

**Land East of John Boyle Road and West of
Tees Dock Road, Grangetown Redcar**

**Reserved Matters Application
Compliance Statement and
Discharge of Conditions
Application**

**Submitted on behalf of
GRP Limited
(Green Recovery
Projects Ltd)**

Date issued: March 2023



Contents

1. INTRODUCTION	3
2. THE PROPOSED DEVELOPMENT	6
3. PLANNING POLICY CONTEXT	9
4 THE RESERVED MATTERS	13
5 DISCHARGE OF CONDITIONS	23
6 CONCLUSIONS	43

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1. Introduction

The Reserved Matters

- 1.1 This Reserved Matters Application Compliance Statement has been prepared by IC Planning Ltd in support of a Reserved Matters application for an Energy Recovery Facility (ERF) on land East of John Boyle Road and West of Tees Dock Road, Grangetown.
- 1.2 The reserved matters are required under Condition 1 of planning consent R/2019/0767/OOM.
- 1.3 This submission is made on behalf of Green Recovery Projects Limited who are one of the three bidding organisations seeking to construct and operate the facility.
- 1.4 This Statement provides full details of access, layout, scale, external appearance and landscaping of the proposals (hereafter referred to as the 'Proposed Development') and should be read in conjunction with the drawings and information accompanying the application.
- 1.5 This Statement aims to demonstrate that the Reserved Matters proposals aligns fully with all requirements of the outline application and accords with all parameters approved as part of that application.
- 1.6 A number of pre-commencement planning conditions are attached to the outline planning permission that are also yet to be addressed. These conditions are as follows:
- Condition 3 – Updated Habitat Regulation Assessments (HRA) and air quality assessment;
 - Condition 4 – Construction Environmental Management Plan (CEMP);
 - Condition 8 – Disposal of foul water;
 - Condition 9 – Surface Water run-off;
 - Condition 10 – Surface Water Drainage Management Plan;

- Condition 11 – Surface Water Management and Maintenance Plan;
- Condition 12 – Finished Floor level details;
- Condition 13 – Biodiversity Improvement Plan;
- Condition 14 – Landscaping Scheme; and
- Condition 16 – Details of vehicular access during construction and operation.

1.7 This submission includes the relevant details required to discharge the above mentioned conditions.

1.8 Aside from the conditions noted above, there are two further planning conditions which are understood to have been separately addressed by the bidding authority:

- Condition 5 – Site contamination (RCC planning reference: R/2021/0662/CD, approved 27 August 2021); and
- Condition 7- Written Scheme of Investigation (Archaeology);

1.9 The bidding authority are responsible for ensuring that these conditions are discharged prior to any construction works commencing on site.

Background

1.10 Outline planning permission for an ERF was approved by the Council in July 2020 under reference R/2019/0767/OOM. The description of the approved outline permission is as follows:

“Outline application for the construction of an Energy Recovery Facility (ERF) and associated development”.

1.11 The outline application was approved with all matters reserved.

Supporting Information

- 1.12 Table 1.1 overleaf provides a list of drawings and documents submitted in support of the Reserved Matters Application.

Table 1.1 Planning Application Package

Document / Drawing title	Consultant
Planning Compliance Statement	IC Planning
Site Location Plan	GSDA
A full set of site plans or the “Reserved Matters”	GSDA
Updated Habitat Regulations assessment	BSG Ecology
Updated Air Quality Assessment	ECL
Construction Environmental management Plan	ECL
Drainage Strategies	Doran Consulting
Finished Floor level plans	GSDA
Biodiversity Improvement Plan	BSG Ecology
Landscaping details	Bright and Associates
Vehicular Access details	Milestone Transport Planning

2. The Proposed Development

- 2.1 This section of the Compliance Statement outlines the Proposed Development (as set out in RCC Planning Ref R/2019/0767/OOM) and should be read in conjunction with the full suite of drawings and reports which have been prepared to accompany the application as well as the discharge of conditions application.
- 2.2 The proposed ERF development will incinerate residual waste which will generate steam which in turn generates electricity. Emissions will be monitored and the resultant ash and metals will be removed from site for further processing and recycling.
- 2.3 Based on the resultant outline consent planning conditions issued this submission seeks the approval of Reserved Matters for a development comprising:
- Erection of an Energy Recovery Facility;
 - Access into the site from the adopted highway;
 - Internal access roads, parking, footpaths and circulation areas;
 - Hard and soft landscaping; and
 - Other associated infrastructure.
- 2.4 Several buildings form the development:
- Main building, which comprises;
 - o Waste reception hall;
 - o Waste storage bunker;
 - o Boiler hall;
 - o Bottom ash collection hall;
 - o Flue gas treatment (FGT);
 - o Twin stacks (90m high);

- Reception area;
 - Visitor Centre;
 - Offices and meeting rooms;
 - Control room; and
 - Staff welfare and changing facilities.
- Ash Loading building;
 - Air Cooled Condensers;
 - Turbine Hall;
 - Waste Transfer Station (WTS);
 - Workshop and parts store (with photovoltaic solar panels mounted on the roof);
 - Crew welfare building;
 - Gatehouse and weighbridges; and
 - Several smaller ancillary building and structures including transformers and substations, water, ammonia and fuel storage tanks.

2.5 The proposal also sets out areas for the following:

- Areas of hard and soft landscaping, particularly on the southern and western boundaries;
- Surface water attenuation lagoon;
- Contractors laydown areas; and
- Vehicle manoeuvring aprons.

2.6 An area is also set aside to accommodate any future Carbon Capture and Storage (CCS) infrastructure. At this stage there is the potential for the site to connect into the wider Teesside Net Zero project which is currently going through Development Consent Order process (Planning Inspectorate Reference EN010103). The area set aside can also be used to compress the Carbon Dioxide generated by the site into a state to allow it to be transported to an appropriate storage or processing facility.

- 2.7 The ERC will be served by a new access off Eston Road which will serve a new internal service road.
- 2.8 The road layout surrounding the site has undergone a series of changes as part of the wider Teesworks regeneration proposals and the development of a new Freeport. The access proposals that accompany this submission have been designed to connect into this new road layout (RCC Planning Ref: R/2020/0270/FFM). Alongside this the landowner STDC has also sought to discharge Condition 5 of the existing outline planning consent (RCC Planning Ref: R/2021/0662/CD).
- 2.9 A secondary emergency exit is located on the sites southern boundary and will connect into a new road serving the Freeport that is yet to be constructed.
- 2.10 Vehicles will enter the ERC via the new access onto an internal road connected to the waste reception area where 5 weighbridges and associated gatehouse are located. From here all waste deliveries will use a one-way internal system. The proposal includes parking for 51 private vehicles as well as 5 electric vehicle charging bays, 4 disabled bays, 6 motorcycle bays and a bicycle shelter. There is also parking for a coach/ minibus and several mobile plant electric charging points located throughout the site.

3. Planning Policy Context

- 3.1 The Town and Country Planning Act 1990 (the 1990 Act) and the Planning and Compulsory Purchase Act 2004 (the 2004 Act) establish the legislative basis for town planning in England and Wales. Together the Acts establish a 'plan-led' system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the statutory development plan unless material considerations indicate otherwise.
- 3.2 The adopted Statutory Development Plan comprises the Redcar and Cleveland Local Plan (May 2018). Key material considerations include the National Planning Policy Framework, (NPPF) (July 2021) and the supporting Planning Practice Guidance.
- 3.3 The principle of development has been approved through the outline application and so the policies relating to the principle of development are not repeated here. Rather, this section addresses the development management policies relevant to this reserved matters application.

The National Planning Policy Framework

- 3.4 At the heart of the revised NPPF is a presumption in favour of sustainable development, encompassing social, environmental and economic roles. The approach to sustainable development involves making the necessary decisions now to achieve economic growth, at the same time as maximising wellbeing and protecting the environment and preserving the ability of future generations to do the same.
- 3.5 It is not considered necessary to provide full details all of the relevant policies of the revised NPPF in full within this Planning Statement and as such relevant paragraph numbers are listed below:
- Paragraph 2 – NPPF comprises a material consideration;
 - Paragraph 8 – the three overarching objectives of the planning system;
 - Paragraph 11 – presumption in favour of sustainable development;
 - Paragraphs 55 and 56 – planning obligations and conditions;

- Paragraph 83- specific locational requirements of different sectors;
- Paragraphs 105 and 110 – maximising sustainable transport;
- Paragraph 111 – impact on highways;
- Paragraph 120 – use of brownfield land;
- Paragraph 126, 129 and 132 – good design;
- Paragraph 152 – low carbon future.
- Paragraph 167 – flood risk considerations; and
- Paragraph 180 – biodiversity.

The Redcar and Cleveland Local Plan 2018

- 3.6 The Local Plan was adopted in 2018 in which the site is allocate for an employment use. The table below sets out, and summarises, the relevant policies.
- 3.7 The principle of the development of the site for an Energy from waste facility is already well established through the granting of planning permission for the outline planning consent which this submission is made against.

Table 3.1: Local Planning Policies

Policies	Summary
SD1	Reflects the NPPF's presumption in favour of sustainable development and states that the Council will work jointly with applicants to find solutions that enable proposals to be approved wherever possible.
SD2	Directs development to the most sustainable locations in the borough comprising the urban and coastal areas. Grangetown is identified as being in an urban area.
SD3	States that within development limits and subject to meeting other policies in the plan, development will be supported.

SD4	Sets out general development principles that development proposals will be expected to meet.
SD6	Provide policy support for the development of renewable and low carbon energy generation schemes. In the supporting text of this policy in paragraph 2.44 of the RCC Local Plan, it is confirmed that the development of energy from waste plants are supported by this policy.
LS4	Sets out policy for the South Tees Development Corporation Area which this site falls within.
ED6	The application site lies in an area safeguarded for employment related development. In addition, the policy requires applications to have regard to the South Tees Area SPD and associated Master Plan. Proposals which contribute positively to growth will be supported.
N1	The policy aims to protect and enhance the borough's landscapes and states that developments that lead to the loss of important features will be resisted.
N4	States that support will be given to high quality schemes that enhance nature conservation, preserve the character of the natural environment and maximise opportunities for biodiversity.
HE2	States that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be considered subject to the policies for designated heritage assets.
T1	Sets out the transport requirements of new sites in the borough including promoting sustainable travel and minimising environmental impact.

Tees Valley Joint Minerals and Waste Development Plan Document 2011

- 3.8 This reserved matters and condition discharge application relates to a waste management facility and as such the broad approach to waste planning outlined in the Tees Valley Joint Minerals and Waste Development Plan (TVJMWDP) should be referred to.
- 3.9 The TVJMWDP refers to the established economic benefits of importing waste (paragraph 5.2.3) which the proposed development will achieve.

- 3.10 Policy MWC8 of the TVJMWDP also highlights broad areas within the Tees Valley that will be suitable for waste management facilities. One of the highlighted areas is described as being generally south of the River Tees around the existing Teesport. This is the area in which the application site is located within.
- 3.11 The TVJMWDP precedes the establishment of Teesworks and the South Tees Development Corporation but nonetheless the potential development of multiple waste management facilities around Teesport remains part of the mix of new development to be brought forward. This application will deliver a proposals that consistent with the TVJMWDP and the wider development plan for the site.

4 The Reserved Matters

- 4.1 Outline planning permission with all matters reserved was granted in July 2020 for development on the site for an ERF facility. This application submits details of the reserved matters set out within the permitted description and level of development on the site.
- 4.2 This application seeks to obtain approval for the remaining reserved matters in accordance with Condition 1 of the outline permission, namely the access, layout, appearance, scale and landscaping.
- 4.3 Alongside the submission of those details, the information relevant to the remaining condition discharge submissions (Conditions 3, 4, 8, 9, 10, 11, 12, 13, 14 and 16) is also provided in this submission in the next chapter.

Design Process

- 4.4 The principle design objectives that the applicants team have focused upon have been the following points:
- Create a confident architectural design that celebrates the “gateway” location to the wider Teesworks site and future Freeport;
 - Adhere to the design principles set out in the STDC Design Guide;
 - Minimise the scale of the main building by avoiding more ‘sculptural’ designs which would stray from being volumetrically efficient;
 - Improve the biodiversity value of the site and complement wider biodiversity net gain objectives, while best balancing land use to also achieve the required SUDS on the site;
 - Optimise the educational experience for visitors of all ages, both in relation to the role that the ‘state of the art’ ERF will play in diverting waste from landfill and energy generation, and the industrial heritage of the area; and
 - Future proof the site to allow for the inclusion of CCS technology.

4.5 Other more practical design objectives refined through the applicants own extensive previous experience of working on similar projects. These considerations have included the following measures:

- Minimising the building footprint;
- Minimising where possible the individual building sizes (heights and volumes);
- Affordability and deliverability;
- Establishing a logical and efficient process arrangement in the layout of the main process building;
- Segregating as far as possible operational HGV access from staff and visitor vehicular access;
- Establishing intuitive, efficient and safe traffic management for all vehicles circulating within the Site and to enter/exit the various process areas;
- Ensuring HGVs have optimal right hand down reverse turning when manoeuvring within the waste reception hall;
- Creating a public 'civic' face to the main building western elevation and establishing a more visually concealed 'operational' eastern face;
- Minimising the extent of external plant and equipment;
- Employ the massing of the main ERF building to best conceal ancillary and external plant and equipment from views into the site from the south west;
- Providing adequate queuing and manoeuvring space for all vehicles within the Site to avoid any overspill on to the surrounding road network;
- Ensuring that the massing and scale of the development best mitigates its visual impact and sits well within its surroundings; and
- Developing a successful landscaping / biodiversity strategy which integrates the proposed site layout, architecture and drainage strategy, and which visually enhances the proposed development.

Access

- 4.6 The site will be served by a newly constructed pedestrian and vehicular access point located on Eston Road which will give access into the south-western corner of the site. The access road carriageway is 10m wide with 12m radius in both directions.
- 4.7 There is also an emergency access at the southeast corner of the site with controlled barriers ensuring only vehicles permitted enter using this access point. The carriageway width of this secondary access is 7.3m with a radius of 8m in both directions.
- 4.8 The access points shown have been designed to tie into the new approved proposed road layout (RCC Planning Ref: R/2020/0270/FFM, approved 12 August 2020).

Operational vehicles

- 4.9 All operational and non-operational vehicles would enter/exit via this access as would all staff and visitors arriving on foot or by car, or bicycle.
- 4.10 Upon entering the site all operational HGV vehicles will follow the main access route which leads to the inbound weighbridges where access is controlled by appropriate signage and gantry signals to the vehicle barriers and the gatehouse. All three inbound lanes are provided with weighbridges to ensure that operations are efficiency maintained in the event of any delays that might otherwise occur in the event of a vehicle or weighbridge breakdown. In addition to this one of the outgoing lanes can be switched to accommodate incoming HGVs if needed.
- 4.11 Leaving the weighing/control point the majority of HGV vehicles will proceed to the manoeuvring apron located in front of the fully enclosed waste reception hall. The Apron is raised 1.5m above ground level and which is reached via a 1 in 10 gradient access ramps located on the south east corner of the raised manoeuvring area. From this area vehicles will manoeuvre and reverse up to one of the waste reception hall doors.
- 4.12 The traffic flow into the waste reception hall ensures that this reversing manoeuvre is the safest right-hand-down operation providing maximum visibility for drivers. Once inside and the outer door closed, they will undertake the necessary operations to deposit their waste into the waste bunker. Upon completion of unloading operations vehicles will leave the waste reception hall and return via the short

access ramp to the weighing/control point before exiting the site. The proximity of the gatehouse/weighbridge and the entrance/exit to the waste reception hall minimises the travel distance for these HGVs within the site.

- 4.13 In the event of the ERC being closed once the waste bunker is full an alternative delivery arrangement would be adopted. In such an event the vehicles would be redirected to the manoeuvring apron of the WTS which lies to the east of the ERF building. From here vehicles would reverse up to and enter the WTS via one of its access doors. Once inside they would unload onto the floor and a front loader vehicle would store the material within the storage bay prior to loading into articulated HGVs for either removal from site or for returning to the waste reception hall and waste bunker once clear for operation. The proximity of the gatehouse/weighbridge, the WTS, and the waste reception hall minimises the travel distance for HGVs in both circumstances. The direct delivery of waste via municipal Refuse Collection Vehicles (RCVs) would continue during the ERC being closed, with the deliveries also being directed towards the WTS. To offset this, any bulked waste being delivered via articulated HGVs would be diverted away from the site.
- 4.14 Non tipping HGVs including those delivering consumables, maintenance supplies or collecting ash and air pollution control residues will use the sites predominantly one-way internal perimeter road system to access the other operational areas within the main ERF building, including a drive through arrangement for the collection of residual ash material and FGT servicing on the northern end of the main building. The standalone Workshop and Parts Stores is located to the west of the ERF building and has vehicle service areas at both its northern and eastern end.
- 4.15 The internal roads infrastructure is in the most part a one way system that circuits the ACC/Turbine/WTS 'island' in a clockwise direction in order to simplify traffic movements and optimise the safe manoeuvring of vehicles.
- 4.16 Vehicle tracking has been undertaken for all internal roads where HGV's will have access to and accompanying plans are submitted with this application. These demonstrate that tracking is acceptable throughout (see drawings 1425_PL130 to PL134 in Appendix 1).
- 4.17 While the majority of the process equipment is located within the building envelope, there are ancillary buildings and items of process plant equipment that are detached from the main ERF or located externally for operational reasons. These include the Ash Storage / Loading; the Turbine Hall; the Air Cooled Condensers (ACC); and the ammonia tank and fuel tank which are serviced from a shared vehicle servicing bay. It also includes the fire water tank and pump house; and an electrical substation

and switchgear compound. The perimeter roads infrastructure and hard standing areas around the site have been sufficiently sized to cater for the required vehicle routes, manoeuvring areas, and to facilitate entry and exit to service these areas.

- 4.18 Similar considerations have been given to the potential location of CCS equipment which would be serviced from the road system located at the northern end of the site.
- 4.19 All vehicles will be controlled on site via designated roadways, road markings, traffic light systems and traffic control bollards.

Non-Operational Vehicles & Non-HGV operational vehicles

- 4.20 Upon entering the site all non-operational vehicles would peel off the main access road to reach the car park and coach parking bay. This arrangement also best segregates staff and visitor vehicular access from the HGV access arrangements.
- 4.21 The overall car parking provision reflects the specific staffing and visitor requirements for this facility. The staff and visitor car park is located to the West and in front of the forecourt of the multi-storey administration wing of the ERF. Its entrance and exit arrangement are designed to segregate cars from the weighbridge control area but also allows for coach access / parking / drop off without the need for reversing. In total there is provision for the following:
- 56 no. staff and visitor car parking spaces;
 - 5 no. of which will be provided with electric vehicle (EV) charging facilities;
 - 4 no. accessibility spaces;
 - 1 no. of which will be provided with EV charging.
- 4.22 Upon entering the site all non-HGV operational vehicles (Deliveries and servicing contractors) would also peel off the main access road to reach a parking bay adjacent to the staff and visitor car park. Once parked personnel would approach and report to the Permit Room which would include a 'sheltered' hatch where they will sign-in to the site. Once signed in personnel would return to their vehicles and Permit Room staff would allow them access to the operational site via the secondary access gate located adjacent to the Workshop building on the Western boundary of the site. A similar arrangement would apply to personnel arriving on foot who would either access the Administration

Wing using their access card or report to the Permit Room and once signed in will be afforded access the building/site via controlled door/gate.

- 4.23 A shared 3m wide route for pedestrians and cyclists follows the car park access and would lead to the entrance to the building and to a secure and covered cycle storage adjacent to the car park and entrance to the ERF.

Layout

- 4.24 No parameters plan was submitted or approved as part of the outline application. An indicative layout and associated elevations was submitted but not named as an approved plan on the decision notice.
- 4.25 Supporting this application is a detailed layout plan which is based on the concept of the separating operational and non-operational zones an ensuring access to the former is restricted (see site layout drawing 1425_PL101 in Appendix 1).
- 4.26 The layout of the scheme has been designed around meeting the design objective notes in 4.4 above, whilst adhering to the fixed parameters such as the main access points, stand offs from adjacent rail infrastructure and overhead powerlines to the North and future gateway facilities to the Freeport to the South.
- 4.27 The access from Eston Road will be built by the South Tees Development Corporation (STDC) and the access plans included in this submission reflect those new road layout designs. As set out above there is a car park close to the access road for smaller and private vehicles use in order to access the main entrance to the administration building.
- 4.28 The layout of the built structures has been designed to ensure the site operates as safely and efficiently as possible. The Applicant has a significant amount of experience in the operation of similar facilities and has used this to ensure this is the case.
- 4.29 The outline application set out that the site is located in Flood Zone 1 and that surface water runoff must be managed on site to ensure flood risk downstream could be managed effectively. To ensure this is the case, an appropriately designed and sized attenuation lagoon is proposed which will store surface water during periods of heavy rain. The lagoon will be located south of the ERF and north of the gatehouse. More details on this are provided in Chapter 5 of this submission which relate to the discharge of the drainage conditions (8, 9, 10 and 11) of the outline planning consent.

Appearance

- 4.30 The nature of the site and the surrounding industrial design has influenced the Applicant's principles for the site. This ensures that the detailed design of the site will integrate with those characteristics that make the development locality distinctive to Redcar and its industrial heritage and landscape. Furthermore, this new development will positively contribute to maintaining the industrial quality and character of the immediate surrounding area.
- 4.31 The proposed facility seeks to visually anchor itself within the surrounding landscape by striking a balance between being a design appropriate to its Teesworks 'gateway' location against mitigating its overall scale from more distant views. The use of a selected cladding colour scheme and interruption of large wall surfaces with building features such as contrasting cladding texture and colour, ventilation openings, windows and louvers, and highlight colours. It also recognises that much of its upper parts will be read against a backdrop of sky and for that reason its higher levels are light coloured, and oversailing roofs have been avoided to prevent high level shadowing on the facades.

Materials

- 4.32 The refined design of the ERF will employ a limited palette of high-quality materials for the main building and on ancillary buildings to ensure that a family of buildings is established across the site. A range of metal cladding systems are proposed and would include horizontally orientated steel composite cladding, and vertically orientated aluminium standing seam cladding. All will be in contrasting but complementary colours and create a visually striking, durable and low maintenance building.
- 4.33 Where required on the administration wing some glazed areas will incorporate areas of back painted glass panels which will add visual interest and further fragment the scale of these facades. The location of louvres on the building has been carefully considered to be in keeping with overall design approach and within cladding areas will be coloured to match that surrounding.
- 4.34 The majority of roofs will be 'flat' and finished in single ply roofing membrane. The exception to this would be the Workshop which in order to cater for its rooftop Photovoltaic solar panels will be a low pitched metal clad roof. All roofs, with the exception of the Gatehouse and the Crew Welfare buildings will include wall parapets around their perimeter. As well as providing safe and permanent perimeter

guarding for service personnel accessing the building's roof plates the parapets will assist in visually screening less prominent roof mounted equipment and access hatches etc.

4.35 The principal material finishes will be as follows subject to final design and availability:

Roof Cladding

- Generally – single ply membrane insulated roof colour – Dark Grey;
- Workshop - trapezoidal steel built up insulated roof cladding colour – Goosewing Grey (RAL 7038);

Wall Cladding

- Composite steel 'flat' insulated wall cladding (horizontal) - Anthracite Grey (RAL 7016);
- Standing seam aluminium wall cladding (vertical) - Kalzip AluPlusPatina, natural aluminium mill finish, standard (or similar);
- Louvres within areas of composite wall cladding - Anthracite Grey (RAL 7016);
- Louvres within areas of standing seam aluminium - Goosewing Grey (RAL 7038);
- All other louvres, cappings and flashings, to be coloured to match that of surrounding panels.

Feature Perimeter to Administration Wing

- Flashing – Seren Copper (Colorcoat Prisma)

Windows and Curtain Walling

- Polyester powder coated aluminium windows/curtain walling to be colour - Anthracite Grey (RAL 7016);
- All glazing to be sealed double glazed units;
- Coloured spandrel panels within areas of windows/curtain walling colour – Alaska Grey (RAL 7000);

Personnel Doors

- Polyester powder coated metal doors to match colour of surrounding cladding;

Industrial Roller Doors

- All doors to match colour of surrounding cladding;
- Bollards will be incorporated as protection to the openings. (colour- Black / yellow chevrons);

Tanks and Silos

- All tanks and silos will be of the appropriate material Stainless steel, Carbon steel or plastic according to the fluid that they contain. Insulated tanks will have aluminium metal cladding. Carbon steel tanks and plastic tanks (if any) will be painted colour - Anthracite Grey (RAL 7016);
- All balustrades and handrails to be galvanised steel.

Stacks

- Steel, Colour: Hamlet (RAL 9002);

Fencing

- 'Paladin' type: Steel, Colour: Anthracite Grey (RAL 7016);
- 'Palisade' type: Steel, Colour: Anthracite Grey (RAL 7016);
- 'Louvre' type: Steel, Colour: Anthracite Grey (RAL 7016);
- 'Estate Railing' type: Steel, Colour: Anthracite Grey (RAL 7016);
- 'Diamond Knee Rail' type: Wood, Colour: Natural;

4.36 Full details on appearance and materials are shown on drawing 1425_PL400.

Scale

4.37 As with the outline planning permission the main ERF building sits on a north south alignment and is located more centrally upon the site following the omission of the archaeological area. It is set back

from the southern and western boundaries to allow for zones to be set aside for landscaping and screening of the site's internal operations.

- 4.38 While some adjacent industrial units are reasonably large they cannot equate to the scale that is inherent in this development, and thus to further reduce its visual impact in more distant views, the building height has been kept as low as possible, and parapet walls added to the roofs to conceal any rooftop equipment and avoid visual overshadowing that projecting eaves would otherwise create.
- 4.39 The highest part of the building (aside from the 90m high flue stacks) will be 46.0m from the site level to the parapet over the highest part of the Boiler Hall. To the north this then steps down to 32.95m over the FGT Hall. To the south the highest part of the Boiler Hall building steps down to 40.0m over the Waste Bunker, and finally to 21.65m over the Waste Reception Hall.
- 4.40 On the western face the administration wing fronts the end of the Waste Bunker volume and matches its height at 40.0m.
- 4.41 To the east of the ERF the parapet level of the Turbine Hall will be 27.0m high while that of the adjoining ACC will sit at 24.25m.
- 4.42 The standalone Workshop, WTS, gatehouse and crew welfare buildings will sit at 10.0m, 10.6m, 4.25m, and 3.975m respectively.
- 4.43 All parapet levels are indicated on the proposed elevation drawings (see drawings 1425_PL301 to PL328 in Appendix 1).

5 Discharge of Conditions

- 5.1 This section sets out the planning conditions attached to the outline approval (reference number R/2019/0767/OOM) and which are to be discharged. The table below sets out a summary of conditions that have been complied with and which a separate discharge of conditions application seeks consent for. Further detail's relating to each specific condition is set out below.

Condition 1- The Reserved Matters

Details of the access, appearance, landscaping, layout and scale (hereinafter called the reserved matters) shall be submitted to and approved by the Local Planning Authority before any development takes place and the development shall be carried out as approved. Application for the approval of the Reserved Matters shall be made within 3 years of the date of this permission.

- 5.2 The plans being submitted that constitute the "reserved matters" are listed in the table below. All plans have been produced by GSDA and are included in Appendix 1 of this submission alongside a detailed drawing register that notes the scale and revision. The following provides a schedule of the submitted plans, the contents of which reflect the details described in Chapter 4 of this report.

Detail	Drawing number
Layout and access	
Site Location Plan	1425_PL100
Proposed Site Layout	1425_PL101
Proposed Fencing Layout	1425_PL102
Access & Circulation	1425_PL103
EV Charging Layout	1425_PL105
Planning Layout Key	1425_PL106
Main building internal cross sections	
ERF Level +0m Plan	1425_PL110
ERF Level +5m Plan	1425_PL111
ERF Level +10m Plan	1425_PL112
ERF Level +15m Plan	1425_PL113
ERF Level +20m Plan	1425_PL114
ERF Level +25m Plan	1425_PL115
ERF Level +30m Plan	1425_PL116
ERF Level +35m Plan	1425_PL117
ERF Roof Plan	1425_PL118
Ancillary operations plans	
Admin Plans 1 (Ground, 1st, 2nd floors)	1425_PL121
Admin Plans 2 (3rd, 4th, 5th, 6th floors)	1425_PL122
Waste Transfer Station Plans	1425_PL123
Workshop Plans	1425_PL124
Turbine Hall Plans	1425_PL125
Ash Loading Plans	1425_PL126
Air Cooled Condenser Plans	1425_PL127
Transformer & Substation Plans	1425_PL128
Vehicle movement details	
Vehicle Swept Path Analysis, Weighbridge to Tipping Hall	1425_PL130
Vehicle Swept Path Analysis, Weighbridge to Silos	1425_PL131
Weighbridge to IBA and Ammonia	1425_PL132
Weighbridge to Fuel Oil	1425_PL133
Vehicle Swept Path Analysis, Car Park - Visitor's Bus and Cars	1425_PL134
Site Sections and site wide elevations	
Site Section A-A & B-B	1425_PL201
Site Wide Elevations N&E	1425_PL305
Site Wide Elevations S&W	1425_PL306
Main building elevations	
ERF Elevations North	1425_PL301
ERF Elevations East	1425_PL302
ERF Elevations South	1425_PL303
ERF Elevations West	1425_PL304
Ancillary building and structure details	

Gatehouse Elevations and Floor Plan	1425_PL311
Crew Welfare Elevations and Floor Plan	1425_PL312
Waste Transfer Station Elevations	1425_PL313
Workshop Elevations	1425_PL314
Turbine Hall Elevations	1425_PL315
Ash Loading Elevations and Section	1425_PL316
Air Cooled Condenser Elevations	1425_PL317
Transformer and Substation Elevations	1425_PL318
Cycle Shelter Elevations	1425_PL319
Fencing Details	1425_PL320
Gate Details	1425_PL321
Fire Water Tank and Pump House	1425_PL322
Ammonia Tank	1425_PL323
Fuel Oil Tank	1425_PL324
Emergency Diesel Generator	1425_PL325
E House Elevations	1425_PL326
MV E House Elevations	1425_PL327
ACC E House Elevations	1425_PL328
Signage Gantry	1425_PL329
Materials	
Materials and Colours (virtual sample Board)	1425_PL400

Condition 3- Updated Habitat regulation assessment and Air Quality Assessment

Upon the approval of the Reserved Matters, and prior to the implementation of the approved scheme, the development shall be the subject of an updated Habitats Regulations Assessment and additional supplementary air quality assessment. The HRA and additional air quality assessment shall confirm, based on the approved detail of the development and its processes, the conclusions of the Environmental Impact Assessment and Air Quality Assessment that the development will not give rise to significant adverse impacts on designated sites. Where significant impacts not previously identified are assessed to arise from the approved detailed scheme, the additional information shall set out those mitigation measures to be employed to minimise or eliminate such impacts.

- 5.3 During the development of the application details the specific technology and processes to be used to convert the waste into energy have been refined. An updated Habitat Regulations Assessment and associated air quality assessment have been produced based upon the specific technology solution being proposed by the applicant, GRP. The technology partner in this instance is HZI who have designed and operated a number of existing energy from waste plants across the UK and globally.

- 5.4 As part of the development of the ERF scheme by GRP and HZI, a 90m high twin stack is proposed. The effect of the emissions that are dispersed from this new stack have been assessed both in relation to human receptors as well as the important ecological designations close to the site (including the Teesmouth Special Protection Area). These effects are described in the appended Air Dispersal Modelling Assessment and updated Shadow Habitat Regulations Assessment which are included in Appendix 2 of this submission.

Detail	Author
Shadow Habitat Regulation Assessment	BSG Ecology
Supplementary Air Dispersal modelling Assessment	ECL

Condition 4. Condition Discharge - Construction Environmental Management Plan

No development shall take place until a Construction Environmental Management Plan (CEMP) for the development has been submitted and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction phase and shall include of all those mitigation measures set out in Chapter 15 of Volume 1 of the submitted Environmental Impact Assessment December 2019 and Chapter 7 (Mitigation) of the Air Quality Assessment Rev 02 6 March 2020, unless alternative approaches to biodiversity and archaeology mitigation are submitted to and approved by the Local Planning Authority, in accordance with condition nos. 7 and 13, and thereafter carried out in the required timescales. In addition, the CEMP shall set out;

- 5.5 A CEMP has been prepared by the Applicant working closely with the technology provider for the proposed energy from waste facility, HZI. This CEMP is also supported by a series of addendums produced by ECL to ensure the full spectrum of the CEMP requirements outlined within this condition are addressed.
- 5.6 The CEMP and its supporting addendum combine to create a comprehensive document that sets out a series of safeguards to ensure that the construction activities undertaken in relation to the ERF facility are done so to the highest environmental standards. For ease of reference the table below notes the specific chapters of the CEMP which contain the condition requirements.

Condition requirement	Location of required detail within CEMP
The method to be used to control the emission of dust,	Chapter 8 of HZI CEMP + ECL Annex 3 of CEMP – Dust Management Plan
noise and vibration from construction works, including any details of any mitigation measures required;	Chapter 7 of HZI CEMP and ECL Annex 5 of CEMP – Noise and Vibration Dust Management Plan

Measures to control the deposit of mud and debris on adjoining public highways;	ECL Annex 2 of CEMP – Construction Traffic Management Plan
Site fencing and security	Chapter 12
Temporary contractors' buildings, plant, storage of materials, lighting and parking for site operatives	ECL Annex 2 of CEMP – Construction Traffic Management Plan Chapter 5,7 & 8 of HZI CEMP ECL Annex 4 of CEMP – Management of Hazardous and Polluting Substances, Surface Water and Flood Risk Chapter 10 of HZI CEMP ECL Annex 2 of CEMP – Construction Traffic Management Plan
The use of temporary generators	ECL Annex 5 of CEMP – Noise and Vibration Dust Management Plan
The arrangement or turning of vehicles within the site so that they may enter and leave in forward gear	ECL Annex 2 of CEMP – Construction Traffic Management Plan
A risk assessment of construction activities with potentially damaging effects on local ecological receptors including any measures to protect those receptors during construction	Table 3 of HZI CEMP and ECL Annex 4 of CEMP – Management of Hazardous and Polluting Substances, Surface Water and Flood Risk
Roles and responsibilities for the implementation of the CEMP requirements and measures.	Chapter 3 of HZI CEMP

Condition 8. Condition Discharge - Disposal of foul water

Development shall not commence until a detailed scheme for the disposal of foul 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.

- 5.7 Conditions 8, 9, 10 and 11 relate to drainage matters, all of which are addressed in the Drainage Strategy report produced by Doran Consulting which is included in Appendix 4 of this application. The

following sections note the requirements of each drainage condition and highlight where the required details are located within the drainage strategy.

Detail	Location within Drainage Strategy
Foul water drainage plan	Appendix C – Drawing number 212018/DC/XX/XX/GA/C/301/PO6

Condition 9. Condition Discharge – Surface water run-off

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***

Detail	Location within Drainage Strategy
QBAR rates	Section 5
Flood risk calculation method	Section 5
Micro drainage files	Appendix E
Flow path for flood waters	Appendix F

Condition 10. Condition Discharge - Surface Water Drainage Management Plan

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.

Detail	Location within Drainage Strategy
Phasing of construction of drainage system	Section 9
Details of control structures	Section 5
Details of surface water storage structures	Section 5
Silt control measures	Section 5.9

Condition 11. Condition Discharge – Surface Water Management and Maintenance Plan

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

Detail	Location within Drainage Strategy
Surface water management and maintenance plan	Section 8 of Drainage Report

Condition 12. Condition Discharge – Finished Floor level details

Prior to the commencement of the development final details shall be agreed of the finished floor levels of the development and the development completed in accordance with the approved details.

Detail	Drawing number
Finished Floor levels	1425_PL104 in Appendix 5

Condition 13. Condition Discharge – Biodiversity Improvement Plan

No development, other than site preparation works, shall take place unless details have been submitted and approved of a biodiversity improvement plan for the site has been submitted to and approved by the Local Planning Authority. The Plan shall set out those measures identified in the Environmental Statement or alternative measures to be submitted to and agreed with the Local Planning Authority for on or off-site mitigation and net gain provision that will be implemented to offset predicted impacts on the biodiversity value of the site and those measures to be implemented to improve the biodiversity value of the area.

- 5.8 BSG Ecology have produced a Biodiversity Improvement plan which is included in Appendix 6 of this submission.
- 5.9 The appended Biodiversity Improvement Plan has been prepared to fulfil the requirements of Condition 13. It is noted, however, that Condition 13 indicates that the biodiversity improvement plan shall include off-site mitigation and net gain provision. It is understood that the planning authority is responsible for all off-site mitigation as part of a wider package of measures that are being brought forward for South Tees Development Corporation (STDC) controlled land. Consequently the appended Biodiversity Improvement Plan only considers mitigation and net gain provision within the extent of the Grangetown ERF site.

5.10 The biodiversity Improvement plan highlights a series of measures that will be undertaken to provide opportunities for ecological benefits alongside the development of the ERF. In terms of habitat creation the plan notes that the following will be created:

- *Urban - Open Mosaic Habitats on Previously Developed Land* - Creation of open mosaic habitat, which is a habitat that is known to occur locally. Ideally a local source of seed will be used but this will depend on availability post-remediation. A supplementary seed source may be needed, e.g., BFS 14 – Brownfield Site Wildflower Mix supplied by British Flora.
- *Pond – Priority habitat* - The Site landscaping will include the creation of a Sustainable Drainage Scheme (SUDS) attenuation basin. Part of this will be engineered so that standing water is retained for longer to provide a permanent or semi-permanent pond habitat.
- *Grassland – other neutral grassland* - The Site is likely to support low nutrient soils and so this is likely to provide an opportunity to create a more species-rich sward that supports a range of grass and wild flower species, e.g., the EM7 – meadow mixture for sandy soils supplied by Emorsgate Seeds.
- *Grassland – modified grassland* - Amenity managed grassland is proposed for the outer slopes of the landscaping mounds that will be located around the boundary of the Site. Whilst this grassland will be subject to regular mowing, there is still an opportunity to develop a more diverse sward due to the low nutrient soils. A more diverse seed mix could be used, e.g., the EL1 – Flowering Lawn Mixture supplied by Emorsgate Seeds.
- *Woodland and forest - Other woodland; broadleaved* - The establishment of a narrow woodland belt using native species will provide additional habitat structure and diversity.

Detail	Author
Biodiversity Improvement Plan	BSG Ecology

Condition 14. Condition Discharge – Landscaping scheme

No development, other than site preparation works, and construction of the works compound shall take place unless details have been submitted and approved of a landscaping scheme for the site. The scheme shall include size, type and species of plant and the proposed layout and surfacing of all landscaped areas. A programme of implementation and subsequent maintenance shall also be submitted, and the development completed in accordance with the approved details.

- 5.11 Bright and Associates have produced a landscape masterplan for the Grangetown ERF Site, the details of which are included in Appendix 7 of this submission.
- 5.12 The design strategy for the Grangetown Energy Recovery Facility (ERF) takes account of the Teesworks Design Guide For Development (draft v6 Dec 2020) and broader guidance through the Building Research Establishment Environmental Assessment Method (BREEAM).
- 5.13 Thus, it follows the core threads of sustainable design including for public/employee safety, biodiversity enhancement and visual amenity improvement opportunities. It also supports the broad vision and core objectives set out in the South Tees Area Supplementary Planning Document (Adopted May 2018).
- 5.14 The overall layout and orientation of the ERF itself enables a dynamic use of the wider development site. This combines the functionality of traffic management with the design of multipurpose, adaptable outdoor spaces. It presents a positive design solution for the site and offers visual enhancement outwith the site by carefully considering a range of soft and hard landscape treatments as part of the whole design.
- 5.15 Consequently, both the architectural form and landscaped spaces are integral to the design concept for the Grangetown Energy Recovery Facility.
- 5.16 The Landscape Masterplan (Drawing Number GR1204-D4) identifies the following broad areas:
- **Southern and western screening mounds** and amenity areas with native broadleaved woodland;
 - **Tree lined site access road** to create soft landscape/avenue amenity appeal;
 - **Car park area** with soft and hard landscape treatment linking with the entrance plaza;
 - **A staff amenity area;**
 - **Surface water flood catchment basin** and combined **wetland habitat;**
 - **Temporary Open Mosaic Habitat on Previously Developed Land** (Priority Habitat); and
 - **Areas of Grasscrete** (or similar) in northern sector of the site.
- 5.17 Each of these areas is described in more detail in the following section.

Southern and western screening mounds

- 5.18 Excavated material from the build process and Sustainable Drainage System (SuDS) features will result in a quantity of material that can be used to create a series of mounds. They will provide a visual screen by mitigating views of queuing Heavy Goods Vehicles (HGVs) and low level site activity from external roads and footways. The mounds help to create an urban parkland setting with amenity grassland and clumps of native broadleaf woodland planting to further enhance the visual screening and softening of the site road frontage.
- 5.19 The native broadleaved woodland planting will be planted as smaller whips, capable of strong and vigorous establishment. Within a short period of time, the species mix will offer a shrubby habitat. Looking further ahead, it will afford a more mature canopy woodland. Species chosen will be native to the area and thus, able to offer a valuable long term habitat alongside being visually appealing.
- 5.20 The internal slopes of the mounds that do not have a public road frontage will be set to an unimproved grassland habitat. This has been selected to prioritise the benefits of habitat diversity without the need to create a dense grassland sward. This grassland will be tolerant of droughty and infertile conditions. The seed mix will contain a mix of wildflowers such as Kidney Vetch, Wild Carrot, Black Medic and Betony (amongst others) and grasses will include a mixture of Bents and Fescues.

Tree lined site access road

- 5.21 The main site access has a functional role to direct HGV traffic and offer access for car parking and visitors. These areas have been designed to create an interesting entrance and visual experience. They will be enhanced by using a simple tree species mix with close planting to produce an avenue effect. This will provide visual appeal and also direct and draw the viewer into the site, thereby, creating a softer background to the hard surfaces and fencing.

Car Park Areas

- 5.22 The car park area is intended to offer an appealing experience combining both hard and soft landscape materials. The objective is to establish a space that creates a sense of smaller scale, pedestrian and cycle priority with a variation of colour in terms of both planting and hard surfaces.
- 5.23 The central island area demarking the parking and edge zone will combine trees which offer an attractive canopy shape. Whilst, ornamental shrub and hedgerow planting gives colour and vibrant

visual interest. Species selection such as blocks of lavender planting will create an added dimension of fragrance as well as colour. Parking areas will comprise Olde Prior (Marshalls permeable paving) 'Brindle'. Whilst the car park area and adjacent staff amenity area will be demarcated using Tarmac Ulticolour finish 'Natural Gravel' as identified on the Landscape Masterplan (see Detail Plan inset).

- 5.24 The car parking area will extend into the entrance plaza. The latter includes a combination of paving pattern and trees which form a 'conical' shape to reflect and enhance the architectural merits of the entrance façade.

Staff Amenity Areas

- 5.25 Utilising a broadly south facing location, this area is intended to offer a place for amenity and relaxation for staff. It will consist of areas of amenity grassland which will be enclosed with a low Box hedge. A formal pattern of tree planting will provide shelter, shade and visual interest.
- 5.26 Seating will be located on the edge of the paved area and will feature Furnitubes 'Zenith' seating (product details enclosed) as shown on the Landscape Masterplan (see Detail Plan inset).
- 5.27 The external wall of the workshop and parts store will act as a backdrop onto which a timber frame and Lonicera (Honeysuckle) climbers will be established. The staff amenity area will be connected by walkways with easy access to the entrance plaza. This will consist of La Linia Priora (Marshalls permeable paving or similar) 'Light Granite' as illustrated by the Landscape Masterplan (see Detail Plan inset).

Surface Water Flood Catchment Basin

- 5.28 The primary purpose of this area is to deliver a sustainable drainage strategy for the site. Sufficient flood storage capacity has been incorporated and thus, in peak rainfall periods, excess runoff water is held within the site and only discharged at a regulated volume.
- 5.29 For much of the time, the flood storage areas will be dry, although this scheme allows for an ephemeral wetland habitat with the remaining area offering an unimproved grassland, similar to the internal sides of the mounds, as described previously. Following excavation and assuming a suitable soil type, the resulting bare and loose substrate will then be seeded. Peripheral areas will also have a row of Poplar trees which have a distinctive columnar shape and offer summer screening and

interest. As these trees develop, winter forms will create visual interest and a partial screen for HGV traffic and site activities.

- 5.30 A small pond and native reedbed feature will be created to ensure that water can maintain a constant level in (wetland habitat). This has advantages for biodiversity management as it provides a more static natural environment compared to the larger SuDS area which will be subject to flash floods and variable ground conditions. Reedbeds are a Priority Habitat (also known as a Habitat of Principal Importance under Section 41 of The Natural Environment and Rural Communities (NERC) Act 2006). Furthermore, there is the potential to use these areas for educational purposes should this be considered a beneficial aspect for the building design and operation of the site.

Temporary Open Mosaic Area

- 5.31 Consideration for future expansion and the use of carbon capture technology means that potential uses for this area must be short term. An Open Mosaic Habitat is an ideal use, being an annual vegetative cover, producing colour, variety, biodiversity and interest in a matter of months. Furthermore, the poor site soils offer a suitable substrate for this type of use.
- 5.32 Open Mosaic Habitat (on Previously Developed Land) is listed as a Habitat of Principal Importance under Section 41 of the NERC Act 2006 (also known as a Priority Habitat). In addition, it has the potential to support the following Species of Principal Importance under the same Section: Grayling, Wall, Dingy Skipper and Small Heath butterflies along with Cinnabar Moth and Skylark. The creation and enhancement of this habitat is straightforward following ground formation and excavation. It would involve the clearance of materials including concrete, rubble, cable, steel and timbers. The resulting bare and loose substrate will then be left to regenerate naturally.

Areas of Grasscrete

- 5.33 Areas of Grasscrete or similar (product details attached to this submission) will be included in the north-eastern part of the site. Whilst only offering a semi natural feature, Grasscrete will take on a softer appearance than a hard surface. As such, it offers some diversity of colour and texture whilst the overall appearance will break up the larger areas of hard surfacing. These areas are seen as an important method of surface treatment by offering a contrasting but appealing visual appearance to an otherwise functional operational area.

Planting and Seed Mix Details

Amenity Grassland

- 5.34 Amenity grassland areas will be formed from recycled topsoil, spread 300mm thick over a prepared sub base, adequately loosened to 0.5m depth (prior to top soil placement) to ensure adequate surface drainage and root development. Soil will be graded and prepared as a seed tilth.
- 5.35 Seeding will take place from September to October.
- 5.36 Areas for woodland planting will be marked out prior to seeding. Areas for amenity grassland will then be spread with Germinal A19 (all-purpose landscaping) grass seed at a rate of 50g/m prior to light raking and rolling.
- 5.37 Areas for proposed woodland planting will be seeded with Germinal A4 (low maintenance areas).
- 5.38 Grass areas will be allowed to germinate and establish prior to woodland planting taking place. Alternatively, tree planting will be undertaken prior to grass seeding application.

Unimproved Grassland Areas

- 5.39 Seeding of these areas will comprise preparation for the substrate by ensuring a minimum 0.5m depth is loosened to reduced excessive compaction and to ensure drainage and root development. All extraneous material will be removed from the upper 100mm of the final graded surface including all extraneous material and stones in excess of 50mm average diameter.
- 5.40 Seed type will comprise Emorsgate EM7 (meadow mixture for sandy soils), applied 4g/m evenly spread and well raked into the surface prior to rolling.

Areas of Open Mosaic Habitat

- 5.41 Following preparation of the area by utilisation of existing soil (i.e. previously developed land), this area will be left to regenerate vegetation on a natural basis.

Native Broadleaved Woodland Planting

- 5.42 Tree planting areas are to comprise suitable planting substrate material to accord with BS8601 (2013) Table 1 'Multipurpose subsoil'. These areas are to be prepared by first loosening the sub base by 0.5m depth and ensuring that top soil is adequately spread (see Amenity Grassland specification).
- 5.43 Generally, all planting will be undertaken at an average density of 1 tree species every 1.5 to 2m on an irregular pattern, using a combination of 40-60cm transplants and bare root stock. All plants, unless otherwise stated, will be planted in a random pattern.
- 5.44 All planting material will be grown to and handled in accordance with the appropriate British Standard and using the guidelines given in the document 'Handling and Establishing Landscape Plants' (HTA, 2002). Plant stock of native origin and of local provenance is to be used as preference. The planting mixtures are shown in the table below.
- 5.45 All planted tree and shrub species will be placed using pit planting techniques. The pit will be sufficiently large to allow the root system to be amply spread out with the sides and base of the pit broken up to allow ease of root penetration. One part compost to two parts soil mix will be used as backfill material, together with hydration granules and fertiliser installed to manufacturer's recommendations. All plants will be planted between the months of December and March.
- 5.46 Transplants will have a vigorous leading shoot and will be appropriately furnished with laterals according to species and age. The plants will have been either undercut or transplanted at least once.
- 5.47 The root systems of each bare root plant will be thoroughly immersed in 'Broadleaf Root Dip' (or approved substitute) in accordance with the manufacturer's instructions at the nursery immediately after lifting. The age and height will be as specified in the plant schedule.
- 5.48 All plants will be protected either by Tubex guards or Netting guard for Holly.
- 5.49 All planted areas will have weed suppression matting and a cover of 75mm of amenity grade bark.
- 5.50 The estimated area of native broadleaf woodland is 5000m².

Native Broadleaved Woodland Mix

Common name	Botanic name	% of mix
Trees		
Pedunculate Oak	<i>Quercus robur</i>	35

Silver Birch	<i>Betula pendula</i>	10
Bird Cherry	<i>Prunus padus</i>	10
Rowan	<i>Sorbus aucuparia</i>	10
Alder	<i>Alnus glutinosa</i>	5
Small Leaved Lime	<i>Tilia cordata</i>	10
Shrubs		
Holly	<i>Ilex aquifolium</i>	2
Hawthorn	<i>Crataegus monogyna</i>	10
Hazel	<i>Corylus avellana</i>	8
Total		100%

Large Tree Planting

- 5.51 All tree planting indicated as 'ornamental tree planting' on the Landscape Masterplan will comprise Heavy Standard or Extra Heavy Standards. The planting specification is shown in the table below.
- 5.52 All trees and shrubs shall conform to the specification for nursery stock as set out in British Standard BS3936-1: 1992 Nursery stock. Specification for trees and shrubs and BS 3936-4:2007 Nursery stock. Specification for forest trees, poplars and willows. Stock shall be materially undamaged, sturdy, healthy and vigorous, of good shape and free from pests and diseases, discolouration, weeds and physiological disorders.
- 5.53 For Extra Heavy Standards, tree pits in grassland and planted areas, excavate pit 1m x 1m x 1m deep below lowest adjacent site levels. Break up the soil forming the base of the pit to a depth of 150mm. Refill pit with topsoil mixed with 100 litres of tree planting compost (non-peat based). Sufficient topsoil/compost mixture shall be returned to the pit to raise the surface level to a minimum of 75 mm and a maximum of 150 mm above adjacent surface levels.
- 5.54 All trees to be secured using Platipus tree anchor system (detail attached in Appendix 7) for root ball fixing system and Plati-Mats. Ground type and suitability to be confirmed prior to planting to ensure that the correct anchor system is used. Based on current information, this is likely to be type S61. Tree anchors to be fitted as per manufacturer's specification.

- 5.55 Prior to final soil infilling, all trees to fitted with GreenBlue Urban Ltd. (GreenBlue) RootRain Urban system (detail attached) or similar according to the manufacturer's specification.
- 5.56 For Extra Heavy Standard and Heavy Standard tree planting within the areas of permeable paving, GreenBlue Urban Arborsystem (detail attached) or similar planting will be used as per manufacturer's specification. Type to be used will be 600 Series (1 layer) with excavation sufficient for RootSpace system fitted 4x6 (i.e. 2.2m by 3.3m).
- 5.57 Include RootSoil 20 by GreenBlue in the lower section of the tree pit to eliminate the risk of soil becoming anaerobic.
- 5.58 Tree grille to be GreenBlue DTS Tree Grille system, 'Tay' 1.5mx1.5m.

Ornamental Shrub Planting

- 5.59 The planting specification is shown in the table below. All shrub planting areas to receive 300mm of top soil over loosened sub soil. All plants to be container grown. Sierrablens slow release tablets to be used in the backfill (2 per plant).
- 5.60 Following planting, ornamental bark chippings (max. size 35mm) will be spread over planting areas to 75mm average depth.

Ornamental Trees and Shrubs Mix

Common Name	Botanic Name	Size	Total Number
Trees			
London Plane	<i>Platanus acerifolia</i>	Extra Heavy Standard	15
Grey Alder	<i>Alnus incana</i>	Extra Heavy Standard	11
Lombardy Poplar	<i>Populus nigra 'Italica'</i>	Extra Heavy Standard	8
Norway Maple	<i>Acer platanoides 'Columnare'</i>	Extra Heavy Standard	3
Hop Hornbeam	<i>Ostrya carpinifolia</i>	Heavy Standard	3
Whitebeam	<i>Sorbus aria 'Lutescens'</i>	Extra heavy Standard	5
Ornamental Pear	<i>Pyrus calleryana 'Chanticleer'</i>	Extra Heavy Standard	3

Birch	<i>Betula pubescens</i>	Multi Stem Extra Heavy Standard	2
Shrubs			
Common box	<i>Buxus sempervirens</i>	20/30	200
English lavender 'Hidcote'	<i>Lavandula angustifolia</i> 'Hidcote'	30/40	104
Honeysuckle 'Baggesen's Gold'	<i>Lonicera nitida</i> 'Baggesen's Gold'	30/40	40
Honeysuckle 'Serotina'	<i>Lonicera periclymenum</i> 'Serotina'	60/90	3
Honeysuckle 'Dropmore Scarlet'	<i>Lonicera x brownii</i> 'Dropmore Scarlet'	60/90	3
Oregon grape 'Apollo'	<i>Mahonia aquifolium</i> 'Apollo'	40/60	30
Pieris 'Forest Flame'	<i>Pieris japonica</i> 'Forest Flame'	30/40	12
Cherry laurel 'Otto Luyken'	<i>Prunus laurocerasus</i> 'Otto Luyken'	40/60	13
Portuguese laurel	<i>Prunus lusitanica</i>	30/40	160
Japanese skimmia	<i>Skimmia japonica</i>	30/40	12
David viburnum	<i>Viburnum davidii</i>	30/40	12
Lesser periwinkle 'Atropurpurea'	<i>Vinca minor</i> 'Atropurpurea'	20/30	17

Grasscrete

- 5.61 Laid as per manufacturers instructions (Grass Concrete Ltd.) as Type GC2 with overall paving depth of 150mm. Grass seed to be Germinal A19 (all purpose landscaping).

Aftercare

Shrub Area

- 5.62 General weeding and cutting to form shrubs as per good horticultural practice. Ensuring bark mulch is retained and topped up to 75mm depth. Removal of weeds/grass infestations and litter etc.

All Extra Heavy Standard Trees

- 5.63 Essential regular watering to retain damp root zone. Formative pruning in later years.

Native Broadleaved Woodland

- 5.64 Check tubes and canes remain upright. Remove unwanted grass growth from all tubes. Ensure weed free zone around each base 0.5m diameter for two year period after planting. Replacement of losses to achieve 95% stocking. Strimming of grassland for a three year period after planting. Removal of canes/tubes after three years. Post three years, formative pruning if required.

Detail	Drawing number
Landscape Masterplan	GR1204-D4
Landscape product specification details	
ArborSystem – Installation and Maintenance Manual	-
Grasscrete Brochure	-
Platipus Tree Anchoring and irrigation Systems Brochure	-
RootRain Urban Irrigation Specification Sheet	-
Tarmac Uticolour product Brochure	-
Zenith Straight Seat and benches specification sheet	-
Marshalls Permeable Paving Design guide	-

Condition 16. Condition Discharge – details of vehicular access during construction and operation

A detailed scheme for vehicular access and egress to the site during construction and once operational shall be submitted and approved by the Local Planning Authority. This scheme shall demonstrate how the majority of vehicles to / from the development shall access/egress via Eston Road. Thereafter the scheme shall be implemented prior to construction of the development in accordance with the approved details.

- 5.65 Detailed access drawings have been produced by Milestone transport planning and are included in Appendix 8 of this submission. The enclosed drawings include details for both the main access on to Eston Road and the emergency access to the south. The submitted plans include swept path analysis of both junctions.
- 5.66 The surrounding road network has been subject to a separate planning application (RCC planning ref: R/2020/0270/FFM) made on behalf of STDC. The approved planning application will change the existing road layout to better serve the wider Teesworks redevelopment site. The access plans included in Appendix 8 have been designed to connect into this new approved road layout.

Detail	Drawing number
Proposed site access plans	21015/001
Swept Path Analysis - 12m Rigid Vehicle & FireTender	21015/TK01
Swept Path Analysis - 16.5m Articulated Vehicle	21015/TK02

6 Conclusions

- 6.1 This Statement has been prepared by IC Planning on behalf of GRP and provides background information in support of their reserved matters and discharge of conditions application for an ERF on land east of John Boyle Road and west of Tees Dock Road in Grangetown, Redcar.
- 6.2 This Statement provides full details of the proposed development and the reserved matters and should be read in conjunction with the drawings and information accompanying the application.
- 6.3 The principle of an ERF is established by virtue of the outline planning permission for the site, which was granted consent in July 2020 with all matters reserved. This application therefore provides details of access, layout, scale, appearance and landscaping.
- 6.4 Access will be taken from Eston Road for both vehicles, cyclists and pedestrians. Once within the site boundary, HGV's will be directed to the gatehouse and weighbridges before continuing their journey to the relevant structure within the site whilst all other vehicles (cars, motorbikes and bicycles) will be directed to the on site car park. There is also a secondary access proposed in the south east corner for emergency vehicles only.
- 6.5 The layout and scale of the proposed development are functional and efficient and have had regard to the existing built environment surrounding the site, the nature of the site and surrounding industrial townscape. The application also includes information on appearance and landscaping in accordance with Condition 1 of the outline consent.
- 6.6 This application is supported by a suite of information following thorough design and technical assessments to enable the Local Planning Authority to discharge all pre-commencement condition to ensure a start on site and should be read alongside the condition discharge application which has been submitted alongside this submission.
- 6.7 This Statement and the accompanying application package confirm that the proposed development complies with planning policy, the outline planning permission and other material considerations and is considered to be sustainable development in terms of its economic, environmental and social impacts.

Appendix 1

Drawings (Condition 1)

Appendix 2

Habitat Regulation Assessment and updated Air Quality Assessment (Condition 3)

Appendix 3

Construction Environmental Management Plan (Condition 4)

Appendix 4

Drainage Strategy (Conditions 8, 9 10, 11)

Appendix 5

Floor Levels (Condition 12)

Appendix 6

Biodiversity Improvement Plan (Condition 13)

Appendix 7

Landscape Masterplan and Technical Specifications (Condition 14)