

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER: R/2023/0799/FFM
LOCATION: A66/A1053 ROUNDABOUT TEES DOCK ROAD GRANGETOWN
PROPOSAL: ALTERATIONS TO TEES DOCK ROUNDABOUT TO INCLUDE NEW LEG TO PROVIDE ACCESS TO LACKENBY DEVELOPMENT SITE AND WIDENING OF EXISTING HIGHWAY TO PROVIDE AN ADDITIONAL LANE ON THE EXISTING CARRIAGEWAYS

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

APPLICATION SITE AND DESCRIPTION

Permission is sought for alterations to Tees Dock roundabout to include new leg to provide access to Lackenby development site and widening of existing highway to provide an additional lane on the existing carriageways. The application site is at the A66/A1053 Roundabout Tees Dock Road Grangetown.

The applicant within their cover letter and Design and Access Statement have provided some background to the proposal as well as a description of the proposed development. The documents provide the following description/information:

Background

An internal private road network exists across the wider Teesworks area. The network within the Lackenby site includes a road running in a north-east to south-west direction across the site which connects to Tees Dock Road in the north-east corner and to the roads around the Bolckow Industrial Estate in the south-west corner, via the former Bessemer Gate.

The external local highway network consists of the following key roads:

- The A66 is a dual four-lane carriageway which connects the A19(T) to the west with the A1053(T) and Trunk Road to the east. The A66 is a key east west corridor that links Middlesbrough to Redcar; and*
- Tees Dock Road borders the western boundary of the site and connects to the A66 and the A1053(T) at a three-arm roundabout; and*
- The A1085 Trunk Road connects to the A1053 to the south-west of the site and provides access to and from Redcar to the east.*

The Strategic Road Network near the site consists of the following roads:

- The A1053(T), a four-lane dual carriageway, runs in a north-south direction and connects to the A66/Tees Dock Road/Trunk Road roundabout to the south-west of the site and the A174(T) and B1380 High Street to the south; and*
- The A174(T), a four-lane dual carriageway to the south of the site, is a key east-west corridor between Middlesbrough and Redcar, that connects the A19(T) to the further west and to the A1053(T) to the east.*

The Environmental Impact Assessment (EIA) which accompanied the Lackenby Outline application assumed that the main access to the site would be directly from the A66/Tees Dock Road roundabout.

The Parameters Plan for the site shows the development as having a minimum of two access points. As part of the proposed mitigation, the EIA committed to reviewing the existing Tees Dock roundabout design when introducing a new access arm at A66/Tees Dock Road roundabout to see if junction performance could be improved. The current application has been informed by this review, introducing a new lane on each of the three existing legs of the roundabout to assist with increasing its capacity and in doing so minimise any effects on driver and bus delays.

The Proposal

The detailed application proposes alterations to Tees Dock Roundabout to include a new leg to provide access to the Lackenby Development Site and widening of existing highway to provide an additional lane on the existing carriageways.

This planning application has been informed by work undertaken to review the existing Tees Dock roundabout design as part of the proposal to introduce a new access arm to serve the Lackenby site. The proposal will improve the junction performance by introducing a new lane on each of the three existing legs of the roundabout, with increasing its capacity and minimising driver and bus delays. The proposal will provide a new access to the Lackenby site in full accordance with the aims and objectives of the original outline consent and the approved parameter plan.

The application has been accompanied by a site location plan, proposed site plan and a preliminary layout plan. The following documents have also supported the application:

- Cover Letter
- Design and Access Statement
- Flood Risk Assessment
- Remediation Strategy

During the consideration of the application discussions have taken place between the applicant and the Local Authority. This has resulted in an additional plan *1846-THE-R-SD-10.02 Rev – Site Plan Proposed*.

Councillor Learoyd has requested that the application be determined by Regulatory Committee in accordance with the provisions set out within the Council Constitution.

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

LS4 South Tees Spatial Strategy

ED6 Promoting Economic Growth

HE3 Archaeological Sites and Monuments

TA1 (Transport and New Development)

TA2 (Improving Accessibility Within and Beyond the Borough)

OTHER POLICY DOCUMENTS

South Tees Regeneration Master Plan (2019)

PLANNING HISTORY

R/2020/0820/ESM Outline planning application for development of up to 92,903sqm (gross) of general industry (use class B2) and storage or distribution facilities (use class B8) with office accommodation (use class B1), HGV and car parking and associated infrastructure works (all matters reserved) Approved 08/08/22

RESULTS OF CONSULTATION AND PUBLICITY

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

As a result of the consultation period one written response has been received from PD Ports which makes the following comments;

- *PD Teesport remains supportive of investment in the former steelworks site.*
- *Measures should be put in place to make sure the development does not cause disruption to the public highway network during the period of any works.*
- *Should ensure there is not further incidents like February 2021 when water was on the A1053.*
- *The works to the A1053/A66 and Tees Dock Road Roundabout are over a substantial period of time with the potential for long term traffic disruption if not appropriately managed.*
- *We are concerned at the track record of the applicant in protecting the public highway network. In light of this, we regrettably feel compelled to object to the proposal, unless the applicant and the Local Highway and Planning Authority can ensure that appropriate measures are put in place and managed throughout the period of any works in order that there is no traffic disruption to the adopted highway network.*

Ramblers Association (14/12/23)

We thank you for consulting the Ramblers regarding the above application. I am pleased to say that the Ramblers have no objections to the proposal.

Cleveland Police Designing Out Crime Officer (07/12/23)

In relation to this application, applicant is welcome to contact me should they think any additional advice can be provided.

National Highways (11/12/23)

No objection

Redcar and Cleveland Borough Council (Development Engineers) (14/06/24)

The current application seeks approval for the alteration of Tees Dock Roundabout including the construction of a new leg to provide access into the Lackenby site. A detailed application has been submitted rather than a reserved matters application due to the inclusion of land outside the original outline application site boundary.

The application is supported by a cover letter and DAS. Both documents refer to the outline consent previously granted under application R/2020/0820/ESM known as the Lackenby site and its Environmental Statement, Volume 3: Appendices, Chapter C: Transport Assessment (20/01/2021). It should be noted that the Parameter Plan (Dwg No. LK-SD-10.01 Rev B) approved as part of the outline consent, was an indicative layout drawing, that lacked any detail associated with the highway environment.

The Transport Assessment which accompanied the Lackenby outline consent assumed that the main access to the site would be taken directly from the

Tees Dock Roundabout, which would operate over its designed capacity as a direct result of the cumulative impact of the Teesworks development site. Mitigation was recommended and conditioned as part of that consent.

To accommodate the fourth arm the roundabout requires upgrading with a suitable suite of mitigation measures to address the cumulative development traffic growth impact on the operation of the roundabout. Indicative mitigation measures, such as widening the roundabout to accommodate three lane entries and circulatory, were tested as part of the TA for the Lackenby outline consent and showed betterment in the operation of the roundabout. This initial proposal forms the basis of this application, although no additional evidence has been provided in support of the application.

A detailed optioneering, modelling and design exercise has not been submitted as part of the application, which was recommended within the TA for the Lackenby outline consent. Therefore, we cannot comment with any certainty that the proposal will be the most suitable and effective at addressing the capacity issues the cumulative development proposals will have on traffic growth and on the operation of the strategic highway network. Although the conditions and reserved matters remain for the outline consents, and as a result can be reviewed in subsequent applications.

The application creates betterment of the existing highway network, therefore we recommend approval of the application subject to condition.

Conditions:

(1) Method of Works Statement

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;*
- f) Measures to prevent public access to the fourth leg; and,*
- g) 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.

(2) Details of Construction Required

The development hereby approved, shown in principle on drawing ref: '1846-THE-R-SD-10.02 Rev – Site Plan Proposed', shall not be constructed unless and until detailed design drawings have been submitted and approved in writing by the local highway authority.

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

(3) Access

Unless otherwise agreed in writing with the Local Planning Authority, the area shown as purple hatching on drawing "23D33-SYS-HGN-TRK_Z0-DR-CH-01-P01 Options Master June-015" received by the Local Planning Authority on 14/06/24 shall not be brought into use, other than for purposes highlighted in the method of works statement.

Reason: In the interests of free flow of traffic and safety of highway users having regard for Local Plan Policy and NPPF.

Informative:

Adoption of Highway

The applicant is advised that prior to the commencement of works on site they should contact the Highway Authority (07966 659 107), with a view to preparing the necessary drawings and legal work required for the formal adoption of the new highway layout. The S38 / 278 Agreement should be in place prior to the commencement of works on site.

Design

The design of the roadworks shall include the details of fencing, barriers, and signage to restrict access to land off adopted highway.

Redcar and Cleveland Borough Council (Local Lead Flood Authority)

(20/12/23)

The LLFA have reviewed the application and in principle have no objections to the development subject to LLFA condition 2 being met to provide further details of the proposed and existing drainage network and how surface water will be managed through the development. The FRA provided is inaccurate as the site within the red boundary area historically and currently still floods from the north of the site and discharges onto Tees Dock road flooding the highway and closing the road during extreme weather events.

(12/06/24)

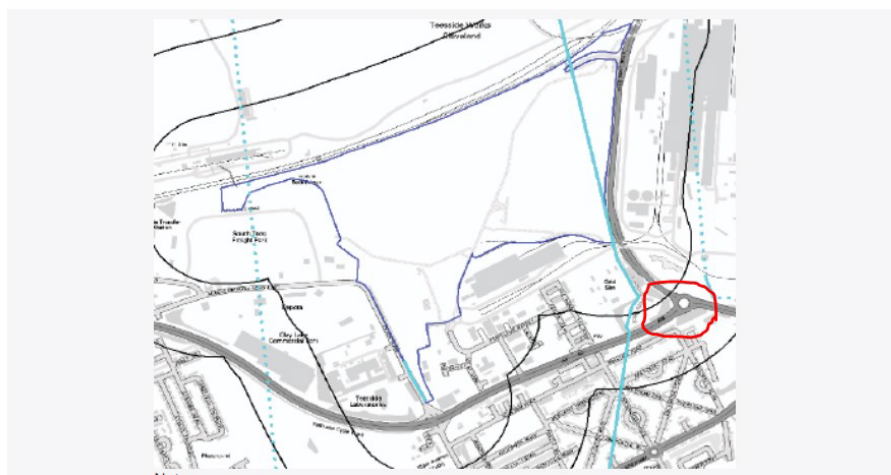
On further assessment of the above application please be advised that the LLFA will require standard conditions 1, 2 & 3. Whilst it is acknowledged that in principle the development is deemed acceptable in terms of the disposal of

surface water and flood risk, there are a number of details not fully discussed within the submission.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land) (21/12/23)**

I note that a remediation strategy has been submitted in support of this application. However, the remediation strategy submitted does not relate to the location plan of this application.

The strategy in the Wood document below shows the boundary in Dark blue (covering the prairie) but does not cover the application site circled red below.



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

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance) (21/12/23)**

No objections

**Redcar and Cleveland Borough Council (Place Investment Team)
(12/12/23)**

Thank you for consulting The Place Development and Investment Team (PDI) on the above application. Having reviewed the proposals, PDI has no observations to offer.

Redcar and Cleveland Borough Council Archaeology Consultant (NEAR) (29/01/24)

I have previously commented on the application for redevelopment to the immediate north of this roundabout under application number R/2020/0820/ESM (our advice of 23rd February 2021). That advice was that no archaeological conditions were required to be attached to any planning permission. The current proposed expansion of the roundabout and highway capacity under application R/2023/0799/FFM is outside of the area of the main site but does not appear to include any areas of land outside the existing highway which may contain archaeological remains of significance. Consequently, I do not consider that any conditions are required for archaeological mitigation in respect of the proposed development.

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 drainage

The principle of development

The application site is located within the development limits and involves the remodelling of the existing highway junction which would improve traffic flows and accessibility in the area. The principle of the proposal is therefore considered acceptable and the application accords with policy SD3 and TA1 and TA2 of the Redcar and Cleveland Local Plan.

The impacts on the character and appearance of the area

The proposed development would remain part of the highway network and result in an updated roundabout design. The development would result in the provision of a new leg at the north of the existing roundabout that would provide access into the Lackenby site. The proposal will also result in the provision of an additional lane on each of the three existing legs of the roundabout to the west, east and south.

The proposed alterations to the highway network are not considered to have an adverse impact on the character and appearance of the area. The development is therefore considered to accord with part j of Policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Due to the nature of the development proposed there are no issues in terms of overlooking or loss of privacy. While there are acknowledged to be

activities associated with construction process that have the potential to disturb any neighbouring properties, given the location of the development and the lack of sensitive receptors adjacent to the site, the development is not considered to result in any adverse impacts on neighbour amenity through noise and disturbance.

The application has been considered by the Council's environmental protection section who have raised no objection to the development with regard to the generation of nuisance.

The proposal would not prove detrimental to neighbour amenity and the application accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

The application has been considered by the Council's highway engineers and National Highways, with a number of discussions taking place between the applicant, their highway consultants, National Highways and the Local Authority. As a result of these discussions additional supporting information has been provided.

With regard to the strategic highway network, no objection has been raised by National Highways. The roundabout that forms the application is not highway managed by National Highways as part of the Strategic Road Network.

With regard to the Local Road network, the application has been considered by the Council's highway engineers.

The Council engineers acknowledge the history relating to the site and the fact the fourth arm, as proposed through this application, was an accepted access point for the previously granted outline approval for the Lackenby site considered under R/2020/0820/ESM. The current application has come forward as a detailed standalone application rather than a reserved matters application due to the inclusion of land outside the original outline application site boundary.

To accommodate the fourth arm the roundabout requires upgrading with a suitable suite of mitigation measures to address the cumulative development traffic growth impact on the operation of the roundabout. Indicative mitigation measures, such as widening the roundabout to accommodate three lane entries and circulatory, were tested as part of the Transport Assessment for the Lackenby outline consent and showed betterment in the operation of the roundabout. This initial proposal forms the basis of this application, although no additional evidence has been provided in support of the application.

The Council engineers have therefore advised that they cannot comment with certainty that the proposal will be the most suitable and effective way of addressing future capacity issues any cumulative development proposals may have on traffic growth and on the operation of the strategic highway network.

It is however acknowledged that there are conditions on approved outline applications and further reserved matters applications which would consider highway capacity and operation and as a result any further cumulative impacts can be reviewed in subsequent applications.

The application, at this moment in time, creates betterment of the existing highway network and would not have a adverse impact in relation to traffic flows and capacity of the junction.

The principle of the development is therefore one that is considered to be acceptable subject to the conditions relating to; method of works statement, final details of construction and control of access of the forth leg. These conditions have been agreed with the applicant in advance of the report being finalised.

Comments have been received from PD Ports as a neighbouring land occupier. In their correspondence PD Ports have emphasised their continued support for the investment into the former steelworks site, however, there are concerns that the proposed development if not supported with appropriate mechanisms has the potential during construction to cause disruption to the adopted highway and traffic seeking to enter the PD Ports estate. In response to these comments, the applicants in a submission dated 21st February 2024, has given an undertaking to reassure PD Ports that;

...the applicant and the Local Highway and Planning Authority can ensure that appropriate measures are put in place and managed throughout the period of any works in order that there is no traffic disruption to the adopted highway network. This can be achieved through the imposition of a suitably worded planning condition requiring the submission and approval of a Construction Traffic Management Plan. This CTMP would manage construction traffic flow, vehicle and driver safety, workforce travel, temporary traffic management measures and highway asset protection in the vicinity of the works, thereby ensuring the safeguarding of existing road infrastructure. The proposals would be developed in close conjunction with the Local Highway Authority, based around a detailed Gant chart with key tasks, durations and milestones for all phases of the project. The use of a pre-commencement condition would ensure that all necessary traffic control measures are in place before any works commence on site. The CTMP would be an enforceable planning condition and the Local Planning Authority would have the ability to take enforcement action in the event that the works did not adhere to the methodology in the approved CTMP. With such measures in place there is no reason to consider that there will be an unacceptable impact on the operation of the highway network during the proposed roundabout improvements.

To reflect the above position from the applicant a condition has been agreed between the applicant and the Local Authority that requires a method of works statement to be provided. This condition delivers the undertaking stated by the applicant above with regard to a Construction Transport Management Plan, with the method of works condition requiring details including but not limited to; routing of construction traffic, including signage where appropriate;

arrangements for site compound and contractor parking and details of any road/footpath closures as may be required.

The application subject to the imposition of the conditions detailed above raises no issues in terms of highways safety and would be a benefit to the wider network. The proposal accords with policies SD4, TA1 and TA2 of the Local Plan.

The impacts on drainage

The application has been considered by the Council as Local Lead Flood Authority.

Drainage would continue to be provided within the highway network. The LLFA have highlighted that notwithstanding the information within the submitted FRA, the site within the red boundary area historically and currently still floods from the north of the site and discharges onto Tees Dock Road flooding the highway and closing the road during extreme weather events. It is therefore considered that while the principle of the development is one that is accepted, the LLFA would request conditions to provide further details of the proposed and existing drainage network and how surface water will be managed through the development. The proposed conditions have been agreed with the applicant in advance of the application being determined.

The application subject to the conditions outlined above is considered to accord with policy SD7 of the Redcar and Cleveland Local Plan.

Other matters

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

The application has been considered by the Council's archaeology consultant (NEAR). The advice offered by NEAR stated that while the application site falls outside of the neighbouring 'Lackenby' site which benefits from outline planning permission, however the development does not appear to include any areas of land outside the existing highway which may contain archaeological remains of significance. It is therefore considered that no conditions are required for archaeological mitigation in respect of the proposed development. The development is therefore considered to comply with Policy HE3 of the Redcar and Cleveland Local Plan

The works proposed raise no issues in terms of ecology due to the location and nature of the proposed development. The application pre-dates the need for mandatory bio-diversity net gain (BNG) as the application was submitted before 12 February 2024.

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

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The application involves the remodelling of the existing highway network to provide additional capacity and additional means of access to future development sites.

The application raises no issues in terms of neighbour amenity, crime prevention, ecology or flood risk. Matters relating to highway safety have been considered by both National Highways and the Council's highway engineers. The development does not raise any highway safety concerns.

A number of conditions are proposed by consultees. These have been agreed with the applicant in advance of the report being finalised.

The proposal accords with policies SD1 (Sustainable Development), SD2 (Locational Policy), SD3 (Development Limits), SD4 (General Development Principles), LS4 (South Tees Spatial Strategy), ED6 (Promoting Economic Growth), HE3 (Archaeological Sites and Monuments), TA1 (Transport and New Development) and TA2 (Improving Accessibility Within and Beyond the Borough)

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. R-SD-10.00) received by the Local Planning Authority on 28/11/23

Proposed Site Plan (Dwg No. R-SD-10.02) received by the Local Planning Authority on 28/11/23

Preliminary Layout Plan (Dwg No. 279257-ARP-15-XX-DR-CH-0101) received by the Local Planning Authority on 29/11/23

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

3. 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;
- f) Measures to prevent public access to the fourth leg until an appropriate time; and,
- g) 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 it relates to the submission of a 'method of works' which need to be approved, prior to any development commencing to ensure that the development is carried out in an appropriate manner.

4. The development hereby approved, shown in principle on drawing ref: '1846-THE-R-SD-10.02 Rev – Site Plan Proposed', shall not be constructed unless and until detailed design drawings have been submitted and approved in writing by the local highway authority.

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

5. Unless otherwise agreed in writing with the Local Planning Authority, the area shown as purple hatching on drawing "23D33-SYS-HGN-TRK_Z0-DR-CH-01-P01 Options Master June-015" received by the Local Planning Authority on 14/06/24 shall not be brought into use, other than for purposes highlighted in the method of works statement.

REASON: In the interests of free flow of traffic and safety of highway users having regard for Local Plan Policy and NPPF.

6. 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 (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. 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.

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

(i) Restriction of surface water greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm.

(ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.

(iii) Full Micro Drainage design files (mdx files) including a catchment plan

(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.

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

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

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

9. The development shall not be brought into first use 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.

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.

INFORMATIVES

- (1) The applicant is advised that prior to the commencement of works on site they should contact the Highway Authority (07966 659 107), with a view to preparing the necessary drawings and legal work required for the formal adoption of the new highway layout. The S38 / 278 Agreement should be in place prior to the commencement of works on site.
- (2) The design of the roadworks shall include the details of fencing, barriers, and signage to restrict access to land off adopted highway.