

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER: R/2022/0355/FFM
LOCATION: LAND AT SOUTH BANK OFF TEES DOCK
ROAD SOUTH BANK
PROPOSAL: ERECTION OF INDUSTRIAL FACILITY (USE
CLASS B2/B8), ASSOCIATED STRUCTURES,
HARDSTANDING AND LANDSCAPING WORKS

APPLICATION SITE AND DESCRIPTION

Permission is sought for the erection of 18,314.7sqm of B2/B8 floorspace. The proposed development relates to the mono-pile manufacturing plant for the applicant SeAH which is also being consented under application R/2022/0343/ESM.

The proposed development site forms part of the wider South Bank outline approval site which is 174ha of brownfield industrial land. The site had previously been occupied by iron and steel industries. The proposed overall development site for the SeAH development comprises 36.42 hectares in total, of which the majority (30.59 hectares) lies within the area covered by the 2020 outline consent. However an area of land (5.83 hectares) required lies outside of the area consented under R/2020/0357/OOM and this is the area of land in question that is the subject of this application.

There are other smaller structures across the site however these are not of a scale the size of the main building detailed above.

The current application is however only seeking permission for a proportion of this development including 18,314.7sqm of B2/B8 Floorspace, associated plant, creation of hardstanding and landscaping works. This section of the development is to the southern end of the overall development plot.

The application has been accompanied by a suite of proposed plans including elevations, floor plans and landscaping details. The following technical documents have also been submitted in support of the application;

- Covering letter
- Design and Access Statement
- Enabling earthworks and remediation strategy
- Transport briefing note
- Shadow Habitats Regulations Assessment

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
SD7 Flood and Water Management
LS4 South Tees Spatial Strategy
ED6 Promoting Economic Growth
N1 Landscape
N2 Green Infrastructure
N4 Biodiversity and Geological Conservation
TA1 Transport and New Development

OTHER POLICY DOCUMENTS

South Tees Area Supplementary Planning Document

Developer Contributions Supplementary Planning Document

PLANNING HISTORY

R/2020/0357/OOM Outline planning application for demolition of existing structures on site and the development of up to 418,000 sqm (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 other than access
Approved 03/12/2020

R/2021/0465/FFM Erection of 3,396sqm of b2/b8 floorspace including waste storage area, installation of sprinkler tank and associated plant, creation of hardstanding and landscaping works
Approved 10/09/21

R/2021/0473/ESM Reserved matters application for 76,200 sqm floor space following approval of outline planning permission R/2020/0357/OOM
Approved 10/09/21

R/2022/0343/ESM Application for the approval of reserved matters, namely appearance, landscaping, layout and scale in respect of a Class B2 manufacturing unit with ancillary offices, parking, servicing, and landscaping

following approval of outline planning permission R/2020/0357/OOM Awaiting Determination

R/2022/0475/NM Non-material amendment of condition 3 of planning permission R/2020/0357/OOM to substitute approved parameter plan and increase maximum development height from 46m to 50m and reduce maximum floorspace from 418,000sqm to 397,623sqm Approved 14/06/22

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 written response has been received from PD Ports raising the following comments summarised in their letter;

- Highway safety and traffic generation intend through the private road within Teesport Estate
- Lack of highway safety and traffic generation assessments where access is not acceptable through the private roads belonging to PD Teesport but instead directly onto the public highway network
- Consideration of wider transport impacts
- Landownership issues relating to works that have been carried out
- Do support the SeAH development providing access to the site via Dockside Road roundabout

Northumbrian Water

At this time the planning application does not provide sufficient detail with regards to the management of foul and surface water from the development for Northumbrian Water to be able to assess our capacity to treat the flows from the development. We therefore request the following condition:

CONDITION: Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

HSE

Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Network Rail

No objection in principle to the development

Natural England

No objection

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

National Highways

Recommend that conditions should be attached to any planning permission that may be granted.

Recommended Condition(s)

The development hereby approved shall not provide more than (a) 20,371.7sqm of floorspace (Gross Internal Area) and (b) any amount of floorspace which when added to that provided pursuant to planning permission R/2020/0357/OOM gives a total which exceeds 418,000sqm (Gross Internal Area), unless evidence is submitted to and approved by the local planning authority (in consultation with National Highways) that any additional floorspace above these stated amounts is acceptable in respect of the safe and efficient operation of the highway network.

Reason

To ensure that the A174 & A1053 continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of road safety.

Environment Agency

No objections to the proposed development provided the following CONDITION is imposed on the granting of permission:

Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason(s)

To protect the water environment and to minimise pollution.

Cleveland Police ALO

In relation to this application, I recommend applicant contact me for any advice, guidance I can offer in relation to designing out opportunities for crime

and disorder to occur. This includes advising on Police preferred standards of Boundary Treatments, Appropriate Lighting, CCTV, Alarms, Physical Standards of Doors, Windows, Roller Shutters, Cycle Parking to name some.

NEAR

The developments both fall within the area covered by the written scheme of investigation R/2020/0357/OOM entitled 'South Bank, Redcar Teesworks' by Prospect Archaeology (Report Number: LIC02.03, January 2022), the WSI, prepared in relation to development permitted under reference R/2020/0357/OOM). (The land within that application, is depicted on drawing number 1355-TM-SB-SD-00.00 (Location Plan) (submitted with application R/2020/0357/OOM)).

For R/2022/0343/ESM and R/2022/0355/FFM therefore sufficient archaeological mitigation will be provided if (where relevant) the works and other matters specified in the WSI are carried out as required by the WSI in relation to those applications.

For the reserved matters approval (application (a) above), this can be achieved by noting that compliance with the agreed WSI must take place pursuant to the original archaeological condition attached to permission R/2020/0357/OOM. For any permission granted under reference R/2022/0355/FFM a condition could be attached providing that any relevant part of the WSI still to be complied with (at the date such permission is granted) must be complied with as set-out in the WSI and as required by condition 14 of planning permission R/2020/0357/OOM.

Redcar and Cleveland Borough Council (Local Lead Flood Authority)

The LLFA have reviewed the information submitted and would advise that at this stage there is insufficient information in order to fully assess the disposal of surface water. As such the LLFA would require the following standard 1, 2 & 3 conditions, the LLFA further confirm that they would have no objection to the information being submitted via CEMP, although all elements prescribed within the conditions is detailed in any future submission.

1. 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.

2. 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.

3. The development shall not be occupied 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.

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance)**

I have considered this application in terms of noise, dust and vibration from the construction phase of the proposed development, which has the potential to affect the amenity of the area and neighbouring properties. I note that the applicant has detailed in the Remediation Strategy Report, that a Construction Phase Environmental Management Plan will be submitted as part of the proposal, which will include measures to control and monitor: noise, dust, and vibration from the development.

Further I have also considered this application in terms of operational noise from the site once the development is complete, should permission be granted. Having reviewed the documentation submitted, there is little information submitted regarding operational site noise and the effect that this may have on the amenity of neighbouring properties.

In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:

- The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.

REASON: In the interest of neighbour amenity

- Prior to commencement of construction, a CEMP shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide the following;*
 - i) The parking of vehicles for site operatives and visitors;*
 - ii) Loading and unloading of plant and materials;*
 - iii) Storage of plant and materials used in constructing the development;*
 - iv) The erection and maintenance of security hoarding including decorative displays;*
 - v) Wheel washing facilities;*
 - vi) Methods of demolition;*
 - vii) Measures to control the emission of noise dust and vibration during the construction period.*
 - viii) A scheme for recycling/disposing of waste resulting from demolition and construction works.*

REASON: To protect the amenity of nearby residents and in the interests of highway safety.

- Provide a noise impact assessment, to be carried out by a competent person in accordance with all relevant guidance and standards and of sufficiently robust design to suitably identify any noise/potential noise*

issues associated with the development. Should the assessment identify that noise may detrimentally impact on residents, then a noise management plan must be provided stating the noise mitigating practices/equipment which is proposed to be installed/implemented.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

Redcar and Cleveland Borough Council (Planning Strategy)

The application seeks outline permission for erection of an industrial facility (use class B2/B8), associated structures, hardstanding and landscaping works.

Policy LS4 of the Redcar and Cleveland Local Plan supports the delivery of significant economic growth and job opportunities in this area and also recognises that the Council will support its regeneration through implementing the South Tees Area SPD.

Policy ED6 of the Redcar & Cleveland Local Plan states that specialist uses, such as heavy industries, will be focussed upon areas including land at South Tees. In these areas, proposals falling within B Use Classes and other suitable employment related sui generis uses will be supported. Policy ED6 states that proposals at South Tees which positively contribute to growth and regeneration will be supported. It is therefore considered that the proposal would be an appropriate use in accordance with Policy ED6.

The proposal should be well designed in accordance with policy SD4 including taking opportunities available to improve the character and quality of the surrounding area; be sustainable in design and construction; not increasing flood risk; and avoiding impacts on the environment and biodiversity.

Redcar and Cleveland Borough Council (Natural Heritage Manager)

No objections

Redcar and Cleveland Borough Council (PROW)

No objection

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 impacts on contamination and nuisance
- The impacts on ecology

The principle of development

The site application site is located within the development limits identified within the Redcar and Cleveland Local Plan Policies Map. The development of the site for B2 and B8 is considered to comply with Policy SD3 of the Local Plan as was the case when the neighbouring land was considered through the outline application.

Policy LS4 of the Redcar and Cleveland Local Plan supports the delivery of significant economic growth and job opportunities in this area and its regeneration through implementing the South Tees Area SPD. The current application forms part of the wider development which involves the first Reserved Matters development following the outline approval and the proposed operations are considered to meet the aims of Policy LS4

Policy ED6 allocates the land for specialist uses and states that proposals falling within Use Classes B1, B2, B8 and suitable employment related sui-generis uses will be supported. The proposed development is, therefore, supported by the Local Plan and there are no objections to the principle of development.

It is therefore considered that taking the above into consideration and the granting of outline planning permission on the neighbouring site that this scheme will form part of, that the principle of the proposed development on this site is one that has been previously established as one that is acceptable.

The proposed development is therefore considered to comply with national policy set out in the NPPF and policy SD3 LS4 and ED6 of the Redcar and Cleveland Local Plan.

The impacts on the character and appearance of the area

The application site, as detailed earlier in the report, is situated within the wider Teesworks site. The location of the site and the prevailing built form is industrial with a number of buildings and structures of significant scale in the surrounding area, with on-going works relating to demolition and remediation to establish suitable build platforms across the wider Teesworks site also currently taking place.

The proposed development includes a proportion of the larger building at the wider development. The proposed development would consent the southern element of the building that falls within the application site and will tie in to the wider development being sought through the Reserved Matters submission.

In assessing the current application consideration has been given to the assessment within the neighbouring outline approval which was supported by

a Landscape and Visual Impact Assessment that was based on the assumptions set out in the parameters plan, including floor area and maximum height of buildings. It is noted that changes have been approved to the Parameters Plan through a recent application. The changes to the parameters plan permit a maximum development height of 50.0m, which the proposed development is considered to sit within. The proposed development, although not constrained by the terms of the outline approval is being built within the parameters of the outline application to complete the overall development being sought. It is therefore considered the change to the appearance of the site from the development being sought is not one that will have an adverse impact.

It is acknowledged that the proposed buildings are of a significant scale with the main facility building having a floor area within the application site c. 18,314sqm with heights of up to c. 40m. However it is acknowledged that the current application is only seeking a proportion of the overall building/development at the site. Notwithstanding the quantum of the proposed development, given the location of the site, the industrial/commercial nature of the surrounding area and the scale of existing buildings and structures, the proposed development relating to the buildings is not considered to have an adverse impact on the character and appearance of the local area.

The application also seeks consent for a large area of hardstanding to the south of the buildings. While this area of hardstanding is significant, it is necessary for the operational needs of the developer. Given the location of the development areas of hardstanding of this scale are not uncommon and is therefore not considered to have an adverse impact on the character and appearance of the area.

The proposed development would respect the character of the site and the surroundings and the application accords with National Policy in the NPPF and policy SD4 (b)(i)(j) and (k) of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

The application site, as detailed earlier in the report, is situated within the wider Teesworks site. There are therefore currently limited neighbouring commercial occupiers that would be impacted upon by the scale and massing of the proposed building. The proposed development is to have a maximum height of c. 40m which sits with the approved parameters that have been established in the neighbouring outline application that considered a maximum quantum of 50m to be acceptable as detailed above.

The proposed buildings include various door and window openings, however the location of these is not considered to have any impact on neighbouring buildings with regard to amenity or privacy.

Given the design of the proposed development it is not considered to be one that will have adverse impact on existing or any future neighbouring buildings

the application is therefore considered to accord with part b of policy SD4 of the Local Plan.

The impacts on highways safety

In assessing the application Highways England have raised no objection to the proposed development subject to a condition restricting the cumulative floor space of development including this application site and the neighbouring outline application site without further assessment of potential impacts.

The current application is for a proportion of the wider development that sits outside of the previously consented outline approval. The current development is for 18,314sqm of B2/B8 Floorspace which forms part of a larger 92,424sqm development. This 18,314sqm of B2/B8 Floorspace equates to approx. 4.4% of the consented developable area within the outline application that neighbours this application site and which this development will be part of once constructed. Given the considerations that were made to the local and strategic highway network in the assessment of the outline application and the relatively small quantum of development of the current application, there is not considered to be an adverse impact on the strategic highway network.

The parameters plan attached to the outline application has however been amended through a recent application resulting in a 'trading' of the floor space proposed through this application and this floor space being removed from the overall developable area of the outline application. It is therefore considered that given this change to the parameters plan and the proposed condition from National Highways that that there will be no adverse impact on the strategic highway network.

The concerns from PD Ports, who have responsibility for local road network within the port, are noted and have been considered and responded to on various previous applications by the applicant. The plans detail that the intention is for access to the proposed development be from the new access road to the development site to be provided from the Dockside Road/Smiths Dock Road roundabout at the western edge of the site. This application has been determined under application R/2021/0754/FFM. It is considered that its provision will result in the applicant, SeAH, not requiring the need to access via PD Ports private road network. As the applicant and PD Ports are aware, any future tenants of sites within Teesworks land that require access over PD Ports private road network will require PD Ports permission, however this is a matter that sits outside of planning controls.

As with a number of the technical topics, a condition requiring the submission of a CEMP has been agreed with the applicant in advance of the application being determined. The CEMP will address a number of highway related matters including mud/debris on the public highway and contractors parking.

The application taking the above into consideration is not considered to raise issues in relation to highways safety and accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on drainage

The application has been considered by Northumbrian Water and the Council as Lead Local Flood Authority. In assessing the application neither consultee has raised an objection to the development, however both have requested conditions to deal with the treatment of both foul and surface water either during construction and/or operation.

As has been acknowledged through the report, this development forms part of the wider SeAH development. The larger proportion of the development continues to have conditions relating to drainage that require discharging, therefore the inclusion of conditions on this application is not unexpected. It is considered likely that the final drainage scheme will cover the entire development that spans the two application sites, however the conditions will need to be discharged individually on the separate applications. It is noted that the Environment Agency requested that the drainage condition be pre-commencement, however it is considered that a trigger for the installation of drainage infrastructure is appropriate. Drainage matters relating to construction activities will be picked up through the CEMP.

The proposed conditions have been shared with the applicant in advance of the decision being issued and the wording of the conditions has been agreed.

The proposed development is therefore, subject to the discharge of the conditions, not considered to have an adverse impact on drainage matters. The application therefore accords with Policy SD7 of the Redcar and Cleveland Local Plan.

The impacts on contamination and nuisance

The application has been considered by the Council's environmental protection team.

The application has been supported by an enabling earthworks and remediation strategy. It is also noted that the wider development site that is covered by the outline approval also has a condition relating to contamination. This condition has already been discharged to allow remediation of the site to take place to provide a suitable development platform. No objection has been raised to the submitted strategy in support of this application, therefore it has been agreed with the applicant that a condition be attached requiring the development be carried out in accordance with the submitted strategy. A condition is also proposed that relates to unexpected contamination and how this is treated should it be encountered.

No objections have been raised with regard to the generation of nuisance from the proposed development. It is however noted that a condition is

proposed in the form of a CEMP that will manage a number of matters relating to the generation of nuisance during the construction phase of the development. This condition has again been agreed with the applicant in advance of the decision being issued.

Conditions have been suggested with regard to construction hours and a noise assessment. Given the conditions attached to the outline approval that this development will adjoin and form part of, neither of these conditions are considered necessary or reasonable and are therefore not attached to the decision.

The proposed development is therefore, subject to the discharge of the conditions, not considered to have an adverse impact with regard to contaminated land and nuisance. The application therefore accords with Policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on ecology

Given the location of the application site and its proximity to designated sites including Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site and Teesmouth and Cleveland Coast Site of Special Scientific Interest (SSSI), the application has been supported by a Habitats Regulations Assessment (INCA March 2022). The submitted information was assessed by Natural England, who raised no objection or concerns that there would not be an adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, either alone or in combination with other plans or projects. A condition has been sought that secures a CEMP for the site.

Given the views of Natural England the Local Planning Authority intend to adopt the HRA prepared by the applicant in support of the application.

The proposed development is therefore, subject to the discharge of the conditions, not considered to have an adverse impact with regard to ecology. The application therefore accords with Policies SD4 (c) (e) (o) and N4 of the Redcar and Cleveland Local Plan.

Other matters

No objection has been made by from the HSE based on the information provided in support of the application. It is acknowledged that the development being sought through this application forms part of a wider development that has a condition from the HSE that limits development within COMAH inner consultation zones.

CONCLUSION

Taking the content of the report into consideration, the application is considered to be acceptable.

The proposed layout, appearance, scale and landscaping of the proposed buildings and associated infrastructure and hardstanding are considered to be appropriate in the context of the wider South Bank site as well as the wider Teesworks site.

Technical matters relating to drainage, contamination/nuisance, highways and ecology have been considered by the relevant statutory consultees, none of which have raised any objection to the proposed development. There are a number of conditions relating to these technical matters that will be required to be discharged and complied with.

The proposed development is therefore considered to comply with national policy set out within the NPPF and policies SD1 (Sustainable Development) SD2 (Locational Policy) SD3 (Development Limits) SD4 (General Development Principles) SD5 (Renewable and Low Carbon Energy) SD7 (Flood and Water Management) LS4 (South Tees Spatial Strategy) ED6 (Promoting Economic Growth) N2 (Green Infrastructure) N4 (Biodiversity and Geological Conservation) TA1 (Transport and New Development) of the Redcar and Cleveland Local Plan.

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. SEAH-ASA-00-EX.SI-D-A-0004 (S0-P1) received by the Local Planning Authority on 13/04/22

Proposed Parameters Plan (Dwg No. SEAH-ASA-00-EX.SI-D-A-0002 (S0-P1) received by the Local Planning Authority on 13/04/22

Proposed Main Facility Building Floor Plan (Dwg No. SEAH-ASA-00-MF.GF-D-A-0007 (S0-P2) received by the Local Planning Authority on 13/04/22

Proposed Main Facility Building Elevations and Perspectives (Dwg No. SEAH-ASA-00-MF.ZZ-D-A-0008 (S0-P3) received by the Local Planning Authority on 13/04/22

Proposed Main Facility Building Sections (Dwg No. SEAH-ASA-00-MF.ZZ-D-A-0009 (S0-P2) received by the Local Planning Authority on 13/04/22

Power Station No1 Floor Layout Plans (Dwg No. SEAH-ASA-00-P1.ZZ-D-A-0015 (S0-P1) received by the Local Planning Authority on 13/04/22

Power Station No1 Elevations and Perspective Views (Dwg No. SEAH-ASA-00-P1.ZZ-D-A-0016 (S0-P1) received by the Local Planning Authority on 13/04/22

Proposed Landscape Plan (Dwg No. SEAH-ASA-00-EX.SI-D-A-0006 (S0-P2) received by the Local Planning Authority on 13/04/22

Proposed Site Fence and Gate Details (Dwg No. SEAH-ASA-00-EX.SI-D-A-0028 (S0-P2) received by the Local Planning Authority on 13/04/22
Surface Finishes (Dwg No. SEAH-CLK-ZZ-EX.ZZ-DR-C-1900 Rev P03) received by the Local Planning Authority on 14/04/22

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

3. Prior to the installation of any drainage works, a detailed scheme for the disposal of foul and surface water from the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

4. The development hereby approved shall be carried out in accordance with the details approved under application R/2022/0454/CD relating to the Construction Environmental Management Plan (CEMP) relating to Phase 3 (Reserved Matters for first end user SeAH Monopile Manufacturing Facility) of outline application R/2020/0357/OOM.

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.

5. Prior to occupation of the building hereby approved 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.

6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of 5 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.

7. The development hereby approved shall be carried out in accordance with the Enabling Earthworks and Remediation Strategy Report (Report No. 10035117-AUK-XX-XX-RP-ZZ-0271-02-South Bank Priority Strategy), Arcadis, May 2021 received by the Local Planning Authority on 13/04/22 unless otherwise agreed in writing with 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.

8. 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. Prior to implementation of any amendments to the agreed strategy, investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. The development shall then be carried out in accordance with the approved scheme.

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.

9. The development hereby approved shall not provide more than (a) 20,371.7sqm of floorspace (Gross Internal Area) and (b) any amount of floorspace which when added to that provided pursuant to planning permission R/2020/0357/OOM gives a total which exceeds 418,000sqm (Gross Internal Area), unless evidence is submitted to and approved by the local planning authority (in consultation with National Highways) that any additional floorspace above these stated amounts is acceptable in respect of the safe and efficient operation of the highway network.

Reason: To ensure that the A174 & A1053 continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of road safety.

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.

| Case Officer | |
|---------------------|----------------------------|
| Mr D Pedlow | Principal Planning Officer |
| <i>David Pedlow</i> | 15 June 2022 |

| Delegated Approval Signature | |
|------------------------------|------------------------------|
| Claire Griffiths | Development Services Manager |
| <i>Claire Griffiths</i> | 16/06/2022 |