



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Simon Boyle (Regional Director)
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To: Redcar and Cleveland Borough Council, FAO David Pedlow

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: R/2020/0820/ESM

Location: LAND BOUNDED BY TEES DOCK ROAD TO EAST BOLCKOW ROAD INDUSTRIAL ESTATE TO SOUTH EAST ESTON ROAD AND VACANT LAND TO WEST DARLINGTON & SALTBURN RAILWAY LINE TO NORTH WEST.

Proposal: OUTLINE PLANNING APPLICATION FOR DEVELOPMENT OF UP TO 139,353 SQM OF GENERAL INDUSTRY AND STORAGE OR DISTRIBUTION FACILITIES WITH OFFICE ACCOMMODATION, HGV AND CAR PARKING, WORKS TO WATERCOURSE INCLUDING REALIGNMENT AND ASSOCIATED INFRASTRUCTURE WORKS,.

National Highways Ref: 90350

Referring to the consultation on a planning application dated **22 January 2021** referenced above, in the vicinity of the **A19, A66, A174 and A1053** that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

d) recommend that the application be refused (see reasons at Annex A)

Highways Act 1980 Section 175B ~~is/is not~~ relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 8 March 2022
Name: Chris Bell	Position: Planning Manager
National Highways 2 City Walk, Leeds LS11 9AT	

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Condition(s)

25. Prior to the commencement of any development, a Stage 1 Road Safety Audit in accordance with DMRB GG119 (including a completed Road Safety Audit Decision Log) relating to the proposed highway improvement works at A1085/Trunk Road and A1053/Greystones Road roundabouts shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The development shall be carried out in accordance with the approved detail.

REASON: To ensure that off-site highway works are designed to an appropriate standard, in the interests of highway safety.

26. Unless the same (or substantially similar) has already been submitted to and approved in conjunction with any of the applications considered under the following reference numbers R/2020/0819ESM, R/2021/0821/ESM, R/2020/0822/ESM,

¹ Where relevant, further information will be provided within Annex A.

R/2020/0823/ESM or committed through any other means no development shall be allowed pursuant to this permission until detailed design of each of the following road improvements has been submitted to and approved by the Local Planning Authority;

a) Greystones roundabout as indicated on plan ref. 279257-ARP-XX-XX-DR-CH-0102;

b) A1085 Trunk Road roundabout as indicated on plan ref. 279257-ARP-XX-XX-DR-CH-0101; and

c) Tees Dock Road at the roundabout junction with the A66 as indicated on plan ref. 79257-ARP-XX-XX-SK-CH-0007

REASON: To ensure that offsite highway works are designed to an appropriate standard, in the interests of highway safety and capacity.

27. All reserved matters applications seeking approval of 'scale' and 'layout' must be accompanied by a transport impact assessment setting out the predicted peak hour (as defined in condition 29) two way vehicle trips at the A1053 (Greystone Road) / A1085 (Trunk Road) [NZ556209] and A174 / A174 / A1053 (Greystone Road) / High Street [NZ568193] from the development proposed by that application, for approval by the Local Planning Authority in consultation with Middlesbrough Council and National Highways.

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

28. All traffic impact assessments submitted to the Local Planning Authority pursuant to condition 27 shall be accompanied by a scheme that sets out the extent of the works covered by condition 26 that need to be undertaken to address the effects of that development, together with the cumulative effects (predicted or as a result of monitoring as the case may be) of all development with reserved matters approval or have been carried out pursuant to applications listed in condition 26. The scheme shall also set out the programme for delivery of those works and the costs and responsibilities for those works. No development shall take place until that scheme has been approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with that approved scheme.

REASON: To ensure that offsite highway works are designed to an appropriate standard, in the interests of highway safety and capacity.

29. No development pursuant to this permission shall be allowed unless the predicted peak hour two way movement trips approved under condition 27, in combination with those trips already approved pursuant to all reserved matters approvals in relation to each of applications listed in Condition 26 or as the case maybe, if those development have already been carried out in part or in whole, the appropriate adjustment to reflect actual trips identified from each of those development pursuant to monitoring of their trip generation, is equal to or less than:

Junction	AM peak hour two-way vehicle trips	PM peak hour two-way vehicle trips
A1053 (Greystone Road) / A1085 (Trunk Road) [NZ556209]	983	858
A174 / A174 / A1053 (Greystone Road) / High Street [NZ568193]	462	397

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.

30. No development pursuant to this permission shall be occupied until a scheme for monitoring traffic generated by the 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 necessary highway improvements.

31. Reserved matters approval will not be granted for any scale of development that, when measured cumulatively with development committed this planning permission or pursuant to permissions referred to in Condition 26, would result in vehicle movements that exceeds the numbers at each junction as set out in the table within Condition 29 unless a transport impact assessment has been submitted to and approved by the Local Planning Authority, in consultation with Middlesbrough Council and National Highways, which demonstrates that additional trips generated above that identified in the table in Condition 29 is capable of being mitigated. Any required scheme(s) of mitigation shall be set out in an agreement entered into with the Local Planning Authority, that confirms the design, costs, responsibilities and programme for the delivery of the mitigation works. Thereafter the mitigation works shall be delivered in accordance with the agreed programme.

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