

REGULATORY COMMITTEE

Wednesday, 3 April 2024

REGULATORY COMMITTEE

A meeting of the Regulatory Committee was held on Wednesday, 3 April 2024 at the Civic Centre, Ridley Street, Redcar, TS10 1TD.

PRESENT Councillor T Learoyd (Chair)
Councillors R Clark, M Head, S Martin,
M O'Donoghue, L Pallister, C Quartermain,
S Smith, J Symon and P Thomson.

OFFICIALS A Carter, E Dale, C Griffiths, E Garbutt,
M Lawton, R Meadows, A Miller and J White.

IN ATTENDANCE Councillors Brown, Grogan and Rider.

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M Fletcher, J Neal, A Oliver and J Thompson.

113 **DECLARATIONS OF INTEREST**

No declarations of interest were received.

114 **TO CONFIRM THE MINUTES OF THE MEETING HELD ON 7 MARCH 2024**

RESOLVED that the minutes of the meeting held on 7 March 2024 be confirmed and signed by the Chair as a correct record.

115 **TO NOTE THE ATTENDANCE MATRIX FROM THE LAST MEETING**

RESOLVED that the attendance matrix be noted.

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116 **R/2023/0818/F3M EXTENSION OF EXISTING LEISURE CENTRE FOR PROVISION OF A NEW SWIMMING POOL FACILITY (INCLUDING LEARNER POOL) INCLUDING CHANGING AREAS; PLANT AND MACHINERY EQUIPMENT ESTON LEISURE CENTRE NORMANBY ROAD NORMANBY**

The officer summarised the officer report which had been pre-circulated.

Members sought clarification around the following matters;

- Was the floor plan of the new building larger than the old building;
- How were you intending providing cycle facilities as stated in condition 12?
- How would cycle storage be provided within the leisure facility in accordance with Sustran guidance?
- Were they looking for carbon neutrality in terms of modifications?;
- Has cycle parking been removed from the gym side of the leisure centre;
- Was it intended to make any modifications to the cycle lanes?
- Can we consider e charging points?

Members questioned the supporter on the following points

- Could you outline the energy efficiency provisions on the building?
- How much would insulation and triple glazing reduce the running costs?
- Can we assume that the development would be net zero if it were not for the limited budget?
- Climate change was problematic and the Council Policy was to be carbon neutral by 2030. What changes would be required to make the development carbon zero?

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

- Part of the scheme was to provide a facility which had previously been lost at the Leisure Centre;
- There was some difficulty in getting swimming pools to be net zero but we have got it as low as possible;
- The thick insulation was better than standard, the micro filtration new system in the pool was much more energy efficient; the use of heat pumps and we are all electric;
- We have looked at all materials for sustainability;
- The ventilation requirements were being looked at;
- We have done everything we can do bearing in mind this was an extension onto an existing Leisure Centre;

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Members questioned the agent on the following points:-

- Have you any experience where the development was not an extension and was carbon zero;
- Even if the development was approved today I would request the information on what would be required to make the development carbon neutral. It is our duty to encourage the implementation of our 2030 Policy.

Members debated the application and made the following comments:-

- The residents of TS6 had waited years for this facility and this had incurred parents in extra costs and made other centres busier;
- The development was not 100% carbon zero but it was as close as possible as it could be;
- This would give health benefits which were needed;
- Disappointed that we have not got the full facts;
- A swimming pool was a huge energy user and not sure it would ever be carbon neutral;
- The proposal was within development limits and would enhance a sports and community facility;
- The scale and design was acceptable and would not have an adverse impact on the street scene.

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 (ELC-GT3-Z1-00-DR-A-90100-RevP06) received by the Local Planning Authority on 01/02/2024
Proposed Site Plan (ELC-GT3-Z1-00-DR-A-90001-RevP08) received by the Local Planning Authority on 01/02/2024
Ground Floor Plan (ELC-GT3-Z1-00-DR-A-08000-RevP05) received by the Local Planning Authority on 01/02/2024
Mezzanine Level Plan (ELC-GT3-Z1-01-DR-A-08001-RevP03) received by the Local Planning Authority on 01/02/2024
Proposed roof plan (ELC-GT3-Z1-RF-DR-A-08002-RevP03) received by the Local Planning Authority on 01/02/2024
Proposed Elevations (ELC-GT3-Z1-ZZ-DR-A-08201-RevP03)

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received by the Local Planning Authority on 01/02/2024
Existing and Proposed Levels (ELC-OOB-Z0-00-DR-L-90010)
received by the Local Planning Authority on 01/02/2024
Cross Section (ELC-GT3-Z1-ZZ-DR-A-08300-RevP03) received by
the Local Planning Authority on 01/02/2024
Proposed Landscaping Plan (ELC-OOB-Z0-00-DR-L-90001)
received by the Local Planning Authority on 01/02/2024
Proposed Planting Strategy (ELC-OOB-Z0-00-DR-L-90040)
received by the Local Planning Authority on 01/02/2024
Typical Landscape Details (ELC-OOB-Z0-00-DR-L-90511) received
by the Local Planning Authority on 01/02/2024
Fencing Details (ELC-OOB-Z0-00-DR-L-90521) received by the
Local Planning Authority on 01/02/2024
Flood Exceedance Plan (ELC-BGP-Z0-SL-DR-C-52-52102)
received by the Local Planning Authority on 01/02/2024
Impermeable Surface Plan (ELC-BGP-Z0-SL-DR-C-52-52101)
received by the Local Planning Authority on 01/02/2024
Drainage Plan (ELC-BGP-Z0-SL-DR-C-52-52130) received by the
Local Planning Authority on 01/02/2024

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

3. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Plan" dated "December 2023". The drainage scheme shall ensure that foul flows discharge to the combined sewer at or immediately downstream of manhole 9603 and ensure that surface water also discharges to the combined sewer between manholes 9603 -9602. The surface water discharge rate shall not exceed the available capacity of 5l/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.

4. The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) ELC - GT3 - Z1 - 00 - DR - A - 90001 - RevP08 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
 - a) Provision of a footway at a depth of 5m along the site frontage on Normanby Road;
 - b) Renewal of any damaged kerbs;
 - c) Introduction of tactile paving as required for any crossing facilities; and,
 - d) Radii and resurfacing as required at both access junctions to the

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north west and south west of the site.

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for local plan policy and sections 9 and 12 of the NPPF.

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

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

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

REASON: To ensure the suitable reporting and remediation of any contamination found on site.

6. 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.

7. The cumulative impact from all fixed plant shall not exceed the background sound level at nearby noise sensitive receptors when rated according to BS 4142 as stated in section 6 of the noise impact assessment. These levels shall be verified before the any use commences.

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

8. 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

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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.

9. 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.

10. 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.

11. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
 - a) Routing of construction traffic, including signage where appropriate;
 - b) Arrangements for site compound and contractor parking;
 - c) Measures to prevent the egress of mud and other detritus onto the public highway;
 - d) A jointly undertaken dilapidation survey of the adjacent highway;
 - e) Program of works; and,
 - f) Details of any road/footpath closures as may be required.The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a

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manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

12. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings must show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

Reason: To promote use of cycles reducing traffic congestion and in the interests of the amenities of residents to ensure a satisfactory form of development having regard for Local Plan policy and sections 9 and 12 of the NPPF.

117 **R/2023/0793/ESM HYBRID APPLICATION TO INCLUDE DETAILED PLANNING PERMISSION FOR THE ERECTION OF STEEL MANUFACTURING FACILITY (ELECTRIC ARC FURNACE) AND OUTLINE PERMISSION FOR ASSOCIATED BUILDINGS, APPARTUS AND INFRASTRUCTURE (ALL MATTERS RESERVED) BRITISH STEEL LACKENBY WORKS REDCAR**

The Officer summarised the officer report which had been pre-circulated.

Members sought clarification around the following matters;

- Why had the National Highways Agency recommended that the application should not be approved until 19 April 2024;
- Specific reference was made to the holding resolution being removed and conditions to be added;
- Conditions 14 and 17 required further information so how did that effect our decision today;
- The conditions in respect of drainage and highways needed to be adhered to;
- Aware of previous pollution on the land and the Environment Agency had expressed concern with regard to pollution. Was steel slag storage going to be under cover and would this be part of the material or outline permission?
- Northumbrian Water and the Environment Agency had many concerns regarding the potential for pollution, how would this be mitigated and managed?

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- The drains and sewers on the site were to be transferred to private ownership however no details were given;
- There were many details to be brought together which was demonstrated by the number of conditions;
- Given the complexity of all the conditions and requirements and subject matters covered concerned about the ability of the department to cope with the interpretation of the details required before the conditions were fulfilled;
- Were the timescales contained within some of the conditions relevant since the application had already been delayed before coming before Members;
- The wording of condition 8 was woolly with no clear objective. Would it be possible to tighten up the wording?
- The Travel Plan condition was not clear and would like to see it tightened early on so that they were not made up later;
- Every aspect of the report had conditions attributed to it which demonstrated that we were trying to make the development as safe as it could be for the area;
- The development would bring jobs to the area;
- If any of the conditions were broken by the Company would they be brought to account?

A supporter was present at the meeting and made the following comments;

- The development would generate significant employment to the area and bring back the heart of the industrial heritage;
- Steel production had made a significant contribution to Teesside and it was important to secure its retention in the area;
- This development would provide a significant boost to the area and would contribute to the development of cutting edge technologies;
- The electrification of the process decarbonised the process by 75%;
- For future decades we would lead with our technologies;
- We required swift and decisive action;
- Development would be over many years as all technologies moved on and were radically improved;
- Could reduce emissions in a short period;
- There would be construction jobs and ongoing jobs created plus many others in the supply chain;
- The company were looking to the future.

Members questioned the supporter on the following points;

- Was steel production currently taking place at Scunthorpe?

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- What environmental issues occurred here which made it better than other areas of the Country considering the potential for new build;
- This development was more environmentally friendly than many similar builds;
- This was a huge project and the amount of conditions recognised our concerns. Can you reassure us that you were working with the Council and other authorities to meet these conditions;
- Where was steel produced at the moment and was it being used in the Rolling Mills?
- If the application were to be refused what would happen to the Lackenby Mill?
- How many people do you currently employ in the area?
- This was not the type of steel that Teesside had previously been famous for?
- Would the scrap emanating from the Teeswork site be utilised?
- The Electric Arc Furnace was an opportunity to produce specialist steel;
- How would steel slag be stored and was it part of the material considerations or the outline application?
- Can you clarify water distribution and disposal?
- The Tees had a history of being polluted however in the last few years we had been interested in trying to sustain much cleaner waterways;
- Monitoring pollutants in effluent was down to your company, where would the results be published?
- There had been talk of flooding and moving culverts together with restructuring the drainage systems;
- With regard to air quality EU directives do not guide what standards would apply with regard to targets;
- The conditions should not be seen as a negative;
- With regard to the Environmental and Biodiversity Strategy how would offset be considered?
- Where was the electricity supply coming from?
- The report stated that 60% of materials would come in by rail however how would it get to the site from the quay;
- Was agreement with the rail and quay already in place.

The agent was present at the meeting and made the following comments;

- This was a comprehensive report which had been subject to two rounds of consultation;
- There were no objections from the statutory consultees;
- The Electric Arc Furnace would not have an adverse impact;
- The necessary mitigation measures had been identified and

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conditioned;

- The proposal was not yet at the detailed design stage;
- The reserved matters process would run alongside the discharge of conditions;
- Consultation would continue;
- This application was not unusual and the principle of development had already been established;
- There were no outstanding issues;
- Request that planning permission be granted.

Members questioned the agent on the following points;

- There was a lot of detail to be done on the design could you advise on the timescale?
- There were a lot of conditions which were onerous but pertinent;
- In respect of the environment and biodiversity could you clarify your intentions and why it had not been possible to address the strategy on site;
- During the construction stage there would be a fair amount of scrap, would it be recycled?
- With respect to the electricity supply what work would be required to facilitate a connection;
- How could we guarantee that the energy supply would be green and what was it currently;
- In terms of the design what energy saving provisions were being made and how would the electricity be generated on site;
- Why were solar panels not being used in the design and why were renewable sources not considered?
- Can you explore EV Charging points within the car parks;
- Would the existing tree belt be retained;
- Concerned about the number of trees being lost due to the building of the car park and would it be possible to increase the tree count in the area by tightening up condition 8;
- Could we have details of any provision being made for cyclists and your thoughts regarding active travel;
- Thoughts regarding access for pedestrians and cyclists?
- How confident are you that you will not be held to ransom in order to get materials in and products out of the site?
- Do you rights of access to the quayside without hindrance?

Members debated the application and made the following comments;

- We had all seen generations of unemployment and the loss of steel making jobs;
- The people of Teesside had waited a long time to secure steel

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production back on Teesside;

- This proposal would decarbonise steel production;
- Voiced concern over the ability of the department to analyse the conditional reports;
- Thanked officers for the thorough but complex report with an extensive EIA and technical documents;
- This was a historic industrial site and the development would not have an adverse impact on the area.

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:
Proposed Site Plan - 1852-TEE-P-10.02 Rev A received by the Local Planning Authority on 26/01/24
Proposed Floor Plans - 1852-TEE-P-20.01 Rev A received by the Local Planning Authority on 24/01/24
Proposed Roof Plans - 1852-TEE-P-20.02 Rev B received by the Local Planning Authority on 26/01/24
Proposed Elevations - 1852-TEE-P-30.01 Rev B received by the Local Planning Authority on 24/01/24

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

3. Prior to any development above damp proof course details of the external materials to be used in the carrying out of this permission (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

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

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

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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.

CONDITIONS RELATING TO THE OUTLINE APPLICATION

5. In accordance with the phasing plan agreed through the discharge of condition 9, details of the:
- Appearance;
 - Landscaping;
 - Layout;
 - Access; and
 - Scale

hereafter called "the reserved matters) shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development shall take place. The development shall be carried out as approved, unless otherwise agreed in writing.

REASON: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

6. Details of 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. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last of the reserved matters to be approved, whichever is later.

REASON: To reserve the rights of the Local Planning Authority with regard to these matters and required to be imposed pursuant to the Planning & Compulsory Purchase Act 2004.

7. The development hereby permitted shall be carried out in accordance with the following approved plan:
Proposed Parameters Plan – Project No.1852-TEE Drawing No. D-10.01 Rev. A

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

8. No development shall be occupied until full details of proposed soft landscape management has been submitted to and approved in writing by the Local Planning Authority.
The soft landscape management plan shall include, long term

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design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved.

REASON: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

CONDITIONS RELATING TO BOTH THE FULL AND OUTLINE ELEMENTS OF THE APPLICATION

9. No development shall commence until a phasing plan for the application site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan unless otherwise approved in writing with the Local Planning Authority. The applicant reserves the right to amend the phasing plan.

REASON: To ensure that the development takes place in accordance with the principles, parameters and application submission.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required as the Phasing Plan will establish the first phase of development to proceed.

10. Prior to the commencement of each phase of the development, a Construction Environmental Management Plan (CEMP) for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority, or any other subsequent variation approved in writing. The CEMP will include measures relating to highways, ecology, materials and health and safety with

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particular reference to those matters below. The development shall thereafter take place in accordance with the approved details.

- Construction Dust Management Plan;
 - Construction Vibration Management Plan;
 - Construction Noise Management Plan;
 - Construction Waste Management Plan ('CWMP');
 - Materials Management Plan ('MMP');
 - Health and Safety Plan for asbestos and watching brief where necessary;
 - Car Parking Management Plan and Servicing Management Plan;
- and
- A Construction Stage Surface Water Management Plan
 - Invasive Non-Native Species ('INNS') Management Plan

REASON: To ensure the environmental effects of construction are appropriately managed.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required as the environmental impact of the development will occur on the commencement of development.

11.No development shall commence on each phase until a detailed Remediation Scheme to bring that phase 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 including an Unexploded Ordnance Risk Assessment (UXO)) has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include a timetable for the works to take place. The development shall be carried out in accordance with the approved scheme, unless otherwise approved.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

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.

12.The Approved Remediation Scheme, for each phase, shall be implemented in accordance with the approved timetable of works. Prior to the occupation of any unit in that phase, a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be produced and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

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13. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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.

14. No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority in consultation with National Highways. Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

REASON: To mitigate and adverse impact from the development on the A174 and A1053 in accordance with DfT Circular 01/2022.

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.

15. The predicted peak hour two-way movement trips associated with the approved development, in combination with development brought forward under permission refs. R/2020/0819/ESM, R/2020/0820/ESM, R/2020/0821/ESM, R/2020/0822/ESM and R/2020/0823/ESM (and reserved matters approvals granted pursuant to those outline permissions), shall be equal to, or less than:

Junction	AM peak hour two-way vehicle trips	PM peak hour two-way vehicle trips
A1053 (Greystone Road) / A1085 (Truck Road) [NZ556209]	983	858

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A174/A174/A1053 (Greystone Road) / High Street [NZ568193]	462	397
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For the purposes of interpreting the above: the 'AM Peak hour' is defined as the busiest hour between 07.00-10.00; the 'PM Peak hour' is defined as the busiest hour between 16.00-19.00.

REASON: In order to ensure the satisfactory operation of the highway.

16.No development pursuant to this permission shall be occupied until a scheme for monitoring traffic generated by the Electric Arc Furnace development (to identify any net additional trips above existing pre-development traffic within the wider British Steel site) within the peak hours set out in condition no.14, has been submitted to and approved by the Local Planning Authority in consultation with National Highways. The monitoring scheme shall thereafter be implemented.

REASON: To inform the design of any necessary highway improvements.

17.Prior to the first occupation of the Electric Arc Furnace, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to encourage travel using sustainable transport means. Thereafter the development shall be implemented in accordance with the approved Travel Plan, unless otherwise is agreed in writing.

REASON: to ensure that the end users can make an informed choice as to the method of sustainable transport.

18.No part of the development hereby permitted shall be occupied until an Operational Management and Monitoring Plan has been submitted to and approved in writing by the Local Planning in consultation with National Highways and implemented. The development hereby permitted shall then be operated in accordance with the agreed plan.

REASON: To mitigate any severe or unacceptable impact from the development on the A174 and A1053 in accordance with DfT Circular 01/2022.

19.Prior to the commencement of any development, or as otherwise approved through a phasing plan approved through this planning permission, full details of the finished floor levels for that phase shall be submitted to the Local Planning Authority for its written

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approval. The proposed FFL shall be no lower than 10.0m AOD. The development shall be carried out in accordance with the approved details.

REASON: To confirm the finished floor level of the development in the light of any necessary groundworks to meet the requirement of other planning conditions and confirm the overall height of the final scheme in the context of the information provided in the Environmental Statement.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required so that the final agreed levels for the site are not compromised by the start of groundworks.

20. An Operational Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each building on site. The management measures shall be complied with thereafter, unless otherwise agreed in writing.

REASON: To ensure the development is carried out in accordance with approved details.

21. Prior to the installation of any external lighting, full details of the lighting shall be submitted to the Local Planning Authority for its written approval. The development shall be carried out 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.

22. Prior to the first occupation of any building, or as approved through the phasing plan, a Detailed Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority for that building. Any measures and recommendations within the report will be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of neighbour amenity and protect and to ensure that the development can be carried out safely without unacceptable risks to workers, or commercial neighbours.

23. Prior to the first occupation of any building, or as approved through the phasing plan, full details of an Operation Site Management System shall be submitted to and approved in writing by the Local Planning Authority. Any measures and

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recommendations within the report shall be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, or commercial neighbours.

24.A Gas Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each building on site. Any protection measures or gas mitigation will be complied with thereafter, unless otherwise agreed in writing.

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

25. Prior to the first occupation of any building, or as approved through the phasing plan, full details of air quality assessment shall be submitted to and approved in writing by the Local Planning Authority; the report shall demonstrate how the EAF facility will be designed to meet the requirements of Best available techniques (BAT). Any measures and recommendations within the report shall be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of amenity.

26. Prior to the commencement of any phase, a detailed scheme for the disposal of foul and surface water from that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

(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

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 relates to drainage details which are often the first works on site and relate to site preparation.

27. Prior to the commencement of any phase or as approved as part of the phasing plan, details shall be submitted to and approved in

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writing by the Local Planning Authority of the Surface Water Management and Maintenance Plan applicable to that phase, unless otherwise agreed in writing. Thereafter it shall be implemented in accordance with the approved details.

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme which is appropriately maintained and to minimise the risk flooding and contamination of the system during the construction process and in the locality minimise.

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

28. Unless an updated Habitat Regulations Assessment is prepared and its conclusions are agreed with Natural England that no likely significant effects are to arise on the Teesmouth and Cleveland Coast SPA, the development shall not commence until details of a scheme to avoid and/or mitigate any levels (that would result in likely significant effects) of nitrogen deposition, emissions and discharge from the approved Electric Arc Furnace facility to the River Tees Catchment has been submitted to and approved by the LPA in writing. Any such Habitats Regulations Assessment prepared in accordance with this condition shall ensure that the following potentially affected designated sites are assessed:

- a) North York Moors Special Area of Conservation (SAC)
- b) North York Moors Site of Special Scientific Interest (SSSI)
- c) Teesmouth and Cleveland Coast Special Protection Area (SPA)
- d) Teesmouth and Cleveland Coast Ramsar site
- e) Teesmouth and Cleveland Coast SSSI

The development shall thereafter be constructed and operated in accordance with any necessary approved mitigation scheme, unless otherwise agreed in writing.

REASON: In order to ensure that any adverse effects from the approved development on the Tees Special Protection Area are appropriately avoided and/ or mitigated.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as the information relates to matters that are required to be addressed early within the design and construction phase of the development.

29. The development hereby approved shall not be brought into use

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until the areas for vehicle parking have been constructed and laid out in accordance with drawings which are first submitted to and approved in writing by the Local Planning Authority. The submitted drawings shall include the provision of adequate EV charging points. Such areas shall thereafter be retained in perpetuity for the sole purpose of parking vehicles.

REASON: To ensure a satisfactory form of development and in the interests of highway safety having regard for local plan policy and sections 9 and 12 of the NPPF.

30. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with drawing(s) to be submitted to and approved in writing by the Local Planning Authority. Such drawings to show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

REASON: To ensure a satisfactory form of development and in the interests of highway safety having regard for local plan policy and sections 9 and 12 of the NPPF.

31. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
- a) Routing of construction traffic, including signage where appropriate;
 - b) Arrangements for site compound and contractor parking;
 - c) Measures to prevent the egress of mud and other detritus onto the public highway;
 - d) A jointly undertaken dilapidation survey of the adjacent highway;
 - e) Program of works; and,
 - f) Details of any road/footpath closures as may be required.
- The development must be carried out in accordance with the approved details.

REASON: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for local plan policy.

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.

32. Prior to the commencement of development a Local

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Employment Scheme for the construction of that building shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the approved scheme or any variations approved in writing by the Local Planning Authority. The submitted Local Employment Scheme should include the following:

1. Details of how the initial staff/employment opportunities at the Development will be advertised and how liaison with the Council and other bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;
2. Details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships;
3. A procedure setting out criteria for employment, and for matching of candidates to the vacancies;
4. Measures to be taken to offer and provide college and/or work placement opportunities at the Development to students within the locality;
5. Details of the promotion of the Local Employment Scheme and liaison with tenants contractors engaged in the construction of the Development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;
6. A procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Council including details of the origins qualifications numbers and other details of candidates; and,
7. A timetable for the implementation of the Local Employment Scheme."

REASON: To ensure a suitable strategy for local employment opportunities is implemented.

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.

33. During construction and operation, works at the site can take place 24 hours a day and 7 days a week.

REASON: To ensure the development is carried out in accordance with the terms of the Environmental Statement.

34. Prior to occupation of the development a greenhouse gas assessment shall be undertaken in respect of the operation of the proposed buildings. It shall be submitted to and approved in writing

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by the Local Planning Authority. Measures set out within the assessment shall be complied with thereafter, unless otherwise agreed in writing.

REASON: To ensure the environmental effects of construction are appropriately managed."

35. There shall be no habitat or buildings that may support nesting birds removed 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.

36. 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 compensatory habitat equivalent to 10.4 Biodiversity Units, within the site and / or off-site, and the mechanisms for its provision and on-going management. That Strategy shall be approved by the local planning authority. Thereafter, and where compensatory provision is demonstrated within the Strategy to be feasible and deliverable, it shall be carried out in accordance with the Strategy prior to the development becoming operational.

REASON: In the interest of the ecological value and long-term maintenance of the site in accordance with policies SD4 and N4 of the Redcar and Cleveland Local Plan.

118 **R/2023/0782/RS CREATION OF NEW ACCESS TO GARDEN FOR CAR PARKING 5 THE COTTAGES KIRKLEATHAM LANE KIRKLEATHAM**

At this point Councillor Quartermain left the meeting.

The officer summarised the officer report which had been pre-circulated.

A supporter present made the following comments;

- The proposal respected the Conservation Area;
- Careful consideration had been given to the number of trees removed and there would be minimal pruning of the bushes;
- The proposal would allow for safe manoeuvring;
- The gravel used would be the same used by the occupants of number 1;

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- There were 5 individual gardens divided by trees and hedging;
- The wall was currently in a desperate state of repair and a small section had a hole in it;
- The repair work would be in keeping with the Conservation Area;
- The recent yellow lining had amplified the problem with parking in the village;
- Numbers 1-4 had allocated parking at the rear of their properties, however we do not have adequate manoeuvring space at the rear;
- Number 2 was currently empty but once it was occupied there would be additional residents causing further difficulty with parking;
- This proposal would improve the existing problem providing extra spaces for visitors by taking cars off the highway;
- The proposal would not impinge on privacy or safety nor the impact on the village or its residents.

A Member questioned the supporter on the following point;

The Conservation Officer had recommended conditions and had made reference to a gate?

The Ward Member present made the following comments:-

- In support of the proposal;
- Concerned over the current state of the wall as it looked as if it was ready to fall over;
- Safety concerns regarding where residents parked and got out of their cars;
- The Ward Members had been in favour of the yellow lines which had pushed the issue of on street parking further down to where the cottages were;
- The proposal gave the resident the opportunity to park safely off the street;
- If the wall were left in its current state it would not be long before it fell down;
- The previous objection was around the gate which had been removed from the plans;
- The applicant had made a number of concessions.

The agent present made the following comments;

- In order to allow access a small section of the wall had to be removed;
- The wall had fallen into disrepair;
- The opening would be between two buttresses;
- The gate was no longer part of the proposal;
- Extensive work was required along the whole length of the wall;

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- The land was in the residents ownership and would allow them to park within their own garden;
- All planting would be retained;
- Careful consideration had been given to the work to ensure it was fitting for the area;
- Parking was currently restrained;
- The only parking space lost was that used by the applicant;
- The proposal would have minimum effect on the Conservation Area.

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:

Existing and Proposed Plans and Elevations (ref Drawing 02 rev 1) received by the Local Planning Authority on 22.02.2024
Proposed site plan (ref Drawing 03 rev 1) received by the Local Planning Authority on 22.02.2024

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

2. Prior to installation, full details of the surfacing of the site 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 and the settings of nearby listed buildings, as required by policies HE1 and HE2 of the adopted Local Plan.

119

R/2023/0715/FF CHANGE OF USE FROM CAR SHOWROOM TO MIXED USE OF HOT FOOD TAKEAWAY (SUI GENERIS) WITH EXTERNAL FLUE TO REAR AND CAR VALETING CENTRE LIVERTON MINES GARAGE LIVERTON MINES

The officer summarised the officer report which had been pre-circulated.

The objectors present at the meeting made the following comments;

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- Concerned about extra water entering an already struggling drainage system;
- The area flooded regularly, the last flood being in 2023 when water came into the properties on Liverton Terrace;
- The proposal would bring extra vehicle close to our residential homes;
- Concerned about the extra car emissions and the safety of children and older residents;
- Concerned about the use of cleaning chemicals close to our homes;
- There would be an increased fire risk;
- A lot of food waste and rubbish stored close to properties attracting vermin and bringing odours;
- Concerned about the safety and security of residents at nighttime;
- By 1030pm residents had retired for the night;
- The proposal would attract people from outside the area;
- The houses backed straight onto the business.
- Children attended the local youth club and one of the things we try to teach them was healthy eating;
- The houses were owner occupied or leased by families;
- The proposed takeaway would open every day;
- Concerned regarding the impact on the community;
- People would congregate around the premises after midnight consuming food and talking and it could take an hour after closing to clear the area;
- A lot of people travel to Easington where there was an existing car wash facility and there were 4 existing established takeaways in Loftus;
- Food could already be purchased in the village at the fish and chip shop;
- My interpretation of the current policy was different to that of your officers.

Members questioned the objectors on the following points;

- What was the opening times of the fish and chip shop in the village?
- What was the disturbance like now from the current businesses?
- Was Hollywell Public House still operating?
- Were there any issues currently with late night revellers?
- Are you concerned about the takeaway or the hours of operation?
- Would you object if it were only open during the day?

The agent present at the meeting made the following comments;

- There were two aspects to the application the continuation of the

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current car wash facility and the introduction of a hot food takeaway;

- The current business had been operating for years;
- The equipment would be silent and the valeting would be on a reduced scale to that which currently existed;
- The takeaway complied with relevant policy;
- The premises were a reasonable distance from residential property;
- The fish and chip shop was some distance away from this proposal;
- The proposal complied with all regulations relating to odour and noise;
- The premises had its own parking spaces which could be accessed from both ends of the site;
- As the premises were currently empty they might attract their own anti-social behaviour;
- The current use was not viable and therefore the change of use was necessary;
- There would be job opportunities for 12 people;
- There were no flooding issues with drainage installed as a precautionary measure. The proposed use would not exacerbate the current situation;
- Requested that conditions 3 and 4 be removed if Members were minded to approve.

Members questioned the agent on the following points;

- Can you explain the rationale around the requested hours till midnight?
- Was car washing the sole operation where previously it had been a garage with some operation of a car wash?

At this point Councillor Pallister left the meeting.

It was agreed that Standing Orders would be suspended to allow the meeting to continue beyond three hours.

Members debated the application and made the following comments;

- Could the two operations be separated or did it have to be dealt with as one application?
- Whilst noting the residents comments think that their concerns had been dealt with by conditions and other regulations;
- The application was within development limits and there were no issues of highway safety;
- This was currently an empty building which had been used commercially in the past;

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- Market forces would ultimately dictate the hours of operation;
- Concerned about the opening hours given that this was a village location;
- The transfer of use and operating hours were not relevant to a village;
- Would ask the applicant to reconsider the hours of operation;
- Proposed deferment with the applicant to come back with a revised schedule of opening;
- The clientele would be different to that of a fish and chip shop;
- Would prefer to see a variation in the opening hours;
- Contrary to Policy SD4 n and m;
- Cannot see that a need existed for the proposal;
- The hours of opening of the other establishments within the village proved that they were not thriving;
- Too close to residential properties and should refuse;
- No other nighttime opening in the village beyond 7pm;
- Nuisance to residents;
- Adverse effect on residential amenity;
- Proposed that the application be deferred to allow the applicant to come up with alternative opening hours;

RESOLVED that the application be deferred to allow the applicant to come forward with alternative operating hours.

120 **DELEGATED DECISIONS**

RESOLVED that consideration of the Delegated Decisions be deferred to the next meeting.

121 **APPEAL INFORMATION**

RESOLVED that consideration of the Appeals Information be deferred to the next meeting.

122 **ENFORCEMENT SCHEDULE**

RESOLVED that consideration of the Enforcement Schedule be deferred to the next meeting.

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123 **SECTION 106 AGREEMENT UPDATE**

RESOLVED that consideration of the Section 106 Agreement Update be deferred to the next meeting.

124 **DEEMED CONSENT APPLICATIONS**

R/2023/0818/F3M Extension of existing Leisure Centre for provision of new swimming pool facility (including learner pool) including changing areas; plant and machinery equipment Eston Leisure Centre Normanby Road Normanby Middlesbrough TS6 9AE.

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 (ELC-GT3-Z1-00-DR-A-90100-RevP06) received by the Local Planning Authority on 01/02/2024
Proposed Site Plan (ELC-GT3-Z1-00-DR-A-90001-RevP08) received by the Local Planning Authority on 01/02/2024
Ground Floor Plan (ELC-GT3-Z1-00-DR-A-08000-RevP05) received by the Local Planning Authority on 01/02/2024
Mezzanine Level Plan (ELC-GT3-Z1-01-DR-A-08001-RevP03) received by the Local Planning Authority on 01/02/2024
Proposed roof plan (ELC-GT3-Z1-RF-DR-A-08002-RevP03) received by the Local Planning Authority on 01/02/2024
Proposed Elevations (ELC-GT3-Z1-ZZ-DR-A-08201-RevP03) received by the Local Planning Authority on 01/02/2024
Existing and Proposed Levels (ELC-OOB-Z0-00-DR-L-90010) received by the Local Planning Authority on 01/02/2024
Cross Section (ELC-GT3-Z1-ZZ-DR-A-08300-RevP03) received by the Local Planning Authority on 01/02/2024
Proposed Landscaping Plan (ELC-OOB-Z0-00-DR-L-90001) received by the Local Planning Authority on 01/02/2024
Proposed Planting Strategy (ELC-OOB-Z0-00-DR-L-90040) received by the Local Planning Authority on 01/02/2024
Typical Landscape Details (ELC-OOB-Z0-00-DR-L-90511) received by the Local Planning Authority on 01/02/2024
Fencing Details (ELC-OOB-Z0-00-DR-L-90521) received by the Local Planning Authority on 01/02/2024

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Flood Exceedance Plan (ELC-BGP-Z0-SL-DR-C-52-52102) received by the Local Planning Authority on 01/02/2024
Impermeable Surface Plan (ELC-BGP-Z0-SL-DR-C-52-52101) received by the Local Planning Authority on 01/02/2024
Drainage Plan (ELC-BGP-Z0-SL-DR-C-52-52130) received by the Local Planning Authority on 01/02/2024
REASON: To accord with the terms of the planning application.

3. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Plan" dated "December 2023". The drainage scheme shall ensure that foul flows discharge to the combined sewer at or immediately downstream of manhole 9603 and ensure that surface water also discharges to the combined sewer between manholes 9603 -9602. The surface water discharge rate shall not exceed the available capacity of 5l/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.

4. The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) ELC - GT3 - Z1 - 00 - DR - A - 90001 - RevP08 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
 - a) Provision of a footway at a depth of 5m along the site frontage on Normanby Road;
 - b) Renewal of any damaged kerbs;
 - c) Introduction of tactile paving as required for any crossing facilities; and,
 - d) Radii and resurfacing as required at both access junctions to the north west and south west of the site.Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for local plan policy and sections 9 and 12 of the NPPF.

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved

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remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority

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

REASON: To ensure the suitable reporting and remediation of any contamination found on site.

6. 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.

7. The cumulative impact from all fixed plant shall not exceed the background sound level at nearby noise sensitive receptors when rated according to BS 4142 as stated in section 6 of the noise impact assessment. These levels shall be verified before the any use commences.

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

8. 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.

9. 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.

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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.

10. 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.

11. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
 - a) Routing of construction traffic, including signage where appropriate;
 - b) Arrangements for site compound and contractor parking;
 - c) Measures to prevent the egress of mud and other detritus onto the public highway;
 - d) A jointly undertaken dilapidation survey of the adjacent highway;
 - e) Program of works; and,
 - f) Details of any road/footpath closures as may be required.The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

12. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings must show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

Reason: To promote use of cycles reducing traffic congestion and in the interests of the amenities of residents to ensure a satisfactory form of development having regard for Local Plan policy and sections 9 and 12 of the NPPF.

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125 **AUTHORITY'S MONITORING REPORT 2022/23**

RESOLVED that consideration of the Annual Monitoring Report 2022-23 be deferred to the next meeting.