

## REGULATORY COMMITTEE

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Wednesday, 26 June 2024

### REGULATORY COMMITTEE

A meeting of the Regulatory Committee was held on Wednesday, 26 June 2024 at the Civic Centre, Ridley Street, Redcar, TS10 1TD.

**PRESENT** Councillor S Smith (Chair)  
Councillors M Fletcher, M Head, I Hart, S Martin,  
P Thomson and V Rider

**OFFICIALS** E Dale, E Garbutt, C Griffiths, C Laing,  
M Lawton and R Meadows.

**IN ATTENDANCE** Councillor Hunt

#### APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors R Clark, J Neal, M O'Donoghue, L Pallister, C Quartermain and J Thompson.

148 **DECLARATIONS OF INTEREST**

149 **TO CONFIRM THE MINUTES OF THE MEETING HELD ON 30 MAY 2024**

**RESOLVED** that the minutes of the meeting held on 30 May 2024 be confirmed and signed by the Chair as a correct record subject to the following amendment:-

Councillor Thomson requested that in relation to the enforcement schedule 2 Pearl Street Saltburn members be provided with correspondence which details the change in policy regarding enforcement,

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

**RESOLVED** that the attendance matrix be noted.

151 **R/2021/0642/RT BOUNDARY FENCE TO FRONT AND SIDE 27 WILTSHIRE ROAD SKELTON**

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

Members debated the application and made the following comments:-

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- Could we be reminded of the maximum height of a fence permitted on a boundary?
- Any information as to why the fence was erected before planning permission was granted?
- Would like to see the posts cut down so that the trellis can not be re-instated;
- Note the residents comments regarding vehicles and visibility but having visited the site the narrowness of the road and the presence of parked cars would make it very difficult for any vehicle to speed;
- The reduced height of the fence has improved visibility at the junction;
- There was a similar fence on Dorset Road;
- Would be improved by being painted.

Following the debate members resolved to grant planning permission subject to the following conditions:-

1. The fencing hereby approved shall not be altered in height or material from the details as shown in the photographs taken on the 15<sup>th</sup> February 2024 (copies attached to the decision notice).

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

2. The fence hereby approved shall be painted a dark brown colour and the posts reduced to the same height of the fence boards on the relevant post within six months of the date of this approval.

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.

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**R/2024/0081/FF PROVISION OF STORAGE CONTAINER ON EXISTING CAR PARK FOR USE AS COFFEE KIOSK (CLASS E(B)) ST HILD CAR PARK MARINE PARADE SKINNINGROVE**

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

The applicant was present and made the following comments:-

- More information had been provided since the last meeting;
- The Ward Member had spoken at the last meeting with concerns about the impact on the local area and the community hall however it was the intention to add to Skinningrove not to take away;
- No hot food would be served;
- The cabin would occupy a small space;
- Would be prepared to clean up the area;
- A lot of people had been encouraging.

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Members questioned the applicant on the following points:-

- Have you looked at other sites within the village?
- Why was it necessary to be on the car park;
- Had other positions in the car park been considered;
- Apart from hot drinks what other refreshments would be served?
- Why Skinningrove?
- A photograph of the cabin had been supplied however had it been designed specifically for you or was it bought off the shelf?
- Were you aware that the area was on the Heritage Coast and that it needed to be in keeping with the area?
- Was the cabin permanently fixed as the Ward Member had previously had concerns regarding access to the Northumbrian Water site;

Members debated the application and made the following comments:-

- The application needed to be considered against Policy N1 due the nature of the asset and the fact that the application was for a permanent feature;
- The land was not adopted;
- A Street Café Licence was not relevant;
- Uncomfortable with agreeing to impose upon a facility which is a car park;
- Car parks were a limited resource in tourist areas;
- Changing the use of a car park into a refreshment area;
- The applicant had not considered other sites;
- Do not think with all the caveats that it was a pertinent policy to restrict access to the Heritage Coast;
- Establishing a principle of allowing catering establishments on the Heritage Coast was not the right step,
- According to the applicant there were already 3 caravans parked on the car park so did not think this cabin would make much difference;
- Should encourage small businesses;
- The applicant had met with officers to discuss their requirements before proceeding with the application;
- The cabin looked nice;
- The argument that the cabin would take up 3 spaces was not relevant bearing in mind the size of the car park;

Following the debate members resolved 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.

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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 (2024.016\_B1) received by the Local Planning Authority on 20/02/2024

Existing and proposed site plan (2024.016\_B2) received by the Local Planning Authority on 20/02/2024

Proposed plans and elevations (2024.016\_B3) received by the Local Planning Authority on 20/02/2024

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

3. Prior to the development being brought into permitted end use, a scheme which outlines details of sound attenuation for the generator shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be retained and maintained in accordance with the approval thereafter.

REASON: In the interest of neighbour amenity.

4. Prior to the development being brought into permitted end use, a scheme which outlines details of waste collection, storage and disposal shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in accordance with the approval thereafter.

REASON: In the interest of neighbour amenity.

153 **R/2023/0799/FFM 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 LAND ON THE EXISTING CARRIAGEWAYS A66/A1053 ROUNDABOUT TEES DOCK ROAD GRANGETOWN**

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

Members sought questions of clarification around the following matters;

- Had all landowners been consulted and if so, were there any representations from landowners other than highways;
- Was there a requirement for remediation measures within the conditions relating to funding?
- Was there any Section 106 Agreement in place due to the

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- disruption to the environment and losing part of the infrastructure;
- Whilst we have heard that the proposal would not trigger a Section 106 Agreement were there no requests regarding the effect on the environment;
- If this application were approved would it meet the requirements of the transport hub;
- Were there any figures that demonstrated that this was a bottleneck;
- Were we gaining as a Local Authority from changes to this roundabout;
- Any future development may result in further changes being required.

The applicant present made the following comments;

- The applications falls out of the approval for the Lackenby site and will add to capacity;
- All development was either in Tees Valley ownership or was adopted highway.

Members questioned the applicant on the following points:-

- If approval were not to be granted what would be the alternative route to the site?
- Why proceed with the application now when there would be other developments on that site;
- Would doing the alterations now would future proof the site;
- Are you confident the changes will apply before the transport hub is developed and that these changes will deal with that development;
- What provision if any, had been made for cyclists.

Members debated the application and made the following comments:-

- The development was looking to the future and if the application were not to be approved it would simply divert traffic elsewhere;
- It was essential that the infrastructure was in place to allow Tees Works development to proceed at a pace;
- Support in principle if the issue of flooding were to be addressed;
- Disappointed that there was no provision to contribute to the negative effect which would inevitably occur due to the destruction of the curtilage;
- The environment should not be sacrificed for industrial development purposes;
- The application was within development limits and would improve the highway network;
- The A66 was a busy road and the current road layout was

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- confusing;
- The Local Authority are gaining as we would have had to improve the roundabout;

Following the debate members resolved 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.

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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:

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- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

### (b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

### (c) Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

### (d) Reporting of Unexpected Contamination



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

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.

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**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.

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- 154 **R/2023/0800/00M/ OUTLINE APPLICATION (ALL MATTERS RESERVED) FOR TRANSPORT HUB COMPRISING CAR AND HGV PARKING AREAS; RE-FUELLING STATION; BUS STOPS; SECURITY AND AMENITIES BUILDINGS; ACCESS ROADS, ASSOCIATED FACILITIES AND LANDSCAPING WORK LAND NORTH OF THE A1053/A66 TEES DOCK ROAD ROUNDABOUT AND SOUTH OF FORMER LACKENBY WORKS**

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

Members sought clarification around the following matters;

- Have you any idea of the timescales for the reserved matters application;
- Would like to see the reserved matters application come to committee;
- Cannot see details of the proposed delivery of the infrastructure?
- Cannot see any reference to EV charging points?
- Where was the recognition of climate change and renewable energy provision;
- Had the recommendation from Cleveland Police seeking Secure by Design been included?
- There was a request for a Travel Plan to be prepared;
- How had contamination on the eight sites been addressed?
- Would this development trigger a Section 106 Agreement;

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

- The travel hub was a complementary offer to the parking facility at Steel House;
- It would provide HGV parking;
- The development would include Secure by Design, renewables and EV charging points;
- Tees Works were committed to using local workforce.

Members questioned the applicant on the following points:-

- What discussions had taken place with local organisations regarding biodiversity;
- Would surface water and water used on the site be contained within the site?
- Why were there so many parking spaces provided when this was one of two parking facilities?

Members debated the application and made the following comments:-

- In favour of HGV parking as they currently had to park off site;

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- 150 HGV spaces which could be controlled;
- This proposal was essential for the future development of the Tees Works site and brought back into use a piece of derelict land.

Following the debate member resolved to grant Planning Permission subject to the following conditions:-

1. Details of the access, appearance, landscaping, layout and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To reserve the rights of the Local Planning Authority with regard to these matters and required to be imposed pursuant to Sections 91 and 92 of the Planning & Compulsory Purchase Act 2004.

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

REASON: Required to be imposed pursuant to Sections 91 and 92 of the Planning & Compulsory Purchase Act 2004.

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

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

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

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

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

6. Prior to the first use of the development, hereby approved, boundary walls and fences shall have been erected in accordance with a scheme that has first been submitted to and agreed in writing with the Local Planning Authority. The boundary walls and fences shall thereafter be maintained unless the express consent of the Local Planning Authority is given.

REASON: To ensure that any boundary treatments would accord with policy SD4 of the Redcar and Cleveland Local Plan by respecting the character of the site and the surroundings and raising no significant adverse impact on neighbouring occupiers.

7. No development shall take place until a Construction Environmental Management Plan (CEMP) for the development has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall set out and include the following details:

- i The method to be used to control the emission of dust, noise and vibration from construction works, including any details of any mitigation measures required;
- ii Measures to control the deposit of mud and debris on adjoining public highways
- iii Site fencing and security
- iv Temporary contractors' buildings, plant, storage of materials, lighting and parking for site operatives
- v The use of temporary generators
- vi The arrangement or turning of vehicles within the site so that they may enter and leave in forward gear
- vii A risk assessment of construction activities with potentially damaging effects on local ecological receptors including any measures to protect those receptors during construction
- viii Roles and responsibilities for the implementation of the CEMP requirements and measures.

REASON: In the interest of neighbour amenity, highways safety and protection of sites of ecological value in accordance with policies SD4 and N4 of the Redcar and Cleveland Local Plan.

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

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relate to site preparation.

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

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

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried in accordance with the approved programme of work, 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.

10. 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:

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- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

### (b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

### (c) Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

### (d) Reporting of Unexpected Contamination

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

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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.

11. 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



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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.

12. 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.

13. The development shall not become operational 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.

14. Any subsequent application for Reserved Matters consent that seeks approval for 'access' and/or 'layout' shall include evidence that the submitted layout plans have been developed, whilst having regard to the requirement to provide access to, through and from the site to those not using motorised vehicles, i.e. by foot and cycle. The submission shall demonstrate that the development makes reasonable endeavours to provide links and all reasonable opportunities have been taken to provide appropriate links. The

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submission shall include full details of the links and routes, including surface materials, levels and associated infrastructure e.g. lighting.

REASON: To ensure that the site is attractive to users, other than those using motorised vehicles, in the interests of sustainability and inclusivity.

15. Prior to the development first coming into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved Travel Plan, unless otherwise agreed in writing.

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

16. Any subsequent application for Reserved Matters consent that seeks approval for 'access' and/or 'layout' must be accompanied by a highway capacity assessment setting out the forecast with development peak hour operation (For the purposes of interpreting 'peak hour': 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) and two way vehicle trips at the A1053 (Greystone Road) / A1085 (Trunk Road) [NZ556209] and A174 / A174 / A1053 (Greystone Road) / High Street [NZ568193] from the proposed development, for approval by the Local Planning Authority.

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

17. All traffic impact assessments submitted to the Local Planning Authority pursuant to condition 15 shall identify the extents of off-site highway works required to cost effectively mitigate to an acceptable degree the effects of the development on the operation of the highway network. Unless otherwise agreed in writing the development hereby approved shall not become operational unless and until the aforementioned highway works have been implemented to the satisfaction of the Highway Authority.

REASON: To ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, are cost effectively mitigated to an acceptable degree.

18. No development pursuant to this permission shall become operational until a scheme for monitoring traffic generated by the

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development at A1053 (Greystone Road) / A1085 (Trunk Road) [NZ556209] and A174 / A174 / A1053 (Greystone Road) / High Street [NZ568193] 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 potential future highway improvements.

19. Prior to the commencement of development, a construction traffic management plan shall be submitted to and agreed in writing with the Local Planning Authority. The scheme hereby approved shall then be implemented in accordance with the construction traffic management plan unless first agreed in writing with the Local Planning Authority.

REASON: To ensure that the development does not have an adverse impact on the highway network in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

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

20. 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 34.6 Biodiversity and 0.98 River 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.

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## **DELEGATED DECISIONS**

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

A Member requested that Saltburn Ward Members be provided with the

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narrative associated with the application at 32 Eden Street Saltburn.

**:-NOTED.**

156 **APPEAL INFORMATION**

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

**:- NOTED.**

157 **ENFORCEMENT SCHEDULE**

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

A Member expressed concern regarding the resources made available for enforcement and stated that any backlog should be addressed.

**:-NOTED.**