

# Redcar and Cleveland Borough Council

## Planning (Development Management)

APPLICATION NUMBER: R/2020/0283/PND  
LOCATION: FORMER BRITISH STEEL WORKS SITE  
NORTH OF BOLCKOW INDUSTRIAL ESTATE  
GRANGETOWN  
PROPOSAL: PRIOR APPROVAL FOR DEMOLITION OF  
LOCOMOTIVE REPAIR SHED; OXYGEN PLANT  
TANKS AND BUILDINGS

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### APPLICATION SITE AND DESCRIPTION

The Grangetown Prairie site is approximately 60 hectares in size and forms part of the wider South Tees Development Corporation site.

The buildings proposed for demolition are located within the Prairie site and away from public access. They have a combined floorspace of 1,115 sqm and comprise a former locomotive repair shed and oxygen plant tanks and associated buildings. The buildings have become redundant and obsolete and, therefore, are proposed to be demolished to make way for redevelopment in the future.

### PROPOSAL

The application seeks prior approval to demolish a locomotive repair shed; oxygen plant tanks and buildings former British Steel works site north of Bolckow Industrial Estate Grangetown. The applicant has provided the following description in a supporting letter outlining the works that are intended to take place.

*All demolition works shall be carried out in accordance with the BS Code of Practice for Demolition BS6187.*

*All work shall conform with all relevant legislation, and in particular legislation dealing with health and safety, safe access, safe places of work, hazardous substances and protection of species.*

*As set out in the accompanying Demolition Method Statement, the outline sequence of works to be undertaken by an appointed contractor is expected to be:*

- *Full asbestos survey to be carried out on the existing structures;*
- *Removal of asbestos identified in the asbestos report;*
- *Erection of temporary 2-metre-high security fencing with warning signs for the works;*
- *Clearance of low-level vegetation, old industrial waste and rubbish;*

- *Hazards such as voids and manhole covers to be highlighted and cordoned off with metal pins, rope and draw cord;*
- *Isolation of existing services – electricity, gas, water and telecoms and confirm the decommissioning of the oxygen tanks;*
- *Demolition of the former locomotive repair shed;*
- *Removal of the materials and palisade fencing around the oxygen tanks and erection of a temporary 2- metre-high security fence around the perimeter of the work area;*
- *Removal of the tanks and demolition of the supporting structure and the adjacent brick and concrete regulator house; and*
- *General levelling of the site to existing site contours.*

The application has been supported by Demolition Method Statement as required by legislation which sets out the detail of the proposed demolition scheme. The applicant has again provided a short summary of the key points relating to the proposed demolition works within the supporting letter.

- 1. Old cladding will be removed using a cordless grinder, with mobile elevated work platforms (MEWPs) to be used to access areas up a height;*
- 2. Steel work demolition work will be done using a mounted shear attachment for the excavator;*
- 3. Brickwork will be pulled down using a selector grab attachment to the excavator. Small sections of the wall be removed using a shearing technique;*
- 4. Dust suppression will be used at all times during the demolition of any brickwork or concrete structures. This will be in the form of a sprinkler head directed at the work area. In situations where sprinklers are ineffective, mist atomiser cannons will be used to create a blanket over the work area; and*
- 5. A crane will be used to remove the oxygen tanks.*

## **CONSIDERATION OF PLANNING ISSUES**

The proposal to demolish the vessels and associated pipework falls within the definition of Schedule 2 Development as specified in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, but the demolition is not considered to result in significant environmental effects, due to the location of the structures to be demolished with the significance not being beyond the local area.

Prior Approval for demolition deals only with the method of demolition and the after care of the site and this issue is examined below.

The proposed structures to be demolished are considered to be in a visually non prominent location surrounded other industrial buildings and structures. While the demolition and clearance of the site will leave an empty part to the site, it is considered that their removal would not have a significantly detrimental impact upon the surrounding area either with regard to general amenity or visual appearance and will allow for future development of this site and the wider STDC site.

Contact has been made with Natural England with regard to any impacts on the ecology from the demolition. Advice has been given that based on the information provided there is no objection to the works.

The proposed method of demolition and retention of the site thereafter is considered to be acceptable given the location of the site and the potential development that will take place at the site in future years.

### RECOMMENDATION

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

PRIOR APPROVAL NOT REQUIRED

Case Officer	
Mr D Pedlow	Principal Planning Officer
<i>David Pedlow</i>	1 July 2020

Delegated Approval Signature	
Claire Griffiths	Development Services Manager
<i>Claire Griffiths</i>	06/07/2020