facilities at Longbeck station and £2k for level crossing improvements again at Longbeck are noted in the travel plan. We have not seen the S106 provisions ourselves and thus would enquire as to when such sums are to be made available. We would also request that the S106 sums account for inflation, especially given the timeframe from the initial decision and the likely implementation of the S106 costs will have increased, as such an inflationary increase is a justifiable request.

NHS Clinical Commissioning Group

20/01/2020

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 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.

Item	Response
LA Planning References	R/2020/0025/RMM
GP Practices affected	Zetland Medical Practice
Local intelligence	<p>Previous LA approval, on appeal, of Outline Planning Permission R/2013/0669/OOM</p> <p>The CCG has just closed a GP Practice in the town and the remaining one, Zetland Medical Practice, have recently obtained an Improvement Grant to update their premises.</p> <p>Notwithstanding the potential increase in residents, it is not felt that a new GP surgery is required.</p> <p>However, given the large number of potential new patients, there may be a need for an expansion of the current premises to accommodate the influx</p>
Number of houses proposed	803
Housing impact calculation	2.3
Patient impact (increase)	1847
GP practice current list size	7305
Proposed GP Practice New List size	9152

Maxima Multiplier	0.07
Total GIAM ² required for proposed GP list	640.6
Subtract existing practice GIAM ²	622.5
Additional GIAM ² required	18.1
Total proposed contribution £ (based on NHSPS build cost)	£54,300

07/07/2022

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 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.

Item	Response
LA Planning References	R/2020/0025/RMM
GP Practices affected	Zetland Medical Practice
Local intelligence	These practices fall within the Redcar Coastal Primary Care Network which are at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of houses proposed	812
Housing impact calculation	2.3
Patient impact (increase)	1876
Maxima Multiplier	0.07

Additional m ² required (increase in list x maxima multiplier)	130.732m ²
Total proposed contribution £ (additional m ² x £3kpm ² , based on NHSPS build cost)	£392,196

20/01/2023

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 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.

Should you have any queries in relation to this information, please let me know.

Item	Response
LA Planning References	R/2020/0025/RMM
GP Practices affected	Zetland Medical Practice
Local intelligence	These practices fall within the Redcar Coastal Primary Care Network which are at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of houses proposed	810

Housing impact calculation	2.3
Patient impact (increase)	1863
Maxima Multiplier	0.07
Additional m ² required (increase in list x maxima multiplier)	130.41m ²
Total proposed contribution £ (additional m ² x £3kpm ² , based on NHSPS build cost)	£391,230

Ramblers

19/02/2020

Provided the Right of Way adjacent to the railway line remains in an acceptable condition both during and after construction, we have no objections to the proposal. We also support the view of the Country PROW team that a footbridge over the railway from the site to Marske itself is essential, as increased use would make the current road arch quite unsafe

Redcar and Cleveland Borough Council (Development Engineers)

14/08/2020

The car parking requirements for the dwellings are all in accordance with our Design Guide and are acceptable.

Whilst the correct number of spaces are shown for plots 704 and 705, they are at the end of the private drive. A turning facility should be provided to prevent the need for these vehicles reversing the full length of the private drive onto the connecting road which is also close to the junction with the main spine road through the site.

The car parking requirements are also suitable for the drive thru, petrol station, public house, hotel, GP surgery and Pharmacy, nursery, convenience store and community hall.

The car parking requirement for schools are based on the numbers of both part time and fulltime teaching staff, which are not known at this stage. 40 spaces are shown which assumes that some will be for the picking up and dropping off of children. That being said there is plenty of space for further car parking if necessary.

The car parking areas in two locations at the Nursery and GP surgery should be extended by at least 1 metre to facilitate reversing manoeuvres from the end car parking bays (similar to the parking for the petrol station).

28/09/2022

Refer to the amended plans and would offer no objections on highway grounds. The phasing and adoption plans are considered acceptable, and the boundary treatments have been amended where the driveways meet the back of the footway.

The car parking requirements are in accordance with our Design Guide & Specification for all the dwellings. The two bed dwellings EMA22 and EMA21 now have two car parking spaces on the frontage. The plans for house type EMG43 are now online and acceptable on the plans.

The proposed surface treatment plan sheet 3 of 3, dated 11.19 – 1105-P10.13A shows 7 properties accessed via a private drive – plots 590-597. This does not accord with the site layout plan 1506-TAY-103B indicating the same private drive with plots 754-750 with 5 properties accessed via a private drive. The proposed surface treatment plan should be amended to suit as it doesn't accord with the main plans.

The plans show a combined footway/cycleway to the northern side of the spine road and continuing northwards past the school for safer routes to school. Bus laybys have been provided to both sides of the road in two locations which are acceptable. We have asked if the combined footway/cycleway can be included to the southern side of the spine road however if not, then suitable dropped crossing points will need to be added to cross the spine road safely.

For the following locations, the road widths need increasing from 4.8m to 5.5m, which following a phone call with Hannah yesterday will be amended plots 328 to 316, plots 415 to 410 and plots 388 to 387. I also advised that the road width can be reduced from 5.5m to 4.8m from plot 133 to the turning head at 138 and also plot 13 to the turning head at plot 08.

09/02/2023

The car parking requirements are in accordance with the Tees Valley Design Guide & Specification for all dwellings (24 house types 2-5 bedrooms) .

There is suitable parking associated with the following uses;
Public House (1 CPS per 5m² public floor space and 1 cycle space per 15m² gross floor space) 72 CPS 18 cycle spaces required
Petrol Station (1 CPS per 30m² and 2 cycle spaces for 100m² gross area for retail) 20 CPS 6 cycle spaces required
Hotel (1 CPS per 2 bedrooms and 1 cycle per 5 bedrooms) 63 CPS 14 cycle spaces required
Doctors Surgery & Pharmacy (10 CPS per GP, 2 CPS per staff and 2 cycle spaces per GP) 42 spaces 8 cycle spaces provided
Nursery (1 space per 2 staff and 1 space per 5 children) 14 CPS
Community Hall (1 CPS per 10m² and 2 cycle spaces per 150m² gross floor area) 75 CPS provided 10 cycle spaces required

Convenience Store (1 space per 30m² gross floor area, 2 cycle spaces per 100m² gross floor) 51 CPS 7 cycle spaces provided

Primary School – the plan shows a circulatory road layout with sufficient parking that allows for 45 CPS -this would include 5 visitor spaces and 5 disabled user bays. A provision for parents to drop off and pick up has been made, as the current layout shows a layby. 6 cycle spaces per class and with 1 cycle space per 10 staff required.

Upon application for the discharge of condition 22 (full construction and layout) consideration should be given to a controlled crossing near to school, given the proximity to the neighbourhood centre and likeliness of parents choosing to park when dropping children at the school opposite, across the spine road. The RSA would further consider children's pedestrian movements associated with attending school.

The proposed revised adoption plan is deemed acceptable as all private drives have been assessed and the number of dwellings accessing from it does not exceed 5 no. dwellings. as specified in the Tees Valley Design Guide & Specification.

Road widths are as follows and meets the Tees Valley Design Guide & Specification;

Secondary distributor road (main spine road through development) 7.3m

Local access road up to 300 dwellings (estate roads) 5.5m

Shared surfaces (leading to private roads) less than 50 dwellings 4.8m

Private drives (up to 5 dwellings) 3.7m, in accordance with condition 20.

Footway/Cycle combined 3m

All turning head meet the min. requirement of 16m

Further to condition 21, the applicant will be required to provide alterations to the existing highway on Longbeck Road and the A1085 where the new accesses are to be created, 2 no. ghost right hand turn lanes to be secured under s278 agreement through the requirements of condition 22.

The road lengths for the spine road, south and west estate roads serving dwellings is considered that the overall lengths would possibly promote/encourage speeding and therefore would request consideration be given to introducing gateway features throughout. This can be considered at the discharge of condition 22, along with the above request to consider a controlled crossing in the vicinity of the school.

All boundary treatments are deemed acceptable in term of highway safety and where a boundary meets the highway sufficient visibility has been afforded. This will be subject to a discharge of condition application for condition 24.

The plans show a combined footway/cycleway to the northern side of spine road and continuing northwards past the school for safer routes to school. A request for a further combined footway/cycleway could be included to the southern side of spine road to facilitate the local centre and facilities all proposed off southern aspect.

The proposed Bus laybys have been provided to both sides of the spine road in two locations which are deemed acceptable. Further consideration to be given to additional bus stops on Longbeck road, to be positioned close to railway station with walking links into the development.

The proposed phasing plan and adoptions plan is deemed acceptable and would confirm that the phasing will limit disruption as both accesses from Longbeck Road and A1085 will commence. This will form part of a discharge of condition 4.

Additionally, the applicant will be required to liaise with the council's highway department to write a TRO to change the speed limit from 60mph to 30mph on the A1085 south of Marske Station. The applicant will bear all associated costs.

Notwithstanding the above, the requirements of condition 23 detailing highway improvements shall be complied with to ensure offsite works as identified in the TA are undertaken.

Transport Strategy

*Comments from Simon Houldsworth – Transport Strategy Manager
TAA 2023 addendum & Condition 23*

- 1. Thesis is that trip rates are declining & this is a smaller development. Accepted.*
- 2. Dwg 1270/34 junction 19 Fishponds Roundabout needs updating for the Walled Garden entry. Suggest two lane left turn marking from B1269 if this is also your judgement to reduce queue lengths, but may require safety audit?*
- 3. Dwg 1270/41. Opportunity for the developer to work with TVCA & Network Rail to secure a direct pedestrian access from footpath 31 to platform 1 at Marske Station. It is acknowledged that these discussions can take place and secured outside of this planning application.*
- 4. Still cannot see the location of the northbound bus stop on Longbeck Road. It needs to be close to the railway station & no further away than currently.*
- 5. Dwg 1270/37/D A1085 looks to be same as before so fine.*
- 6. Dwg 1270/40 Kirkleatham Roundabout ditto.*
- 7. Dwg 1270/35 Redcar Lane ditto*

Travel Plan as amended

1. Cycling. We have not conditioned this, but it would be better if a shared surface walk cycle route was provided from the spine road to the north east of the site adjacent to the railway bridge over the A1085 (so using part of footpath 31). This will be the desire line for pedestrians & cyclists wishing to access

Marske. This will become a request to TVCA if not delivered as part of the development. Will also save cyclists using the A1085 uphill.

2. Rail services. See previous comment about small scale improvement that will secure direct access to Marske Railway Station.

3. Appendix D. Suggest that TPC liaise with TVCA (our transport authority) about the delivery of active travel & public transport actions.

Redcar and Cleveland Borough Council (Local Lead Flood Authority)

16/06/2020

The LLFA have reviewed the submitted information in relation to surface water drainage for R/2020/0025/RMM and would offer the following comments;

The site area is confirmed at 49Ha with a Greenfield runoff calculation of 4.21 l/s/h, this would give the existing runoff from site at 206.3l/s.

The Surface Water Drainage Plan (RAB 2252L, dated 9th December 2019. Version 1.0) indicates that a reduction of the runoff from site can be achieved and will be restricted to 69.3l/s with sufficient on site storage equating to 18,422m³

It is proposed that there will be 6 drainage sub-catchments (A-F) with Vortex controls - The discharge point is at the North West corner (Longbeck Road) of the site that will ultimately discharge to NWL MH 7903 – NWL have restricted the discharge rate to connect to MH703 to 70.05l/s, therefore the document is in compliance with the restriction set (69.3l/s). This connection will be subject to NWL's S106 approval process.

The applicant has applied an uplift from 30% to 40% to allow for climate change to reflect changes in legislation since the outline application in 2013.

To conclude, the LLFA would offer no objections to the proposed scheme and would envisage that should this application be approved that the documentation submitted for this application R/2020/0025/RMM will be further submitted in a formal discharge of condition application for conditions 16, 17 & 18. Based on the information submitted with the reserved matters application the condition discharge application would be approved.

The LLFA acknowledge there is a history of surface water flooding at Longbeck Road, at the North West corner of the application site. It is considered that the rainfall runoff from the site in an undeveloped scenario is a contributing factor to the flooding issue. The proposed drainage scheme will provide positive drainage on site, in a controlled manner and it is considered that this will contribute to reducing flood risk in the area. It is further acknowledged that the scheme under consideration is for reserved matters following the granting of outline planning permission by the Planning Inspectorate. Matters relating to drainage and flooding were considered on the outline application and found to be acceptable subject to the use of planning conditions.

18/07/2022

The LLFA have reviewed the additional information in support of this RM application. The LLFA can confirm that the information accords with all previously submitted, but would take this opportunity to advise that for calculating run off the LLFA would require an uplift from 30% climate change allowance to 40% CC in line with latest legislation. At this stage the LLFA would confirm that apart from the uplift in CC, the LLFA's previous comments dated 16/06/2020 still apply.

The discharge rate for surface water is restricted to 70l/s - In conclusion, the information submitted confirms there is no increased flood risk posed by this development, no increased risk of flooding from surface water to adjacent landowners but will provide betterment on site by the implementation of the reduction in run-off rates from its catchment and the implementation of positive drainage system.

13/02/2023

LLFA comments regarding revised Supplementary FRA and Drainage Strategy Statement submitted 13/01/2023. The LLFA would offer no objection to the proposed drainage strategy and would note the following points;

The application site has a site area of 50.6 Ha currently agricultural land. Current discharge - Given the topography, the site has been split into two areas where the runoff currently discharges to - Long Beck (west = 40.6ha site area) and Spout Beck (east – 7.18ha site area). Greenfield run off calculations have been provided and confirm that the current rate (Qbar) for both outfalls 202.9l/s.

The drainage strategy looks to reduce the current greenfield runoff (Qbar) to 70l/s, discharging to NWL SW sewer MH7903 (public sewer - ranging from 750mm diameter to 1050mm). An overall reduction of 59.4% from existing greenfield runoff. All remaining flows will be attenuated on site. The site is split into 6 sub catchments each with its own respective flow control (hydra brake) discharging at less than greenfield run off rates for each catchment. It is proposed for 4 no. pre-cast concrete storage tanks on site in various dimensions, along with a number of detention basins throughout the development. Full details to be submitted at the discharge of condition stage.

The drainage system can contain the 1in30 year event with the 1 in 100 year plus 30% event contained within the development boundary, ensuring flows do not exceed towards the lower elevation of the northwest area of site. Confirmation that exceedance runoff from the system to the northern boundary will be managed with a series of bunds along the railway line providing containment and a level of protection to the rail network. Footway connections within the vicinity should be at an elevated height to match the bunds heights to contain flows.

All information to be further supplied and details submitted upon application for the discharge of Conditions 16, 17 and 18 of outline application. All

drainage network, Suds structures and features are all to be either privately owned and maintained or are to be adopted by NWL. An application to discharge condition 18 will consider an appropriate maintenance management plan.

Nutrient Neutrality - outside area of Nitrate vulnerable zone, discharges to Marske treatment works onto North Sea. Betterment shown for water quality from site in NN report the development does not affect the water negatively in comparison to current use.

In conclusion, the drainage strategy confirms that no increased flood risk to the development site and adjacent landowners and that the proposed positively drained system offers significant betterment to that of the informal existing arrangement.

20/02/2023

LLFA comments regarding revised Supplementary FRA and Drainage Strategy Statement dated 13/02/2023. The LLFA would offer no objection to the proposed drainage strategy and would note the following points;

The application site has a site area of 50.6 Ha currently agricultural land. There is an area of land (buffer zone) near to the SAM that is to remain undeveloped.

Current discharge - Given the topography, the site has been split into two areas where the runoff currently discharges to - Long Beck and Spout Beck. Greenfield run off calculations have been provided and confirm that the current rates (Qbar).

The drainage strategy looks to reduce the current greenfield runoff (Qbar) to 70l/s, discharging to NWL SW sewer MH7903 (public sewer - ranging from 750mm diameter to 1050mm). An overall reduction of 52.6% from existing greenfield runoff. All remaining flows will be attenuated on site. The site is split into 6 sub catchments each with its own respective flow control (hydra brake) discharging at less than greenfield run off rates for each catchment. It is proposed for 4 no. pre-cast concrete storage tanks on site in various dimensions, along with a number of detention basins throughout the development. Full details to be submitted at the discharge of condition stage.

The drainage system can contain the 1in30 year event with the 1 in 100 year plus 30% event contained within the development boundary, ensuring flows do not exceed towards the lower elevation of the northwest area of site. Confirmation that exceedance runoff from the system to the northern boundary will be managed with a series of bunds along the railway line providing containment and a level of protection to the rail network. Footway connections within the vicinity should be at an elevated height to match the bunds heights to contain flows.

All information to be further supplied and details submitted upon application for the discharge of Conditions 16, 17 and 18 of outline application. All drainage network, Suds structures and features are all to be either privately owned and maintained or are to be adopted by NWL. An application to discharge condition 18 will consider an appropriate maintenance management plan.

Additional information relating to mounding near to Network Rail and the raising of footpaths surrounding basins will ensure no overtopping causing flood risk to neighbouring land.

Nutrient Neutrality - outside area of Nitrate vulnerable zone, discharges to Marske treatment works onto North Sea. Betterment shown for water quality from site in NN report the development does not affect the water negatively in comparison to current use.

In conclusion, the drainage strategy confirms that no increased flood risk to the development site and adjacent landowners and that the proposed positively drained system offers significant betterment to that of the informal existing arrangement.

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

29/01/2020

No objections subject to the discharge of condition 15 concerning contaminated land.

11/07/2022

No objections subject to the discharge of condition 15 concerning contaminated land.

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

30/01/2020

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 Noise impact assessment Reference: 19.010.1.R1 has been submitted in support of this application which addresses the requirements of condition 26.

The assessment recommends that condition 25 should be dealt with by a mechanical and electrical engineer as details of sound proofing/sound enclosures will need to be specified which will be specific to individual

mechanical electrical plant items and when precise details are known for individual plant items.

The assessment has shown that standard thermal double glazing will be adequate in controlling noise from road and rail traffic, however with a partially open bedroom and living room window for certain plots, noise levels within habitable rooms will exceed the adopted noise criteria and alternative ventilation will be required for these rooms.

Para 4.3.11 states the following:

“In addition to assessing internal noise levels with windows closed, a partially open window affords 15dB reduction which equates to 60dB outside as a maximum noise level. In order for maximum noise levels from road and rail traffic to reduce to 60dB, a distance of 147m from the A174 will be required, 85m from Longbeck Road, 83m from the A1085m and 75m from the railway line will be required - as such any bedroom windows located within these distances, which have either partial or full line of sight to the noise sources, will require alternative ventilation which allows the bedroom window to remain closed whilst maintaining background ventilation.”

The report does not specify which plots this is applicable to, but recommends alternative means of ventilation will be required for these bedrooms in order for windows to remain closed whilst permitting background ventilation. In order to achieve this, the following frame-mounted trickle ventilator is recommended which accords with the requirements of the Building Regulations:

Greenwoods EAR42W (affords up to 42dB Dn,e,w +Ctr).

The assessment also shows that noise levels in certain garden areas will exceed the adopted 55dB noise criteria level and so a noise barrier in the form of an earth bund or combination of earth bund and acoustic fence will be required in order to control noise from surrounding road and rail traffic noise.

Fig 4 of the assessment shows the required mitigation necessary.

However, again the report does not specify the delineation of the differing heights of the bunding.

Submitted associated plans for boundary treatments and landscape proposals do not appear to incorporate the recommended noise mitigation measures including acoustic fencing and earth bunding.

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

- Condition 25 still needs to be addressed*
- All sound attenuation measures detailed in the noise assessment Reference: 19.010.1.R1 supplied shall be fully implemented prior to the development*

being first brought into permitted end use and permanently retained thereafter.

- *REASON: In the interest of neighbour amenity.*

13/07/2022

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 a further noise impact assessment has been submitted in support of this application which addresses the requirements of condition 26. The application also now shows amended site plans which now place garden areas away on the screened side of the plots away from the main transportation sources Figure 1 of the report demonstrates that the upper guidance noise level from BS8233/WHO 1999 of 55dB LAeq,16h will now be achieved within gardens across the site based on gardens being positioned on the screened side of the plots, away from the main transportation noise sources.

The report also states majority of noise sensitive rooms with direct line of sight to the A174, Longbeck Road or the railway will require enhanced glazing and acoustic ventilation to habitable rooms, in order to achieve the guidance noise levels. Noise break-in calculations have therefore been performed in order to demonstrate appropriate schemes of glazing and ventilation that can be adopted across the site.

The report shows the recommended mitigation measures are summarised in Table 11 and shown on a plot-by-plots basis on Figures 4 to 5.

The report concludes that subject to the recommended mitigation measures being implemented, noise should not be a prohibitive factor in the determination of this planning application

Provided that the recommended mitigation measures summarised in Table 11 and shown on a plot-by-plots basis on Figures 4 to 5 are implemented I have no further objections.

21/02/2023

No objections

Redcar and Cleveland Borough Council (Housing Area Services)

28/01/2020

No objection

30/06/2022

No objection

Redcar and Cleveland Borough Council (Natural Heritage Manager)

29/01/2020

Providing that current PROW facilities are maintained, I would have no objection to these proposals

Redcar and Cleveland Borough Council (Public Rights of Way)

28/01/2020

There is a public right of way footpath located along the northern boundary of the site, parallel to the railway line. It is proposed that this path would be brought up to adoptable standards. There are no objections to this as it is the best way of protecting and maintaining the right of way. All of the proposed adoptable off-road paths and the paths along the main east-west spine road should be constructed as shared foot and cycle paths at least 3 metres in width.

The plans do not show foot and cycle access arrangements into Marske. Following the grant on appeal of the outline planning permission, the Council resolved to support the residents requests for the development to be connected to Marske by a foot and cycle bridge over the railway line rather than a traffic light arrangement with lane restrictions under the A1085 railway bridge. The developers should be requested to include this proposal within their plans and for the bridge to be constructed in advance of the opening of any part of the development that has access from A1085 Marske Lane. This will need to be undertaken in cooperation with Network Rail.

04/07/2022

There are no objections regarding the Public Footpath that runs parallel to the railway line along the Northern boundary of the development, that bringing the path up to an adoptable standard is the best way of protecting the right of way. A tarmac surface path that runs right through from the Longbeck road to the A1085 will be the best long term surface, However there are concerns regarding the concept of a shared path. Consideration should be given to having separate paths for cyclists and pedestrians to avoid conflict between the users. The cycle path should be white lined to separate those travelling East from those travelling West. Staggered barriers at both ends would slow users down and make it difficult for them to join the Highway at speed.

A foot and cycle bridge over the railway line is still preferred to traffic lights on the A1085 under the railway bridge.

16/02/2023

I commented on a previous application that I would recommend that the proposed dual Public Footpath/cycleway is separated to a Public Footpath and separate cycleway to avoid conflict in the future.

Redcar and Cleveland Borough Council (Conservation Officer)

19/07/2022

Objection due to more details required to satisfy issues relating to the sports field and the practicalities of the management plan, meaning there it has not yet been satisfactorily demonstrated that the development will preserve the significance of the scheduled monument as required by Policy HE2 of the adopted Local Plan.

The sports pitches are indicated on the plan but are not detailed, it being necessary to establish whether they will be surrounded by fencing and if they are intended to be illuminated. With regard to the management plan, there is no confirmation of who or what will actually execute the actions described within it.

Matters relating to design are considered acceptable. Although the proposal will doubtless have an unavoidable visual impact, this response considers how the aesthetics of the built element of the proposal mitigate and minimises the impact upon the setting Marske Conservation Area and the adjoining scheduled monument

The efforts put into the spatial syntax are acknowledged. Whilst the Design and Access Statement refers to the southern edge of the site forming primary views, when considering the conservation area it is suggested that the commercial area will be the most prominent part of the development when entering Marske. The vernacular character shown in the public house is appreciated, its architectural style and roadside location referencing the historic farmsteads found throughout the area. The low impact approach taken with the modernist buildings, the materials and finishes such as living walls suggesting the intention is to be as unintrusive as possible, is anticipated to be effective mitigation. The resulting contrast with the permanent appearance of the public house reinforces the notion of that vernacular styled building as being characteristic of the area.

28/09/2022

Due to the conditions suggested by Historic England, my former objection can be lifted subject to the imposition of those conditions to clarify uncertain elements in the landscaping. Sympathetic details as required by those conditions would ensure preservation of the setting of the heritage assets as required by Policy HE2 of the adopted Local Plan.

06/02/2023

No objection to the proposed changes as the scheme is considered to continue to comply with Policy HE2 of the adopted Local Plan.

Redcar and Cleveland Borough Council (Archaeological Consultant)

17/04/2020

The covering letter accompanying the application states that application will be made regarding all pre-commencement conditions following consideration of the reserved matters (RMs) sought to be discharged. The RMs in question are all RMs except access (appearance, landscaping, layout and scale).

The outline planning permission contains archaeological conditions, which are set out in the annex below. Condition 30 requires a conservation management plan (CMP) (for the Hall Close scheduled monument, and land to its south and west) to be agreed before the commencement of development. Condition 29 requires archaeological work to be carried out according to the requirements of an agreed WSI ahead of the commencement of the phase of development adjacent to the scheduled monument. Condition 32 requires 'the extent and detailed layout' of school playing fields, linear park, open grass and shrubs south and west of the scheduled monument to be agreed with the LPA before the commencement of the phase of development in that area.

The drawings and statements submitted in support of the current (RM) include a masterplan in three parts, together with landscape proposals extending across four drawings. The Design and Access Statement contains further relevant details.

The landscape drawing number c-1682-04 currently submitted depicts intended landscaping adjacent to the scheduled monument and including the 'land to the south and west' of the monument. It is clear that these details cannot be approved before the CMP required by Condition 30 has been agreed, as to do so could prejudice the content of the CMP.

It is additionally of concern that drawing c-1682-04 depicts an area of planting extending into the area of the scheduled monument. As well as planning restraints contained within the quoted conditions, there could be scheduled monument constraints preventing such a proposal.

Although conditions 29 and conditions 32 are deal with details intended to be agreed with the LPA before commencement of development of the relevant 'phase or sub-phase', until the WSI and the work required by the WSI has been completed (with that work informing the appropriateness of the subsequent layout), and the details required by condition 32 approved, it would be unwise for the LPA to agree any proposals for landscaping or layout in that area as depicted on drawing c-1682-04, or masterplan drawing three.*

**That is on the boundary of the scheduled monument and on the land south and west of the monument.*

If layout and/or landscaping proposals are to be approved for land that falls within that part of the application site sought to be protected by any of conditions 29, 30 and 32 of the outline planning permission, such approval ought not to be granted until those conditions have been addressed, and satisfied.

An alternative way to progress consideration of the submitted RMs without prior engagement with conditions 29, 30 and 32, would be for the relevant submitted plans to exclude the area of the scheduled monument and the land to the south and west (essentially the intended area of playing fields, linear park and planting).

08/04/2021

The main matters of interest from the archaeological point of view are phasing, the commencement of development, the prior approval of the conservation management plan (CMP), and the prior archaeological evaluation and steps subsequent to the CMP and evaluation.

I should also emphasize that Historic England are likely to request significant in-put to the CMP process (before that document is agreed), to the finalisation of the application drawings to be approved, and to the evaluation of heritage significance of the development site in the context of the scheduled monument's importance.

The Conservation Management Plan

We are not commenting on the CMP in detail at the moment. This is for a number of reasons, the most salient being the need to involve Historic England in consideration of the draft and the need for the draft CMP to take into account work not yet completed, e.g., the evaluation, and (probably) a condition survey of the scheduled monument as a baseline. The CMP will also need to be progressed in tandem with arrangements for ensuring that the version eventually agreed will become operational (as provided for in the CMP itself, by the agreement of a section 106 planning obligation/AMAA management agreement) and certainty over ownership of the scheduled monument and primary management responsibility going forwards). There are some statements in the CMP that might not be readily agreeable, for example that setting makes very little contribution to the significance of the scheduled monument. However, compared to the foregoing points, such considerations are (relatively) minor and capable of solution by discussion between the archaeological/heritage specialists.

The Submitted WSI for Archaeological Evaluation

(a) It is unfortunate that the archaeological data continue to be submitted late in the approval process. These data relate to major issues still to be resolved,

such as the appearance of the eastern half of the site, the setting of the scheduled monument, and the CMP, which should be resolved in an integrated and comprehensive manner.

(b) The WSI is submitted for approval following geophysical surveys of the (relevant parts) of the application site (excluding the scheduled monument, whose significance is already known). Strictly speaking the surveys (one measuring ground resistance and the other magnetic) should have been the subject of WSIs approved by the LPA. We are unsure whether that approval was obtained. We have no record of having approved such WSIs. Be that as it may, the surveys should be provided in full to the LPA as soon as possible, both to inform consideration of the draft WSI that is currently submitted, and as required by the planning conditions attached to the outline permission.

Observations on the WSI as submitted.

(c) The WSI refers to the site as being in North Yorkshire (it isn't, but could be referred to as in the historic county of Yorkshire)

(d) The WSI should have a Location Plan.

(e) 1.2 - The need for the evaluation was identified by the planning inspector on appeal.

(f) 1.3 - The LPA has not, as far as we are aware, seen the geophysical survey results. These should be provided with as soon as possible to aid in approval of this WSI.

(g) The Aims and Objectives - should be to evaluate the nature extent degree of preservation and archaeological potential of deposits/structures, including dating where possible by relative and/or absolute methods; and characterisation of samples and artefacts by appropriate analysis; all to inform whether any further archaeological investigation of the archaeological resource is advisable; to produce a suitable drawn and photographic record of the evaluation excavations for assessment and archival purposes. Some of the aims and objectives listed in the draft WSI relate more to specific methods rather than evaluation objectives.

(h) The specifications in the WSI also require tightening up. For example, the ditching bucket (paragraph 9.3) should be under archaeological supervision at all times; and excavation by hand should be specified as soon as the first archeologically significant deposits are encountered. There are several examples of 'under specification' in the WSI and we would advise the person drafting the same to consult the many specimen WSIs for evaluation that are readily available. Issues include (but are not limited to):

Human remains - provision to be made if disturbed accidentally, e.g. to notify the LPA archaeologist, cease work in that location, pending agreement on a suitable way forward.

Photography - well lit natural light, in clear focus, and good depth of field, with minimal shadow

All drawings and photographs to be marked with/include with orientation and trench number

Scale of drawings (plans and sections)

Report - to provide for interpretation as well as description of results

(i) More significantly, the WSI states that all work undertaken will be in accordance with the Chartered Institute for Archaeologists' Code of Conduct (2014) and Standard and Guidance for Archaeological Evaluation (2014). The persons carrying out the work specified by the WSI should therefore confirm that they, or their organisation, are members of the Chartered Institute for Archaeologists. Additionally, the WSI should provide that where there is any conflict with the BPF Code [1991, not 1988] the CiFA Code of Conduct takes precedence.

(j) The results of the evaluation will be needed before the CMP and plans for landscaping, boundary treatments, services, and other development on the eastern half of the development site can be agreed. Depending on the results of the evaluation it is more than possible that further archaeological excavation will be required ahead of development in that half.

(j) Finally, we have some concerns about the number and location of evaluation trenches proposed. We note that each anomaly is proposed to be trenched, and that selection of the areas where these anomalies are located is restricted (presumably in accordance with projected ground disturbance). Our concerns are (i) that the amount of trenching as provided for in the WSI will be large (40 plus 10/20 metre trenches); but also (ii) that the approach is (again) piecemeal, rather than informed by the archaeological indicators. The targeting of smaller proportions of linear anomalies but then also including some anomalies that are more likely to be archaeologically significant, should be considered by the LPA. The geophysical survey results will assist in this process of iteration.

At present our advice is that the draft WSI take the above points on board and be resubmitted together with the geophysical surveys in question.

11/10/2021

I have considered the revised WSI and the geophysical survey report and my advice is as follows.

(i) The geophysical report reveals significant anomalies (a possible archaeological site) directly to the south of the 'autospare/scrappyard'. This is proposed not to be evaluated by trial trenching, presumably because intrusive works are not programmed for part of the site. However, some intrusion or disturbance (e.g. compaction, dewatering) to the site seems likely, given the road construction; moreover, I am concerned that the planning regime could authorise development affecting the anomalies (for example under prior notification procedures, or as something incidental to the main works) in future that would be difficult to condition archaeologically.

The geophysical survey also reveals anomalies at the lower west side of the survey area, clearly extending beyond the area. If the anomalies are archaeological in nature, trial-trenching should extend beyond the geophysical survey area. The trenching will necessarily open up features whose full extent should be established.

The geophysical survey was for a 'minimum requirement', and I think it is reasonable in terms of NPPF and local policy, and bearing the next point (ii) in mind, that these additional anomalies should be fully evaluated by the trial-trenching. This could easily be achieved by adding either more trenches, or (more reasonably in my view) rejigging of the proposed trench locations, as some of the proposed trenches on the submitted scheme may be capable of being relocated.

(ii) The evaluation results must be available in good time to permit informed decision making about any pre-development archaeological investigation required, and to inform the principles of a conservation management regime on and around the SAM.

With regard to the drafting of the WSI I would be grateful if the following could be confirmed in the text.

(a) That one or more of the site supervisors/project managers enjoy membership of the ClfA;

(b) That all photographs need to be well-lit.

(c) That human remains, if encountered, will be appropriately sampled for dating purposes, and where remains are disturbed from context that those disturbed will be excavated and curated.

(d) At paragraph 4.3, that an interim report will be provided if, to meet the developer's programme, before the period of 3 months referred to, the Council requires such an update for the purposes of assessing the need for excavation or further evaluation, or any other planning decision, e.g. on phasing.

(e) At paragraph 5.2.1 the word should be 'Designated', not 'designed'.

The geophysical survey suggests that some features of archaeological significance (possibly later prehistoric or Roman period features) survive to the west of the geophysical survey area, where houses are to be built. It is possible, depending on the outcome of the trial trenching, that it would be prudent, both from an archaeological and a construction programme perspective, that some further evaluation or watching brief would be prudent in this area, in order to mitigate the risk of unexpected discoveries.

25/02/2022

Generally I found the plan wide-ranging, with a comprehensive list of Actions/Policies.

The method set-out in the Action Plan, of explaining and providing each action according to policy, reason, priority and responsibility is acceptable.

I have seen the comments of Historic England (HE) on the document, dated 8th February, and would echo the two following points.

(i) The scheduled monument (SM) status of Hall Close should be made more apparent, in particular the very high value of a scheduled site, as a site of national importance, together with the restrictions which this entails, and the prior scheduled monument consent usually required by any person for virtually any works or disturbance (not just matters covered by the Planning Acts).

(ii) The CMP policies and actions for the land adjacent to the SM (the buffer zone), will not be able to be finalised until after the further archaeological evaluation of the buffer zone is completed (which should establish the 'significance' in terms of below ground archaeology in this area). This seems to be already recognized in the draft, where some actions relating to the buffer zone are 'TBC'.

Other Points

(iii) Paragraph 7.1 rightly states that no amendments of the agreed CMP are to be made without the consent of the LPA, in consultation with HE. However, as well as at the end of the document, it would be useful to have this position repeated in all those parts of the Action Plan where the amendments to the CMP are considered (e.g. Action G3): it will provide clarity, and prevent possible commencement of actions without the relevant consultation.

(iv) Generally 'responsibility' in the Action Plan is said to fall to either a competent specialist or management company. It should be made clear that all persons responsible must be competent and specialist with regard to the actions in question. I would therefore suggest that the expression 'Competent Specialist (whether an individual appointed by the developer or by a nominated Management Company)' is used.

(v) There are some terminological/grammatical errors apparent, at paragraph 1.3 ('Heritage England'), and at Action L3 ('coherency'). There may be others. It would be shame if the CMP were marred in this way, so a final check of the document for such matters would be helpful.

11/07/2022

I note that there is a comprehensive set of RM drawings submitted, on which I am offering no comment. There is also a conservation management now drafted in a different form plan previously submitted (on which we have already commented earlier in the year). If you require our comments on this new plan, I would be grateful if you confirm this.

WSI

My immediate comments therefore relate to the submitted WSI for the proposed archaeological evaluation by trial trenching (dated June 2022).

1. I found this generally acceptable and have few comments on the details in it.

2. Specifically, I have no issue with the number, form and location of the trenches proposed.

3. The submitted phasing plan proposed (if agreed) would mean that the eastern part of the site (to which the archaeological work relates) would be

developed according to a timetable which would permit the necessary archaeological work to be undertaken before development commences in the relevant phases. This is welcomed.

4. Also, the WSI acknowledges at paragraph 1.7 that “This WSI does not detail the requirement for evaluation in the area to the west of the buffer zone. This will be the subject of a separate WSI, the detail for which will be informed by the works described above.” This is an important recognition of the possibility of further evaluation being necessary before any development commences in the land bordering the buffer zone to the west (as well as land within the buffer zone).

5. Paragraph 7.1 also notes that “If required, an appropriate contingency of up to 5% of the Site area will be used should further investigation be required at this stage to answer specific question identified during the trenching. The contingency trenches or extensions to existing ones should be sufficient to characterise the feature(s).” This is welcomed, as an additional potential resource, should the discovery of specific remains on the site the subject of the WSI require such evaluation.

6. Methodologies for environmental sampling, excavation techniques / sampling, and recording are generally acceptable.

7. I note that at paragraph 8.25 it is stated “All human remains (inhumations and cremations) will be excavated fully (100%) following the Human Remains procedure below.” That procedure is set out at paragraph 8.43 and is acceptable: it means that human remains should not be disturbed once encountered, or if disturbed should be fully excavated during the evaluation phase. Such requirements will have to be taken into account by the contractors who are appointed to undertake the site work.

8. Paragraph 8.28 provides for the cessation of archaeological work where remains or features of possible national archaeological importance, and possibly schedulable quality are observed: fieldwork will cease on the relevant part of the Site until any such remains have been inspected by the LPA and the appropriate historic England Inspector of Ancient Monuments. This is welcomed, given the potential for such discoveries.

9. It should be made clear in the WSI that the interim statement on the results of the evaluation are provided by the developer to the LPA before discussions on further work (paragraph 9.5).

10. At paragraph 9.7 it is stated that a ‘fieldwork report’ will be produced within 3 weeks of cessation of site work. As this report will refer to certified C14 dates (which, from the time of dispatch, are currently likely to take a minimum 14 days to obtain), as well as other technical matters, this timetable looks very ambitious. If what is referred to here is the final report on the evaluation (even if recognizing that elements of the evaluation results may be published as part of the full report for the site) a more realistic timing might be 4-5 weeks.

11. The list of specialists given in the WSI is acceptable, but if any changes are required once the contractor is identified, the changes should be notified to the LPA.

The above comments and advice should not be taken as confirmation that the engineering and layout plans for the phases within and adjacent to the area to be evaluated pursuant to the WSI are already acceptable from an archaeological point of view. These plans may require change (or not)

depending on the results of the evaluation or any subsequent archaeological work. To the observation in the WSI that the evaluation etc. is to inform the content of the Conservation Management Plan it would be helpful to add the words 'amongst other things' (paragraph 1.1 of the WSI).

Redcar and Cleveland Borough Council (Planning Strategy)

22/04/2020

This application has been submitted in seeking to satisfy condition 2 attached to the outline planning permission, granted on appeal 17 July 2017. Condition 2 is as follows:

' 2. For each phase or sub phase of the development, details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before development is commenced and the development shall be carried out as approved. The details shall accord with the following plans: The details submitted shall be in accordance with the following plans:

- Fixed Parameter Plan ((SK) 104 Rev D0)*
- Indicative Masterplan ((SK) 103 Rev D0)*
- Indicative Phasing Diagram ((SK) 059 PL1)*
- Indicative Landuse Parameter Plan ((SK) 056 PL5)*
- Indicative Access Parameter Plan ((SK) 058 PL1)*
- Indicative Landscape Plan ((SK) 057 PL1)'*

This application is for a marginally reduced number of dwellings (from 821), though this is not significant consideration as it falls within the permitted number of dwellings, and as advised the yield may change as the application has been submitted on behalf of the landowner rather than a housebuilder. The application also however includes amended indicative layouts which may no longer correspond to the fixed parameter plan, and a phasing diagram which shows six rather than three development phases which could potentially impact on infrastructure contributions and the timing of its delivery.

The site is outside development limits as defined on the Local Plan Policies Map and as the proposals do not meet any of the exceptions criteria under Policy SD3 they would be contrary to the plan. However, as the outline permission remains alive the acceptability of the permitted development has been established in principle. The acceptability of the proposed development against other relevant policies in the plan is considered below.

The entire site falls within a strategic gap area between Marske and New Marske and the southern site periphery falls within a strategic landscaping area aligned with the A174 transport corridor. The proposed development should therefore be compliant with Policy N2 at parts (b) and (f) accordingly.

It is considered that the provision of a strong landscaping buffer along the southern boundary will help to achieve N2 policy requirements; meet peripheral landscaping obligations in accordance with Policy N1, having

regard to the Landscape Character SPD; and could, in turn, also help to avoid falling foul of both Policy SD2(m) and outline approval condition 26 in relation to noise pollution and residential amenity.

However, the above issues do not appear to have been taken into account in the revised layout and, moreover, they could become more pertinent if the proposal in the emerging Local Transport Plan to dual the A174 between Redcar Lane and Quarry Lane roundabout is advanced.

Alongside the approval conditions, this and any subsequent applications should also have regard to Policy SD7 Flood Risk and Water Management; to policies TA1, TA2 and TA3 in relation to transport issues; to policies HE2 and HE3 with regard to archaeological matters and to any other relevant policies in the plan.

As the site falls within 6km of the Teesmouth and Cleveland SPA and Ramsar Site, a contribution towards strategic mitigation measures would be required in accordance with Policy N4.

Under Policy H4 and the adopted Affordable Housing SPD, the developer would also be required to provide a minimum of 15% of the dwellings on site as affordable units; the Strategic Housing Market Assessment identified a need to provide general needs and older persons affordable housing units in the Marske /New Marske housing market subarea.

18/07/2022

The following Planning Strategy comments supplement those dated 22 April 2020:

1. The National Planning Policy Framework (NPPF) was revised by the government in July 2021, thereby replacing the February 2019 version which was previously cited. At paragraph 2 it is confirmed that the NPPF is a material consideration in making planning decisions, and that planning policies and decisions must also reflect relevant international obligations and statutory requirements. The revised NPPF places further emphasis on achieving well-designed developments, including through increasing tree coverage.

2. The submitted DAS includes a summary of dwelling sizes and tenure and a breakdown of house types has been provided for the Taylor Wimpey element, i.e. for half the residential development. Policy H2 requires development proposals to meet assessed local housing needs, but it is not explained how or whether the housing mix reflects that.

3. As indicated in policy N3, public open space provision should accord with the Developer Contributions SPD. The SPD sets out a minimum generic provision standard of 1.2 ha. of usable space per '000 population, comprising equipped play areas (0.3ha.), amenity space (0.4 ha.) and teenage provision (0.5 ha.). SUDS attenuation ponds and other unusable spaces do not count towards provision. The minimum standard also excludes formal playing

itches, the need for which was assessed separately through the Playing Pitch Strategy (2015).

4. It is advised in the DAS that lower density housing would be located towards the northern boundary of the site. Given that northern parts of the site would have the shortest walking distances to Longbeck and Marske Stations and to other facilities in Marske, it is not apparent that such an approach would be conducive to maximising its sustainable development potential.

16/02/2023

These comments follow on from those logged on 22/04/2020 and 18/07/2022.

The revised layout indicates a deeper buffer would be established with the A174. This would be more responsive to the strategic gap designation (policy N2), but as tree coverage along the buffer is shown to be sparse it would be less effective in establishing a strategic landscaping corridor as also designated under N2.

The layout also shows changes in the location and configuration of public green spaces within the housing area. It is observed that the revised provision would continue to solely comprise informal amenity space and remain bereft of formal equipped play areas for children and young people. As such, the proposals would not accord with policy N3 in their current form. Discussions should be had to ensure that acceptable play provision can be secured.

Redcar and Cleveland Borough Council (Education)

20/02/2023

Further to recent discussion regarding the above application, from the perspective of the Capital Projects and Place Planning Team within the Children & Families Directorate I would make the following observation on the application:

I note the application is at the Reserved Matters stage but the playing field area of the primary school has been omitted to be considered at the point when (if) a school is required. I would suggest that given this, reference should perhaps be made to the expectation that 'if' a school is deemed required on site at a later date (within the 10 year period agreed in the S106), sufficient land would be expected to be made available to satisfy area guidelines for the relevant sized school as set out in the Department for Education's BB103 Area Guidelines for mainstream Schools.

I would, however, like to note a point of clarity with regard to the inclusion of a primary school site within the Outline Application, which again is referenced here in the latest deposited/amended documents. I am conscious the inclusion of this proposal may cause some concern in the community and among education providers regarding sustainability of existing schools and be interpreted as in some way having Council support for a new school or its development certainty.

I am aware that this inclusion is purely for the purposes of reserving a site for such a development should the provision of a new primary school be deemed required at a later stage, and as such the S106 agreement makes the site available for a period of 10 years only from the commencement of the housing development, should the Council require promotion of a new school. I also understand the developer has no intention of developing, or funding the development of a new primary school in full. The funding made available in the section 106 to mitigate the pupil place requirements is in line with the approach established in the Developer Contributions SPD, it would not fully fund a new primary school, so considerable gap funding would need to be found, if such a provision was proposed.

I think this is an important point in any officer report that accompanies the application, ie noting that ensuring sufficiency of school places is a statutory function that falls to the Council and as yet no decision has been made as to how any education capital funding, if so triggered by the development, would be allocated to provide required places.

It is also worth noting, that we keep pupil projections under constant review. At the time of drafting the S106, we envisaged primary places to be the more likely negative impact of the development. Time and events have led to a view that that interpretation is now a little out of date, ie given changes in school popularity, capacity changes, Academy organisation, population trends etc. Thus, I now feel the wording of the S106 is perhaps limiting and may restrict the Council in delivering its duties in the future should the development take place. In particular, I feel the restriction to a "primary school contribution" is too narrow, and would be better revised to an "Education contribution". I appreciate the primary school site clause would, and should remain, and that the "primary school contribution" level of £2,642 per dwelling would be unlikely to change in amount, but would request that the developer be approached to revise the agreement by a Deed of Variation to broaden the criteria to enable an "Education" contribution rather than be specific to "Primary Education".

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
- Flood Risk and Drainage
- Heritage and archaeology
- Ecology
- Contaminated Land
- Nutrient Neutrality
- Secure by Design
- Conditions

- S106 Agreement
- Other matters

The principle of development

The site is located outside of the development limits identified within the Councils Policies Map and is not an allocated site for housing development within the Local Plan.

Generally, development outside of the identified limits is required to meet one of the criteria identified within policy SD3 of the Local Plan. It is acknowledged that the proposal does not meet with any of the criteria identified within policy SD3.

However, the granting of outline planning permission on the site, through a planning appeal, has accepted that residential development on this site is acceptable. A reserved matters application can not revisit the principle of the development of the site and can only assess those matters reserved at the outline stage.

One of the conditions of the outline application required that the reserved matters applications were submitted within 3 years of the outline permission. The condition does not require determination of the reserved matters within the 3 year period. The reserved matters application was submitted in 2020 and is within the 3 year period therefore complies within the condition and results in the outline consent remaining extant.

The proposed reserved matters application reflects the indicative layout shown on the appeal with the landscape buffer, 2 commercial area and housing areas. The submitted reserved matters application accords with the plans listed within condition 2 of the outline permission.

The development of the site in the form shown through the reserved matters application is considered acceptable in principle and accords with the overall aims of the outline application granted on appeal.

The application site is also located within the strategic gap between Marske and Saltburn and Marske and New Marske as identified under policy N2 of the Local Plan. Policy N2 sets a range of criteria for when development within the strategic gaps is considered acceptable. The criteria b(i), b(ii) and b(iii) were all considered as part of the outline application which has been granted. These factors were considered acceptable by the Planning Inspectorate and therefore are not for consideration as part of this application.

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 site is isolated in terms of street scene and relationship to existing character areas. The existing railway line provides a buffer between the existing character areas in Marske and the proposed site.

For the residential element of the scheme the application proposes a mix of house types through the development with a range of detail features including gable build outs, porches and window designs including bay windows. The site includes a variety in terms of density and street layouts with private drives, cul-de-sacs and through streets. The housing layout reflects the layout indicated on the outline application. The density through the site is considered acceptable and the mix of house types would break up the street scene and add design and interest throughout the estate.

Policy H2 of the Local Plan sets out the requirements in relation to type and mix for housing developments. The policy states that housing should contribute to meeting market housing demand and affordable housing requirements and that there should be an appropriate mix of housing in terms of type and size to reflect local housing needs and demand. The scheme provides affordable and market housing and the affordable housing would be further secured through the S106 agreement which is attached to the outline application. The submitted Design and Access Statement identifies the break down of properties on the site (outlined earlier in this report) and includes a mix of 2, 3, 4 and 5 bed roomed properties. There is also a mix in the house types proposed (24 house types in total). The mix is considered acceptable and the reserved matters application would accord with policy H2 of the Local Plan.

The commercial elements of the scheme are proposed in areas indicated on the outline application and would reflect the uses identified and approved through the outline application. The buildings proposed include variation in the design and would complement the house types proposed on the site.

Final details are proposed to be agreed through conditions in relation to the external materials for all buildings and materials for the hard surfaces throughout the development as a whole.

Landscaping is proposed throughout the site in relation to garden areas and areas of informal open space. A landscape buffer is also proposed along the A174 in accordance with the outline permission. While the reserved matters application includes the area of open space it does not include the final planting details. The final details of the landscaping including the species, mix and a management plan still needs to be agreed through condition 28 of the outline application. The landscaping indicated on the submitted plans is considered acceptable and would ensure a satisfactory form of development. The comments from Network Rail in relation to the species which can be located adjacent to the railway are noted and will be considered as part of the discharge of condition 28 of the outline application.

Policy N3 of the Local Plan requires new open space and recreational facilities to serve and support residential development to be provided on-site in accordance with the Developer Contributions Supplementary Planning Document. The level and positioning on site of the open space is considered acceptable and in accordance with the guidance. However, it is acknowledged there is a lack of play equipment shown on the plans. A condition is recommended to ensure that the details of play equipment be agreed and a scheme installed on site. This would ensure the development complies with policy N3 of the Local Plan.

The development overall would accord with parts i, j and k of policy SD4 of the Local Plan in relation to sustaining an appropriate mix of uses, incorporation of green space and landscaping, ensuring suitable scale, massing, density, heights, detailed design features and using the streetscapes to create attractive places to live.

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.*

Due to the location of the site there are limited residential properties around the site boundary.

The existing residential properties to the north of the site on Delemere Drive and Sherwood Drive are separated from the site by the existing railway line and public right of way. The separation distances between the proposed dwellings and the existing properties to the north range between 44.2m and 66.3m. As a result, there are no issues in terms of loss of privacy or overlooking to existing residential properties to the north.

Within the site the proposed layout provides adequate separation distances to ensure there are no issues in terms of overlooking or loss of privacy to levels which would be considered unacceptable.

The application includes a suitable landscape buffer to the A174 with dwellings achieving satisfactory separation distances to the A174 and the railway line to ensure future occupiers would not have any adverse issues in relation to noise. Condition 26, which relates to the submission of details for protecting future residents of the site from noise, of the outline application is still outstanding in relation to the submission of final details and will be agreed outside of the reserved matters application.

The residential development 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.

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*. Policy TA1 seeks to promote sustainable travel in relation to new developments.

The access points to the site from the existing highway network and the impact of the development on the wider highway network were considered as part of the outline application. Both these elements were considered acceptable on appeal by the Planning Inspectorate and are not for consideration as part of this application.

The application for reserved matters also does not deal with the matter of the footbridge under the railway crossing. Several comments have been received through the consultation period in relation to this matter. This element of the proposal is dealt with on the outline application and through the discharge of condition 23. As mentioned previously the condition discharge process is separate to the reserved matters application and therefore the provision of a footpath under the railway bridge is not a consideration for the determination of this reserved matters application.

The conditions relating to highways on the outline application remain extant and are still required to be discharged or complied with. The comments from Network Rail in relation to construction traffic are noted. These comment will be considered as part of the submission to discharge condition 7 on the outline application.

The reserved matters application deals with the internal highway layout and parking provisions throughout the site in relation to highways safety.

The application has been reviewed by the Councils Development Engineers throughout the various consultations and comments have been received on the various layouts.

Based on the latest set of drawings the Councils Development Engineers have raised no objections to the proposal.

The car parking requirements throughout the development, for both the commercial and residential elements, are in accordance with the Tees Valley Design Guide and Specification.

The road widths within the layout all meet with the guidance and all turning heads and private drives are considered acceptable.

An updated Transport Assessment has been provided with the application to demonstrate that the proposal complies with the assessments made under the outline application and that the development continues to remain acceptable.

Comments from Development Engineers have been made in relation to the provision of a footway / cycle way to the southern side of the spine road. The

proposals, through the reserved matters application, complies with the access parameters plans included in the outline application and the provisions of one footway / cycle way through the development at the north of the spine road is considered acceptable. The comments from the public rights of way officer are noted however, at the proposed width of 3m, a combination footway / cycleway is considered acceptable.

An indicative footpath connection point to the railway platform is shown on the plans. While no details of footpaths have been shown, discussions can take place between relevant parties outside of the application, and details can be provided at a later stage if an agreement is achieved. There was no requirement through the outline application for a connection to be provided and therefore an agreement would be over and above the outline requirements. The lack of a connection is not a reason to refuse the application for reserved matters.

The proposed reserved matters 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.

Flood Risk and 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 within flood zone 1 and matters relating to flooding and drainage were considered and addressed through the outline application. Conditions 16,17 and 18 attached to the outline application relate to details for the disposal of surface water. These conditions remain extant and require discharge.

The layout of the reserved matters application shows SUDs ponds and storage tanks located throughout the site. The application has been supported by a Supplementary Flood Risk Assessment and Drainage Strategy. The information submitted has been reviewed by the Local Lead Flood Authority and Northumbrian Water who have both confirmed they have no objections to the proposal.

The drainage strategy confirms that there will be no increased flood risk to the development site or the adjacent landowners. The proposed positively drained system would offer significant betterment to the informal existing arrangements on the site.

The comments from Network Rail in relation to drainage will be considered through the discharge of the drainage conditions on the outline application.

The proposed reserved matters application raise no issues in terms of drainage and flood risk and the application accords with policy SD7 and part f of policy SD4 of the Redcar and Cleveland Local Plan.

Heritage and archaeology

Matters dealing with heritage and archaeology were considered and addressed through the outline application. Conditions 29, 30, 31 and 32 of the outline application relate to heritage matters, archaeology and the scheduled ancient monument (SAM). These conditions remain extant and require discharge. The Inspector considered that the development would not have an adverse impact on heritage and archaeology.

The proposed reserved matters layout shows no development within the buffer zone of the SAM respecting the setting of this heritage asset. Following revisions to the application Historic England have no objections to the proposal in the current form. The Councils conservation officer has also raised no objections to the proposal.

The comments from the Councils archaeological consultant are noted. These comments deal more with the details for the discharge of condition rather than the layout of the reserved matters application.

The proposed reserved matters application raises no issues in terms of heritage or archaeology and the application accords with policies HE1, HE2 and HE3 of the Redcar and Cleveland Local Plan.

Ecology

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

The ecological impacts of the development were considered and addressed through the outline application. Condition 10 of the outline permission relates to ecological mitigation and enhancements. This condition remains extant and is required to be discharged prior to works commencing on site.

An updated ecological appraisal has been submitted with the reserved matters application. The updated report indicated the mitigation and enhancement measure proposed. The details of which will be confirmed through the discharge of condition 10 of the outline permission.

Natural England have reviewed the application and have raised no objections to the proposal however have made comments in relation to the impacts on the SPA.

It is acknowledged that the site is located within 6km of the SPA, policy N4 of the Local Plan requires residential development to contribute to the Recreation Management Plan. Given that the application seeks reserved matters following the granting of outline permission the principle of residential

development on the site has been established and it is therefore not necessary to seek a financial contribution in this instance.

Given the inclusion of the condition on the outline application the reserved matters application is considered acceptable in relation to ecology and accords with policy N4 of the Redcar and Cleveland Local Plan.

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.*

Matters in relation to contaminated land were addressed through the outline application and a condition (number 15) included in relation to full contaminated land assessments in the form of ground investigations, remediation reports and validation reports. The condition also includes the reporting of unexpected contamination and the long term monitoring of the site. The condition remain extant and is required to be discharged prior to works commencing on site.

The reserved matters application raises no further issues in relation to land contamination and the application accords with part e of policy SD4 of the Redcar and Cleveland Local Plan.

Nutrient Neutrality

The application site is located within the identified catchment for nutrient neutrality. A nutrient assessment has also been submitted with the application. Further assessment has identified that the site would drain to Marske treatment works which in turn discharges out to sea outside of the River Tees Catchment Area. Further information from Natural England has confirmed that sites which discharge to Marske treatment works are out of scope in terms of requiring additional information and assessment for nutrients. The application therefore raises no issues in terms of nutrient neutrality.

Secure by Design

The comments from the Secure by Design Officer from Cleveland Police are noted. The officer has also made direct contact with the agents for the planning application. A statement has been submitted on behalf of each house builder in relation to secure by design. The majority of the comments raised by the officer cannot be control by planning and are matters for the developers to consider during the construction of the dwellings. An informative note can be included on the decision to encourage the developers to speak to and engage with the advice of the Secure by Design Officer.

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

Conditions

The conditions on the outline application, relating to a range of matters, remain extant and the developer is required to comply with the conditions and agree the relevant information where required.

Conditions 2 (submission of reserved matters), 5 (existing and ground levels), 20 (private drives), 22 (highway construction and layout), 27 (PROW and ecological enhancement) and 33 (submission of details for commercial centre) of the outline application are all linked to the application for reserved matters.

The plans considered through this application accord with the masterplans and indicative plans listed in condition 2 of the outline permission and meet with the requirements of condition 2.

Condition 5 refers to existing and ground levels. The reserved matters application include several proposed levels drawing along with long sections of the site. The information submitted is considered acceptable and the drawings would form part of the list of approved plans.

Condition 20 relates to the length of private drives and the number of dwellings served from the private drives. The Councils Development Engineers have reviewed the detailed plans and have no objections to the number of dwellings of a private drive or their length. The plans forming the reserved matters application accord with the information within condition 20 of the outline application.

Condition 22 states that full highway construction and layout details shall be included in the reserved matters application. Full engineering drawings have been submitted with the application. The Councils Development Engineers have no objections to the proposed highways layout and the information submitted is considered sufficient to accord with the condition under planning legislation. The developers will still be required to submit for approval under S278 and S38 agreements in relation to the highway network. These approvals sit outside of planning control.

Condition 27 relates to the protection and enhancement of the PROW and ecological enhancement. The plans show that the PROW would be enhanced and brought up to adoptable standards along with landscaping around the PROW. The information submitted is acceptable the Councils PROW officer has no objections to the proposal.

Condition 33 requires the submission of details for the neighbour centre which are included within this reserved matters application.

A number of conditions on the outline application; 1 (approval of reserved matters), 3 (implementation of reserved matters), 13 (working hours for construction), 19 (provision of parking spaces), 21 (access standards), 31 (re-assessment of SAM) and 34 (construction of neighbourhood centre) are

compliance conditions and are required to be met by the developers without the formal discharge of the Council.

The remaining conditions 4 (phasing plan), 6 (art feature), 7 (traffic management plan), 8 (contractors car parking and materials store), 9 (travel plan), 10 (ecological mitigation and enhancement), 11 (lighting), 12 (renewables), 14 (dust suppression), 15 (contaminated land), 16 (drainage), 17 (drainage), 18 (drainage), 23 (off site highway works), 24 (boundary treatments), 25 (enclosure of plant and machinery), 26 (noise protection for future occupier), 28 (planting plan), 29 (WSI), 30, (Conservation Management Plan) and 32 (detailed layouts within SAM buffer) require information to be submitted and agreed in writing with the Local Planning Authority. As mentioned in the report these conditions remain extant and the discharge of conditions is a separate process outside of this application.

As outlined above in the report a number of additional conditions are recommended should planning permission be granted for reserved matters. These conditions relate to listing the approved plans, details of materials for external elevations and hard surfaces to be agreed and the details of play equipment on the site.

The comments from Network Rail are noted in relation to boundary treatments. A condition is recommended to be attached to the reserved matters to agree the boundary treatment detail along the edge of the site where it adjoins the railway line.

S106 agreement

The outline application was subject to a S106 agreement which sought a number of obligations including;

- Provision of affordable housing scheme,
- Reserving part of the site for a 10 year period for the provision of a school,
- Financial contributions to PROW, cycle parking, TRO and railway crossing and;
- Financial contributions towards community facilities and Marske Leisure Centre.

The S106 remains extant with the developer required to provide the obligations. It is not possible for a reserved matters application to revisit and amend the S106 attached to the outline application.

The comments from the NHS are noted in relation to GP provision. The application includes a new GPs surgery within the commercial centre, which was also included on the outline application. As stated above it is not possible for new obligations to be included through a reserved matters application.

A school is shown on the reserved matters application. This provision is in accordance with the outline application and the S106 which reserves the site

of a school for a 10 year period. The plans shows that a school can be accommodated on the site although it is acknowledged that a final decision regarding education provision is still to be made. This agreement would sit outside of the planning permission. The reserved matters in showing the school is considered acceptable and the design and layout is considered acceptable for the location.

The comments from Education colleagues, in relation to the S106 education provision, are noted. The discussion around varying the terms of the S106 can take place outside of the reserved matters application and the discussions and outcome would not affect the assessment or determination of the reserved matters application.

The comments from Network Rail are noted in relation to the provisions of the S106 agreement. Obligations were sought on the outline in relation to financial contributions towards the railway crossing. It is not possible for the reserved matters application to reconsider the terms of the S106 linked to the development.

Other matters

Matters relating to loss of agriculture land were dealt with on the outline application and the redevelopment of the site was considered acceptable by the Planning Inspectorate.

A number of comments have been received from residents as a result of the planning consultations which are not material planning considerations and therefore have not been considered through the assessment of the application or through this report.

A number of comments have also been received which relate to the principle of development and matters dealt with through the Planning Inspectorate on the outline application. As members are aware it is not possible to revisit these considerations through a reserved matters application.

CONCLUSION

The principle of residential development on the site was established through the granting of the outline application in July 2017 and deemed acceptable by the Planning Inspectorate.

Matters relating to loss of agriculture land, drainage, flooding, ecology, contaminated land, landscape and visual impact, noise and archaeology were all dealt with on the outline application and deemed acceptable by the Planning Inspectorate. The reserved matters application raises no issues in relation to any of these matters.

The proposed layout and house types are acceptable. The scale and design is acceptable for the location and subject to some conditions linked to materials the application raises no issues in terms of character and

appearance of the area. The levels of separation distances are acceptable and the proposal raises no issues in terms of neighbour amenity.

The access to the site and the impacts on the wider highway network were considered on the outline application by the Planning Inspector and deemed acceptable. The internal layout, highway routes internal to the site and the parking provision throughout the site is considered acceptable and therefore the application raises no issues in terms of highways safety.

The reserved matters are acceptable based on the parameters included in the outline application and the application accords with the relevant policies and guidance within 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 hereby permitted shall be carried out in accordance with the following approved plans:
Location Plan (001) received by the Local Planning Authority on 23/06/2022
Phasing Plan (108 Rev D) as proposed received by the Local Planning Authority on 13/01/2023
Overall Site Layout Plan as Proposed (100 Rev D) received by the Local Planning Authority on 13/01/2023
Site Plan as proposed sheet 1 (101 Rev D) received by the Local Planning Authority on 13/01/2023
Site Plan as proposed sheet 2 (102 Rev D) received by the Local Planning Authority on 13/01/2023
Site Plan as proposed sheet 3 (103 Rev D) received by the Local Planning Authority on 13/01/2023
Site Sections (109) received by the Local Planning Authority on 13/01/2023
Adoption Plan as Proposed (107 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatment Details (500 Rev A) received by the Local Planning Authority on 16/02/2023
Boundary Treatments Plan Sheet 1 (104 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatments Plan Sheet 2 (105 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatments Plan Sheet 3 (106 Rev D) received by the Local Planning Authority on 13/02/2023
Colour Layout (110 Rev D) received by the Local Planning Authority on 13/01/2023

Detailed Landscape Proposal Sheet 1 of 3 (c2065-11) received by the Local Planning Authority on 13/01/2023

Detailed Landscape Proposal Sheet 2 of 3 (c2065-12) received by the Local Planning Authority on 13/01/2023

Detailed Landscape Proposal Sheet 3 of 3 (c2065-13) received by the Local Planning Authority on 13/01/2023

Landscape Master Plan (c2065-14) received by the Local Planning Authority on 13/01/2023

Engineering Layout Sheet 1 (QD1850-00-01 Rev I) received by the Local Planning Authority on 13/01/2023

Engineering Layout Sheet 2 (QD1850-00-02 Rev H) received by the Local Planning Authority on 13/01/2023

Engineering Layout Sheet 3 (QD1850-00-03 Rev H) received by the Local Planning Authority on 13/01/2023

Engineering Layout Sheet 4 (QD1850-00-04 Rev H) received by the Local Planning Authority on 13/01/2023

Overall Engineering Layout (QD1850-00-00 Rev H) received by the Local Planning Authority on 13/01/2023

Longsections 1 (QD1850-00-15 Rev A) received by the Local Planning Authority on 13/01/2023

Longsections 2 (QD1850-00-16 Rev B) received by the Local Planning Authority on 13/01/2023

Longsections 3 (QD1850-00-17 Rev A) received by the Local Planning Authority on 13/01/2023

Longsections 4 (QD1850-00-18 Rev A) received by the Local Planning Authority on 13/01/2023

Longsections 5 (QD1850-00-19 Rev B) received by the Local Planning Authority on 13/01/2023

Longsections 6 (QD1850-00-20 Rev A) received by the Local Planning Authority on 13/01/2023

Longsections 7 (QD1850-00-21 Rev B) received by the Local Planning Authority on 13/01/2023

Proposed Levels 1 (QD1850-00-05 Rev F) received by the Local Planning Authority on 13/01/2023

Proposed Levels 2 (QD1850-00-06 Rev F) received by the Local Planning Authority on 13/01/2023

Proposed Levels 3 (QD1850-00-07 Rev E) received by the Local Planning Authority on 13/01/2023

Proposed Levels 4 (QD1850-00-08 Rev G) received by the Local Planning Authority on 13/01/2023

Proposed Levels 5 (QD1850-00-09 Rev G) received by the Local Planning Authority on 13/01/2023

Proposed Levels 6 (QD1850-00-10 Rev F) received by the Local Planning Authority on 13/01/2023

Proposed Levels 7 (QD1850-00-11 Rev G) received by the Local Planning Authority on 13/01/2023

Proposed Levels 8 (QD1850-00-12 Rev F) received by the Local Planning Authority on 13/01/2023
Proposed Levels 9 (QD1850-00-13 Rev F) received by the Local Planning Authority on 13/01/2023
Proposed Levels 10 (QD1850-00-14 Rev F) received by the Local Planning Authority on 13/01/2023

House Type – Avonsford (EMA21/2021/PL2) received by the Local Planning Authority on 13/01/2023
House Type – Avonsford (EMA21/2021/PL3) received by the Local Planning Authority on 13/01/2023
House Type – Beaford (EMA22/2021/PL2) received by the Local Planning Authority on 13/01/2023
House Type – Beaford (EMA22/2021/PL3) received by the Local Planning Authority on 13/01/2023
House Type – Brambleford (EMA32/2021/PL2A) received by the Local Planning Authority on 13/01/2023
House Type – Brambleford (EMA32/2021/PL3A) received by the Local Planning Authority on 13/01/2023
House Type – Byrneham (EMG31/2021/PL2) received by the Local Planning Authority on 13/01/2023
House Type – Byrneham (EMG31/2021/PL3A) received by the Local Planning Authority on 13/01/2023
House Type – Colford (EMA43/2021/PL2A) received by the Local Planning Authority on 13/01/2023
House Type – Colford (EMA43/2021/PL3A) received by the Local Planning Authority on 13/01/2023
House Type – Eynsford (EMA33/2021/PL2A) received by the Local Planning Authority on 13/01/2023
House Type – Eynsford (EMA33/2021/PL3A) received by the Local Planning Authority on 13/01/2023
House Type – Hubham (EMG43/2021/PL2) received by the Local Planning Authority on 13/01/2023
House Type – Hubham (EMG43/2021/PL3A) received by the Local Planning Authority on 13/01/2023
House Type – Rightford (EMA46/2021/PL2A) received by the Local Planning Authority on 13/01/2023
House Type – Rightford (EMA46/2021/PL2A) received by the Local Planning Authority on 13/01/2023
House Type – Bayford (500N801V) received by the Local Planning Authority on 23/06/2022
House Type – Buxton (303C801V) received by the Local Planning Authority on 23/06/2022
House Type – Cedarwood (419C801V) received by the Local Planning Authority on 23/06/2022
House Type – Eaton (309T801V) received by the Local Planning Authority on 23/06/2022
House Type – Elderwood (405N801V) received by the Local Planning Authority on 13/01/2023

House Type – Fairmont (200C801V) received by the Local Planning Authority on 13/01/2023
House Type – Hazelwood (407N801V) received by the Local Planning Authority on 23/06/2022
House Type – Maplewood (411N801V) received by the Local Planning Authority on 23/06/2022
House Type – Masterton (304N801V) received by the Local Planning Authority on 23/06/2022
House Type – Overton (302C801V) received by the Local Planning Authority on 23/06/2022
House Type – Pearwood (410T801V) received by the Local Planning Authority on 23/06/2022
House Type – Sherwood (416N801V) received by the Local Planning Authority on 23/06/2022
House Type – The Claymont (AT03801V) received by the Local Planning Authority on 23/06/2022
House Type – The Langston (AT04801V) received by the Local Planning Authority on 23/06/2022
House Type – Thetford (502N801V) received by the Local Planning Authority on 23/06/2022
House Type – Tiverton (307M801V) received by the Local Planning Authority on 23/06/2022
Single Garage (01) received by the Local Planning Authority on 23/06/2022
Single Garage 2 (SG:30:STD) received by the Local Planning Authority on 23/06/2022
Double garage (shared) (03) received by the Local Planning Authority on 23/06/2022
Double garage (sales) (06) received by the Local Planning Authority on 23/06/2022

Drive Thru Plans and Elevations (P90.04) received by the Local Planning Authority on 15/01/2020
Convenience Store Plans and Elevations (1105-KNI) received by the Local Planning Authority on 15/01/2020
GP and Pharmacy Building Plans and Elevations (P90-08) received by the Local Planning Authority on 15/01/2020
Nursery Plans and Elevations (P90.10) received by the Local Planning Authority on 15/01/2020
Community Hall Plans and Elevations (1105-KNI) received by the Local Planning Authority on 15/01/2020
Public House Plans and Elevations (P-90.06) received by the Local Planning Authority on 15/01/2020
Hotel Plans and Elevations (P90.05) received by the Local Planning Authority on 15/01/2020
Petrol Station and Retail Plans and Elevations (P90.03) received by the Local Planning Authority on 15/01/2020

Primary School Plans and Elevation (P90.11 Rev A) received by the Local Planning Authority on 13/02/2023

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

2. Prior to any development above damp proof course details of the external materials to be used in the construction of that building (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.

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 occupation of the 200th dwelling on site a scheme for the provision of play equipment shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include information on the location and form of equipment, a programme of works for the installation and a maintenance plan. The development shall be completed in accordance with the approved details and the scheme retained for the lifetime of the development.

REASON: To ensure a satisfactory form of development and suitable levels of play equipment in accordance with policy N3 of the Redcar and Cleveland Local Plan.

5. Prior to the occupation of the first dwelling on site a scheme detailing the boundary treatment to be installed along the boundary of the site with the railway line to the north shall be submitted to and agreed in writing with the Local Planning Authority. The details submitted shall include the height and design of the boundary treatment along with a phasing programme for the installation. The scheme shall be implemented in accordance with the approved details and retained for the lifetime of the development.

REASON: To ensure a satisfactory form of development and to secure access to the railway line.

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 developers are encouraged to engage with the advice of the Secure by Design Officer from Cleveland Police in relation to the development and measure that can be put in place throughout the proposals.

INFORMATIVE NOTE: The conditions on outline application R/2013/0669/OOM remain extant and relevant to the development.

AGENDA ITEM 10

Application Number	Location	Proposal	Decision Date	Decision
R/2023/0020/LAC	SIMPSON WOOD NEAR CLOVER HILL SOUTH LOFTUS	CONSULTATION ON AN APPLICATION FOR WOODLAND CREATION PROPOSALS (APP REF: EWCO 350 22_23)	24/01/2023	No Comment
R/2023/0032/TC	HILL TOP BUNGALOW SALTBURN ROAD BROTTON TS12 2PJ	5 DAY NOTICE TO FELL AND REMOVE A CHERRY TREE	24/01/2023	NO OBJECTIONS
R/2022/0886/FFM	MIDDLESBROUGH FOOTBALL ACADEMY NORMANBY ROAD NORMANBY TS6 9AE	TWO STOREY EXTENSION AT SIDE INCLUDING ASSOCIATED EXTERNAL WORKS AND CAR PARK ALTERATIONS	25/01/2023	GRANT PLANNING PERMISSION
R/2022/0700/CA	ROSE COTTAGE SWILLY LANE SKELTON-IN- CLEVELAND TS12 2BH	RAISING PART OF ROOF RIDGE AND INSTALLATION OF DORMER EXTENSION AT REAR	26/01/2023	GRANT PLANNING PERMISSION
R/2022/0803/FF	15 WEST END GUISBOROUGH TS14 6NN	DEMOLITION OF ATTACHED SHEDS AND DETACHED GARAGE REPLACE WITH PART TWO STOREY / PART SINGLE STOREY EXTENSIONS TO FRONT/ SIDE AND REAR WITH DORMER WINDOW AND PORCH EXTENSION TO FRONT	26/01/2023	GRANT PLANNING PERMISSION
R/2022/0916/CA	38 DIAMOND STREET SALTBURN BY THE SEA TS12 1EB	REPLACEMENT FRONT WINDOWS AND REPLACEMENT REAR WINDOW AND DOOR AT SECOND FLOOR; REPLACEMENT WINDOW TO COMMUNAL STAIRS AT REAR	26/01/2023	GRANT PLANNING PERMISSION
R/2022/0921/CA	53 & 55 GARNET STREET SALTBURN BY THE SEA TS12 1EQ	REPLACEMENT WINDOWS AND DOORS	26/01/2023	GRANT PLANNING PERMISSION
R/2022/0989/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 DETAILS FOR DISCHARGE OF CONDITION 10 (CEMP) FOR TCPA STAGE 3 PART 2 OF PLANNING PERMISSION R/2020/0355/FFM FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL PLANNING DESCRIPTION OF THE AUTHORIZED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	26/01/2023	CONDITION DISCHARGE GRANTED

R/2022/0990/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 DETAILS FOR REQUIREMENT 28 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) FOR STAGE 5 PART 2 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 PLANNING DESCRIPTION OF THE AUTHORIZED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	26/01/2023	CONDITION DISCHARGE GRANTED
R/2023/0017/PN	OLD HALL FARM CROW LANE OLD LACKENBY TS6 8DW (NGR: 456656E, 518903N)	28 DAY NOTICE - REMOVAL OF EXISTING 15M LATTICE TOWER, 2 (NO) CABINETS AND ASSOCIATED EQUIPMENT; REPLACE WITH 20M LATTICE TOWER SUPPORTING 4(NO) ANTENNAS AND 2(NO) 0.3M DISHES, INSTALLATION OF 3(NO) EQUIPMENT CABINETS, ASSOCIATED ANCILLARY EQUIPMENT AND ASSOCIATED DEVELOPMENT THERETO	26/01/2023	PN Permission Not Required
R/2022/0271/FF	58 GRETA ROAD SKELTON-IN-CLEVELAND TS12 2NF	DEMOLITION OF CONSERVATORY REPLACE WITH PART TWO STOREY, PART SINGLE STOREY REAR EXTENSION	27/01/2023	WITHDRAWN
R/2022/0962/FF	25 LINTON ROAD NORMANBY TS6 0HZ	DEMOLITION OF EXISTING GARAGE; PROPOSED SINGLE STOREY SIDE EXTENSION	30/01/2023	GRANT PLANNING PERMISSION
R/2022/0678/CA	THE SPA HOTEL SALT BURN BANK SALT BURN BY THE SEA TS12 1HH	INSTALLATION OF NEW KITCHEN EXTRACTION SYSTEM TO WEST ELEVATION AND 3 REPLACEMENT TIMBER OBSCURE GLAZED WINDOWS TO SOUTH ELEVATION (PART RETROSPECTIVE)	01/02/2023	GRANT PLANNING PERMISSION
R/2022/0941/CA	1 ST AND 2 ND FLOORS CORAL BETTING SHOP 5-6 ZETLAND ROAD LOFTUS TS13 4PP	REPLACEMENT WINDOWS AT FRONT FROM TIMBER TO UPVC	01/02/2023	GRANT PLANNING PERMISSION
R/2022/1005/FF	30 PRIESTCROFTS MARSKE BY THE SEA TS11 7HP	DEMOLITION OF EXISTING GARAGE; SINGLE STOREY SIDE AND REAR EXTENSION; PORCH TO FRONT	01/02/2023	GRANT PLANNING PERMISSION
R/2023/0063/DCO	DRAX POWER STATION BIOENERGY WITH CARBON CAPTURE AND STORAGE EXTENSION DCO APPLICATION	PROPOSED PROVISION OF ADDITIONAL LAND UNDER SECTION 123(4) AND REGULATION 7 OF THE INFRASTRUCTURE PLANNING (COMPULSORY ACQUISITION) REGULATIONS 2010	01/02/2023	No Comments

R/2022/0970/FF	51 SANDSEND ROAD REDCAR TS10 5DG	DEMOLITION OF EXISTING REAR EXTENSION, DETACHED GARAGE AND OUTBUILDINGS; SINGLE STOREY SIDE EXTENSION TO CREATE UTILITY/STORE, SUMMER ROOM AND OFFICE; SINGLE STOREY EXTENSION AT REAR; REPLACEMENT OF TIMBER FENCE TO SIDES AND REAR WITH BRICK BOUNDARY WALLS; RENEWAL OF BRICK BOUNDARY WALLS TO FRONT AND REPLACEMENT OF SHARED BOUNDARY FENCE WITH BOUNDARY WALL	03/02/2023	GRANT PLANNING PERMISSION
R/2022/0971/FF	12 SALT BURN LANE SKELTON-IN- CLEVELAND TS12 2JT	DEMOLITION OF EXISTING CONSERVATORY AND REPLACE WITH SINGLE STOREY EXTENSION AT REAR	07/02/2023	GRANT PLANNING PERMISSION
R/2022/0973/CA	44A MARSKE MILL LANE SALT BURN BY THE SEA TS12 1HR	DETACHED CAR PORT AT SIDE	07/02/2023	GRANT PLANNING PERMISSION
R/2022/0999/AD	UNIT K CLEVELAND RETAIL PARK TRUNK ROAD SOUTH BANK TS6 6UX	DISPLAY OF VARIOUS SIGNAGE - 2 INTERNALLY ILLUMINATED FASCIA SIGNS (A&B), 2 INTERNALLY ILLUMINATED PROJECTING SIGNS (D) AND 1 NON-ILLUMINATED ALUMINIUM FLAT SCREEN PRINTED SIGN (C)	07/02/2023	APPROVE ADVERT CONSENT
R/2023/0019/TR	29 CRICKET LANE NORMANBY TS6 0HJ	FELLING OF 1 SYCAMORE (T1); 1 HAWTHORN (T3) AND 5 CYPRESS TREES (G1 & T2) - L/TPO/34	07/02/2023	GRANT CONSENT FOR TREE WORKS
R/2022/0927/FF	149 MEADOWGATE ESTON TS6 9JB	DEMOLITION OF EXISTING REAR CONSERVATORY REPLACE WITH SINGLE STOREY SIDE AND REAR EXTENSION	08/02/2023	GRANT PLANNING PERMISSION
R/2022/0974/FF	Longbank Farm Farbank Road Ormesby TS7 9EF	CONVERSION OF EXISTING ATTACHED GARAGE TO HABITABLE ROOMS; DEMOLITION OF EXISTING ATTACHED WORKSHOP/GARAGE AND REPLACE WITH NEW WORKSHOP/GARAGE	08/02/2023	GRANT PLANNING PERMISSION
R/2022/0992/CD	10 THE COTTAGES KIRKLEATHAM LANE KIRKLEATHAM REDCAR TS10 5NN	DISCHARGE OF CONDITION 4 (METHOD STATEMENT) OF LISTED BUILDING CONSENT R/2022/0819/LB FOR 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	08/02/2023	CONDITION DISCHARGE GRANTED

R/2023/0025/TC	6 WILTON VILLAGE ROAD WILTON VILLAGE REDCAR TS10 4QX	FELL AND REMOVE MATURE OAK TREE TO ELIMINATE ANY POTENTIAL DANGER TO SURROUNDING PROPERTY AND BUILDINGS	08/02/2023	NO OBJECTIONS
R/2022/0827/FF	1 ROWLAND KELD GUISBOROUGH TS14 8BQ	DEMOLITION OF EXISTING CONSERVATORY; SINGLE STOREY REAR EXTENSION WITH BALCONY ABOVE; REPLACE WINDOW WITH DOORS AT FIRST FLOOR	09/02/2023	GRANT PLANNING PERMISSION
R/2022/0959/FF	73-75 NORMANBY ROAD SOUTH BANK MIDDLESBROUGH TS6 6SA	SUBDIVISION AND CHANGE OF USE OF GROUND FLOOR HAIRDRESSERS/TATTOO PARLOUR (SUI GENERIS) INTO TWO RETAIL UNITS (CLASS E); ADDITION OF ENTRANCE TO FRONT ELEVATION	09/02/2023	GRANT PLANNING PERMISSION
R/2022/0984/PNT	RAC25104 GRASS VERGE OF MARSKE LANE SKELTON TS12 2HD E: 465489 N: 519074	PRIOR NOTIFICATION FOR INSTALLATION OF 1NO. 18M HIGH SLIM LINE STEEL GREY MONOPOLE AND STEEL GREY EQUIPMENT CABINETS	09/02/2023	PRIOR APPROVAL NOT REQUIRED
R/2022/0993/FF	TILlicoULTRY QUARRIES COATED STONE PLANT SMITH'S DOCK ROAD SOUTH BANK	CONSTRUCTION OF SUBSTATION BUILDING AND SWITCHGEAR HOUSE	09/02/2023	GRANT PLANNING PERMISSION
R/2023/0014/TC	1, 7, 9, 15, 17 & 19 ZETLAND MEWS SALTBURN TS12 1DF	POLLARD 6 SYCAMORE TREES	09/02/2023	NO OBJECTIONS
R/2023/0101/LAC	DOGGER BANK C	CONSULTATION FROM MARINE MANAGEMENT ORGANISATION (MMO) REFERENCE MLA/2022/00515 FOR A MARINE UNEXPLODED ORDNANCE INVESTIGATIONS AT DOGGER BANK C EXPORT CABLE ROUTE, ARRAY SITE AND INTERTIDAL AREA (EXCLUDING AREA AT LANDFALL)	10/02/2023	No Comment
R/2022/0943/FF	31 HOB HILL CLOSE SALTBURN BY THE SEA TS12 1ND	TWO STOREY SIDE EXTENSION WITH JULIETTE BALCONY AT REAR AND EXTERNAL RENDER	13/02/2023	GRANT PLANNING PERMISSION
R/2022/0540/FF	6 NEWCOMEN TERRACE REDCAR TS10 1AT	CHANGE OF USE FROM RESIDENTIAL DWELLING TO C1 GUESTHOUSE/HOTEL; 6 NO. ROOFLIGHTS TO FRONT ELEVATION AND EXTERNAL ALTERATIONS TO REAR GROUND FLOOR ELEVATION	14/02/2023	GRANT PLANNING PERMISSION

R/2022/0763/LB	GISBOROUGH HOUSE, FLAT 5 WHITBY LANE GUISBOROUGH	ADDITION OF 3 ROOFLIGHTS AND ALTERATION TO KITCHEN WINDOW TO TIMBER SASH WINDOW	14/02/2023	GRANT LISTED BUILDING CONSENT
R/2022/0931/FF	29 RICHMOND ROAD REDCAR TS10 2EX	SINGLE STOREY REAR GROUND FLOOR KITCHEN / SUNROOM EXTENSION	14/02/2023	GRANT PLANNING PERMISSION
R/2022/0932/FF	31 RICHMOND ROAD REDCAR TS10 2EX	SINGLE STOREY REAR GROUND FLOOR KITCHEN / SUNROOM EXTENSION; ALTERATIONS TO EXISTING GARAGE INCLUDING PART DEMOLITION OF FORWARD SECTION AND EXTENSION TO REAR OF GARAGE	14/02/2023	GRANT PLANNING PERMISSION
R/2022/0996/FF	25 HOB HILL CLOSE SALTBURN BY THE SEA TS12 1NB	PART TWO STOREY FRONT / PART FIRST FLOOR SIDE EXTENSION, SINGLE STOREY REAR EXTENSION, ALTERATIONS AND ADDITIONS OF WINDOWS AND DOORS INCLUDING JULIETTE BALCONY AT FRONT AND PART RENDER/CLADDING FINISH	14/02/2023	GRANT PLANNING PERMISSION
R/2022/0997/FF	55 WHEATLANDS PARK REDCAR TS10 2PF	DEMOLITION OF GARAGE/REAR OFFSHOOT AND REPLACE WITH TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION AND VELUX ROOFLIGHTS TO FRONT AND REAR	14/02/2023	GRANT PLANNING PERMISSION
R/2022/1009/FF	11A OAK ROAD GUISBOROUGH TS14 6JD	SINGLE STOREY REAR EXTENSION WITH WOOD BURNER FLUE	14/02/2023	GRANT PLANNING PERMISSION
R/2022/1011/FF	50 CHURCHILL ROAD ESTON TS6 9PW	DEMOLITION OF GARAGE. SINGLE STOREY EXTENSION TO SIDE AND REAR WITH EXTERNAL RENDER FINISH, ALTERATIONS TO EXISTING ATTACHED GARAGE/STORE WITH ACCESS DOORS AT SIDE	14/02/2023	GRANT PLANNING PERMISSION
R/2023/0024/CD	LAND TO THE WEST OF KIRKLEATHAM LANE REDCAR	DISCHARGE OF CONDITIONS 16 (BOUNDARY WALLS AND FENCES) & 18 (LLFA3) OF OUTLINE PERMISSION R/2021/0019/OOM OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT WITH ASSOCIATED ACCESS, LANDSCAPING AND OPEN SPACE CONSISTING OF; A) 279 RESIDENTIAL UNITS (CLASS C3) OR; B) 204 RESIDENTIAL UNITS (CLASS C3) WITH 75 ASSISTED LIVING UNITS (DELIVERED AS CLASS C2 OR C3)	14/02/2023	CONDITION DISCHARGE GRANTED
R/2023/0050/EA	LAND AT HOME FARM UPLEATHAM TS11 8AG	ELECTRICITY ACT 1989 - OVERHEAD LINES (EXEMPTION) REGULATIONS 2009 - INSTALL NEW TERMINAL POLE AND STAY WIRES TO FACILITATE UNDERGROUND OF LOW VOLTAGE SERVICES	14/02/2023	NO OBJECTIONS

R/2022/0976/RT	17 ALFORD ROAD BROTTON TS12 2XT	GAZEBO AT REAR (RETROSPECTIVE)	15/02/2023	GRANT PLANNING PERMISSION
R/2022/1000/NM	WOODCROSS GATE RESIDENTIAL DEVELOPMENT LAND OFF WHINFELL DRIVE AND ADJOINING A174 PARKWAY FLATTS LANE NORMANBY	NON-MATERIAL AMENDMENT OF PLANNING PERMISSION R/2022/0715/FF TO AMEND THE GENERATOR POSITION AND SIZE, REPOSITION SALES CABIN AND GENERATOR FROM SUBSTATION BY 300MM, PROVISION OF TEMPORARY WATER TANK AND EXTENDED FENCING	15/02/2023	NON MATERIAL AMENDMENT APPROVE
R/2022/1001/AD	LIDL LAND AT REDCAR RACECOURSE WEST DYKE ROAD REDCAR	DISPLAY OF 2-NO. COLUMN-MOUNTED SIGNS; 3-NO. ADVERTISING BILLBOARD WALL-MOUNTED SIGNS; 1-NO. FLAGPOLE SIGN; 1-NO POSTER DISPLAY UNIT; 2-NO WALL MOUNTED BILLBOARD SIGNS	15/02/2023	APPROVE ADVERT CONSENT
R/2022/1004/TR	8 COACH HOUSE MEWS NORMANBY TS6 0HE	CROWN LIFT SYCAMORE TREE (T3) L/TPO/34	15/02/2023	GRANT CONSENT FOR TREE WORKS
R/2022/0246/FF	2 SCANBECK DRIVE MARSKE BY THE SEA TS11 7AU	DEMOLITION OF 2 EXISTING GARAGES AND REPLACE WITH A TWO STOREY AND SINGLE STOREY EXTENSION TO SIDE	17/02/2023	GRANT PLANNING PERMISSION
R/2022/0893/FF	60 SOUTH PARK AVENUE NORMANBY TS6 0PA	DEMOLITION OF EXISTING CONSERVATORY; SINGLE STOREY GARDEN ROOM AT REAR	17/02/2023	GRANT PLANNING PERMISSION
R/2022/0998/FF	5 LUMLEY ROAD REDCAR TS10 2BD	CHANGE OF USE AND CONVERSION FROM SINGLE DWELLING TO FORM 2 RESIDENTIAL FLATS	17/02/2023	GRANT PLANNING PERMISSION
R/2023/0047/CD	YEARBY FARM YEARBY ROAD YEARBY REDCAR TS11 8HF	DISCHARGE OF CONDITION 3 (WINDOWS AND DOORS) FOR PLANNING APPROVAL R/2022/0397/CA FOR CHANGE OF USE & CONVERSION OF STABLES/STORES TO FORM 2NO DWELLINGS WITH GARDENS & PARKING	17/02/2023	CONDITION DISCHARGE GRANTED
R/2023/0092/CD	37 KINLOCH ROAD NORMANBY MIDDLESBROUGH TS6 0ES	DISCHARGE OF CONDITION 3 (MATERIALS EXTERNAL) OF PLANNING PERMISSION R/2022/0948/FF FOR SINGLE STOREY EXTENSION AT SIDE; DORMER EXTENSIONS AT FRONT AND REAR INCLUDING RENDERING AND CLADDING TO ALL ELEVATIONS	17/02/2023	CONDITION DISCHARGE GRANTED

R/2023/0120/LAC	DOGGER BANK TEESSIDE OFFSHORE WIND FARM HARTLEPOOL	7 DAY CONSULTATION FROM HARTLEPOOL BOROUGH COUNCIL ON PLANNING APPLICATION H/2023/0035 DOGGER BANK TESSIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED) (THE 'DCO') REQUIREMENT 34 PORT ACCESS AND TRANSPORT PLANS FOR WORK NO.s 1B OF THE OFFSHORE WORKS IN RELATION TO SOFIA OFFSHORE WIND FARM (FORMERLY TESSIDE B OFFSHORE WIND FARM) ('PROJECT B')	17/02/2023	No Comment
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Schedule of appeals

Reference Number	Site	Description	Decision	Date of Planning Decision	Appeal start date	Appeal method	Appeal decision	Date of Appeal Decision
R/2022/0537/FF	35 Kettleless Avenue, Redcar	First floor extension at side/rear	Refused	07/09/2022	11/10/2022	Written representations	Dismissed	03/02/2023
R/2022/0379/FF	46 Berkley Drive, Guisborough	Two storey extension at side	Refused	05/08/2022	17/11/2022	Householder appeal	Dismissed	03/02/2023
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 canopy to front with dwarf wall; render finish and bi fold doors to rear	Refused	30/11/2022	09/01/2023	Written representations		

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)	Refused	20/12/2022	25/01/2023	Written representations		
R/2022/0821/FF	6 Rosedale Crescent Guisborough TS14 8HZ	Proposed fence to boundary	Refused	14/12/2022	06/02/2023	Written representations		
R/2022/0605/PNC	The barn and land off Redcar Road Marske	Prior approval for the proposed change of use and conversion of existing portal framed agricultural building into residential dwellings (five units) (Class C3) to form a 'terrace' including hard standing parking spaces (resubmission)	Prior Notification Refused	13/09/2022	14/02/2023	Written representations		

Schedule of enforcement actions

AGENDA ITEM 12

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.	Trial 5 th May 2023.

		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	With 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Commuted sum towards NHS provision £4,830 	Awaiting draft

Redcar and Cleveland Borough Council
APPLICATIONS FOR DEEMED CONSENT

02/03/2023

Application Number: **R/2023/0052/F3**
Proposal: INSTALLATION OF A 1.54M HIGH SCULPTURE
Location: ROUNDABOUT AT REDCAR ROAD AND GREENSTONES ROAD
REDCAR
SEE ATTACHED REPORT

Application Number: **R/2023/0053/F3**
Proposal: INSTALLATION OF A STEEL SCULPTURE/ ARTWORK SIGN TO
SHOW WHERE THE TEESVILLE AREA STARTS
Location: GRASSED AREA AT CORNER OF NORMANY ROAD AND FABIAN
ROAD
NORMANBY
SEE ATTACHED REPORT