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<b>Client</b>	<b>Redcar Holdings Ltd</b>
<b>Site</b>	Redcar Bulk Terminal
<b>Project</b>	Redcar Energy Centre
<b>Title</b>	Public Consultation Report
<b>Issue Date</b>	14-07-2020

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## **Public Consultation Report**

**Redcar Energy Centre**

**Redcar Holdings Limited**

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## Introduction

This report has been prepared on behalf of Redcar Holdings Limited and sets out the details of the pre-application consultation program supporting the planning application for the Redcar Energy Centre (REC). It contains a description of:

- How the scope of the consultation was derived and agreed;
- Who was consulted and how;
- The publicity for the consultation;
- Feedback from the consultation; and
- Responses to the feedback received.

## The Development

PMAC Energy and Low Carbon (through a joint venture, 'Redcar Holdings') are proposing to develop the Redcar Energy Centre on land at the Redcar Bulk terminal, adjoining the Redcar Steelworks, within an area identified in the South Tees Development Corporation 'North Industrial Zone' targeting energy and power innovation.

The facility would generate up to 49.9MWe; enough electricity for the equivalent of up to 100,000 homes, more than the demand from all the properties in Middlesbrough. It will also generate substantial amounts of heat that can be used by nearby businesses, and make use of site that has previously been in heavy industrial use.

Around 450,000 tonnes per year of waste would be diverted that would otherwise go to landfill or be exported to Europe for treatment; waste which has already been sorted to remove valuable recyclables, such as glass, metal, plastic, paper and card.

The facility would consist of a Materials Recycling Facility to recover recyclables, an Energy Recovery Facility to recover energy, and a Bottom Ash Recycling Plant to create secondary aggregates for use in construction.

Redcar Energy Centre would provide around 450 full-time jobs during construction and 80-100 new full-time jobs during operation, and support many other jobs and supply chains in the area

A full description of the proposed development is set out in in both the Environmental Impact Assessment Report and Planning Statement.

## Consultation

This section of the report sets out how the program of consultation was designed, how it was communicated, who was consulted, the outcomes of the consultation, and how these were taken into account.

### Defining the Scope of the Consultation

The applicant sought formal pre-application advice from the Redcar and Cleveland Borough Council in preparation for the development of the planning application. This advice included a verbal discussion around the need for consultation. The discussion noted that the site was remote from residential areas, and that there were few human receptors likely to be affected by the proposals.

The applicant took note of this discussion, and designed a scope of consultation to reflect the range of receptors in the area, and any other stakeholders, including businesses with an interest in the redevelopment of the area. The scope for consultation was therefore based upon identifying those receptors who might be affected by the proposed development, and then establishing direct contact with them to inform them of the proposals, and to offer further information, subsequently responding to any suggestions or concerns arising.

In normal circumstances such consultation is often carried out in the form of an exhibition at a local community hall or similar venue, but with current restrictions due to the Covid-19 pandemic it was decided that it would be inappropriate to carry out face-to-face consultation. In light of this it was decided to design a programme of consultation that identified those receptors (residential and business) with the potential to be affected, contact them by post, and offer a number of sources of further information and further contact should this be of interest.

### Formal Pre-Application Meetings, EIA Scoping

As mentioned earlier, a pre-application meeting was held with the Redcar and Cleveland Borough Council (RCBC)'s planning team via a video conference call on Wednesday 18 April 2020. This followed earlier formal discussion in person which had taken place between PMAC, RPS and RCBC. This meeting covered discussion of the nature and scale of the proposed development, the proposed site, the approach to the planning application and Environmental Statement, the policy environment, and the approach expected by the council's officers.

Following these discussions, a formal scoping opinion was requested from the RCBC planning team by the applicant.

RCBC consulted widely on the scoping application, and received feedback from a wide range of statutory stakeholders, which was presented in a comprehensive scoping report. These stakeholders included:

- Ramblers Association
- Cleveland Police
- Environment Agency
- Natural England
- NATS
- Teesside Airport
- South Tees Development Corporation
- Northumbrian Water
- Network Rail
- HSE
- Redcar and Cleveland Council Public Rights of Way Officer
- Redcar and Cleveland Borough Council Natural Heritage Manager
- Redcar and Cleveland Borough Council Development Engineers
- Redcar and Cleveland Borough Council Environmental Protection (Nuisance)
- Redcar and Cleveland Borough Council Environmental Protection Contamination
- Redcar and Cleveland Borough Council LLFA

Copies of the scoping report are available on the RCBC Planning Website.

The scoping responses and Pre-Application Advice have defined the structure of the Environmental Impact Assessment Report to be submitted to RCBC, and informed the technical studies of the EIA.

## Defining the Consultation Area

The area within which the applicant would directly contact the interested parties was defined following consideration of the likely areas within which impacts from the development could occur, as identified by the technical work supporting the planning application and Environmental Impact assessment process. It was decided that an area of 2.5km from the site boundary would be an appropriate buffer within which all addresses of business and residential receptors would be identified and added to the list of consultees, along with those parties not based within that area but with an interest in the land contained therein.

In practice this meant that selected receptors within the area shown below were added to the list, selected where they were found to meet the impact criteria described above.



Figure 1 [www.magic.gov.uk](http://www.magic.gov.uk) 02-07-2020 - 2.5km buffer from the application site boundary – 'the consultation zone'

Homes and business within this area were contacted by letter to inform them of the proposals. The letter provided an address for the project website with further details on the proposals, and an offer of individual contact via telephone or video call was made, should the recipient wish to discuss the proposals further,

A copy of the letter sent to those defined by the agreed scope is included at Appendix 2.

Contact list (property name/business name only) of those contacted are included at Appendix 3.

## Publicity

The programme of publicity for the consultation was carried out as follows;

- Direct correspondence to all local elected members of the council and relevant stakeholders (See Appendix 2 for an example). Emailed on 16 June 2020.
- Direct letters and accompanying Q&A to all residential and business receptors identified within the consultation criteria (See Appendix 2). Posted First Class on 16 June 2020.



In addition, a project website was established to provide online access to further information about the project. The website address is [www.redcarenergycentre.co.uk](http://www.redcarenergycentre.co.uk) . This went live on 16 June 2020.

All publicity materials contained:

- A description of the proposed development, and where it was sited;
- Where further information could be obtained;
- The timing of the consultation, and;
- Details of how to provide feedback.

## Invitees - Councillors and Elected Representatives

The following stakeholders (aside from residents and businesses) were contacted;

Name	Role
<b>Councillor Barry Hunt</b>	Cabinet member for Neighbourhoods and Environment
<b>Councillor Wayne Davies</b>	Cabinet member for Economic Development
<b>Cllr Stuart Smith</b>	Chair – Regulatory Committee
<b>Cllr Malcolm Head</b>	Vice-chair – Regulatory committee
<b>Cllr Alec Brown</b>	Regulatory committee
<b>Cllr Carole Morgan</b>	Regulatory committee
<b>Cllr Chris Foley-McCormack</b>	Regulatory committee
<b>Cllr Cliff Foggo</b>	Regulatory committee
<b>Cllr Craig Hannaway</b>	Regulatory committee
<b>Cllr Lee Holmes</b>	Regulatory committee
<b>Cllr Mary Ovens</b>	Regulatory committee
<b>Cllr Michael Lockwood</b>	Regulatory committee
<b>Cllr Neil Baldwin</b>	Regulatory committee & ward member, Coatham
<b>Cllr Timothy Gray</b>	Regulatory committee
<b>Cllr Vera Ryder</b>	Regulatory committee
<b>Cllr Carl Quartermain</b>	Ward member, Coatham
<b>Cllr Sandra Smith</b>	Ward member, South Bank
<b>Cllr Sue Jeffrey</b>	Ward member, South Bank
<b>Ben Houchen</b>	Mayor of Tees Valley
<b>Jacob Young</b>	MP
<b>Shaun Casey</b>	Redcar Bulk Terminal
<b>John Leer</b>	Tees Valley Combined Authority
<b>Peter Shields</b>	Tees Valley Combined Authority
<b>John McNicholas</b>	STDC
<b>Gerard Armstrong</b>	STDC

## Invitees - Residents

The following residential properties were contacted by letter:

Addresses within 2.5km	
Recipient	Address
Marsh Farm House	Tod Point Road

## Invitees - Businesses and Commercial

The following businesses were contacted by letter:

Addresses within 2.5km	
Recipient	Address
Conoco Phillips	Seal Sands
Marine Club House	Breakwater South Gare
Pilot House	Breakwater South Gare
Marsh Farm House	Tod Point Road
Briggs Plant & Equipment	Tod Point Road
P J Motors	Tod Point Road
Inshore Fisheries	Tod Point Road
Unit 3	Teal Court
Unit 6	Teal Court
Alans Resprays	Unit 8
Case	Unit 11
Greens Auto Services	Unit 5
Kosis Car Repairs	Unit 12
On Target	Unit 7
Todd Point Motors	Unit 9
Warrenby Rest	Unit 1
Woodwood Logs & Gardening Services	Unit 2-4
Alpha Car Imports	Tod Point Road

## Consultation Activity

The consultation was carried out in order to explain the proposals to, and seek the views of, the business and residential community around the application site, and their elected representatives.

The consultation, as discussed earlier, was forced by the Covid-19 situation to be carried out remotely. However, to overcome this the applicant has written to all the identified consultees to provide:

- An introduction to the project and site
- A link to the project website, where further details including images and a Frequently asked Questions (FAQ) could be found
- Offers of direct contact by telephone or video call, or correspondence by email or post.





Figure 2 Public project website

A full copy of the website text is included at Appendix 4

The project website covered:

- A general introduction to the applicant and proposals;
- More detail on the specifics of the proposals;
- A description of how the energy recovery process works;
- Details on the host site;
- Environmental considerations;
- The planning process;
- An online feedback form during the consultation period, and:
- How to contact the developer to provide feedback and to ask for more information.

Redcar Holdings (PMAC and Low Carbon) staff and their planning team were available to discuss the proposal, answer questions, and take feedback.

## Consultation Feedback

The following questions and feedback was received during the consultation period. They have been broken into topic areas for clarity. The feedback was a mixture of questions and suggestions.

- Councillor Mary Ovens responded to acknowledge receipt of our email outlining the project, and to thank us for keeping her informed. She made no comment and raised no queries about the detail of the project.

No further comment or feedback was received from those contacted, reflecting the anticipated low response to the proposals.

## Consultation Response

Given the absence of feedback responses received, it was apparent that there were no material changes required to the basic design of the application proposals or to the planning application basis.

## Summary

The applicant has undertaken a programme of consultation in accordance with the pre-application discussions with the Redcar and Cleveland Borough Council's planning department, including making available information online, writing to stakeholders, and making themselves available to answer questions.

The response has been of a nature to suggest that no changes to the design of the facility as proposed are required.

The scoping responses and Pre-Application Advice have defined the structure of the Environmental Impact Assessment Report to be submitted to Redcar and Cleveland Borough Council, and informed the technical studies.

The applicant will ensure that links are provided on the website to the planning application documents when these are submitted and registered.

## Appendix 1 – Consultation Scope

Name	Role
Councillor Barry Hunt	Cabinet member for Neighbourhoods and Environment
Councillor Wayne Davies	Cabinet member for Economic Development
Cllr Stuart Smith	Chair – Regulatory Committee
Cllr Malcolm Head	Vice-chair – Regulatory committee
Cllr Alec Brown	Regulatory committee
Cllr Carole Morgan	Regulatory committee
Cllr Chris Foley-McCormack	Regulatory committee
Cllr Cliff Foggo	Regulatory committee
Cllr Craig Hannaway	Regulatory committee
Cllr Lee Holmes	Regulatory committee
Cllr Mary Ovens	Regulatory committee
Cllr Michael Lockwood	Regulatory committee
Cllr Neil Baldwin	Regulatory committee & ward member, Coatham
Cllr Timothy Gray	Regulatory committee
Cllr Vera Ryder	Regulatory committee
Cllr Carl Quartermain	Ward member, Coatham
Cllr Sandra Smith	Ward member, South Bank
Cllr Sue Jeffrey	Ward member, South Bank
Ben Houchen	Mayor of Tees Valley
Jacob Young	MP
Shaun Casey	Redcar Bulk Terminal
John Leer	Tees Valley Combined Authority
Peter Shields	Tees Valley Combined Authority
John McNicholas	STDC
Gerard Armstrong	STDC

## Appendix 2 – Invitation Letter to Stakeholders



15 June 2020

Dear XXXXX

**Our proposal to develop the Redcar Energy Centre - at the Redcar Bulk Terminal, adjoining the Redcar Steelworks**

We are in the process of submitting a planning application to develop a new project Redcar Energy Centre within an area identified in the South Tees Development Corporation 'North Industrial Zone' targeting energy and power innovation.

If approved, the facility would:

- Generate enough sustainable energy for up to 100,000 typical homes - more than the equivalent of the demand from all properties in Middlesbrough combined.
- Create around 450 jobs during a construction period lasting two to three years, and 80-100 new permanent full-time jobs during operation.
- Provide a valuable service, making use of 450,000 tonnes of waste per year from the local area and wider region that would otherwise go to landfill.
- Provide a facility for the extraction and separation of recyclable materials
- Generate substantial amounts of heat that could be used by nearby businesses.
- Make use of a site that is identified for this type of facility, has previously been developed and has excellent access by road, rail and sea.

We have now completed our environmental assessments and are holding a public consultation before submitting our planning application. The decision on whether the proposals go ahead will be made by Redcar and Cleveland Borough Council. During the public consultation, we welcome your feedback and comments. The council will consult a range of organisations before making a decision, including the Environment Agency, which will ultimately be responsible for monitoring the plant.

You can also find more information at [www.redcarenergycentre.co.uk](http://www.redcarenergycentre.co.uk) including computer-generated images of what the facility would look like.

We are open to feedback at any time, but would be pleased to receive your comments in the feedback form available on this website by email to [info@redcarenergycentre.co.uk](mailto:info@redcarenergycentre.co.uk) before 26 June 2020. You can also email us with any queries you may have. If there are then any further aspects you would like to discuss, we are offering 15-minute one-to-one telephone or video call sessions with a member of the team - please email us to arrange.

If you do not have internet access, you can write to us at:

Redcar Energy Centre Consultation, c/o Low Carbon, 13 Berkeley Street, London W1J 8DU.

We look forward to hearing from you.

## Appendix 3 – Contact List

Recipient	Address
Conoco Phillips	Seal Sands
Marine Club House	Breakwater South Gare
Pilot House	Breakwater South Gare
Marsh Farm House	Tod Point Road
Briggs Plant & Equipment	Tod Point Road
P J Motors	Tod Point Road
Inshore Fisheries	Tod Point Road
Unit 3	Teal Court
Unit 6	Teal Court
Alans Resprays	Unit 8
Case	Unit 11
Greens Auto Services	Unit 5
Kosis Car Repairs	Unit 12
On Target	Unit 7
Todd Point Motors	Unit 9
Warrenby Rest	Unit 1
Woodwood Logs & Gardening Services	Unit 2-4
Alpha Car Imports	Tod Point Road

## Appendix 4 – Website Text

‘Home’ page

**PMAC ENERGY AND LOW CARBON ARE PROPOSING TO DEVELOP THE REDCAR ENERGY CENTRE (REC) ON LAND AT THE REDCAR BULK TERMINAL, ADJOINING THE REDCAR STEELWORKS, WITHIN AN AREA IDENTIFIED IN THE SOUTH TEES DEVELOPMENT CORPORATION ‘NORTH INDUSTRIAL ZONE’ TARGETING ENERGY AND POWER INNOVATION.**

The facility would generate up to 49.9MWe; enough electricity for the equivalent of up to 100,000 homes, more than the demand from all the properties in Middlesbrough. It will also generate substantial amounts of heat that can be used by nearby businesses, and make use of site that has previously been in heavy industrial use.

Around 450,000 tonnes per year of waste would be diverted that would otherwise go to landfill or be exported to Europe for treatment; waste which has already been sorted to remove valuable recyclables, such as glass, metal, plastic, paper and card.

The facility would consist of a Materials Recycling Facility to recover recyclables, an Energy Recovery Facility to recover energy, and a Bottom Ash Recycling Plant to create secondary aggregates for use in construction.

Redcar Energy Centre would provide around 450 full-time jobs during construction and 50 new full-time jobs during operation, and support many other jobs and supply chains in the area

We held a virtual consultation between Tuesday 16 and Friday 26 June 2020 to listen to the views of local businesses and residents. We will now take the comments we received into consideration before submitting our planning application to Redcar and Cleveland Borough Council.

## About us

The Redcar ERC is a joint venture between PMAC Energy, and Low Carbon Limited. The team brings together substantial expertise in the design, funding, construction and operation of energy assets in the UK. Learn more about the companies [here](#) and [here](#) Contact Us



Have a question or need more information?

You can get in touch with us by email [here](#)

**‘Project’ page**

## About the Proposal

THE PROPOSED REDCAR ENERGY CENTRE (REC) WILL RECOVER RECYCLABLE MATERIALS AND ENERGY FROM RESIDUAL RESIDENTIAL, COMMERCIAL AND INDUSTRIAL WASTE, GENERATING UP TO 49.9MW OF ELECTRICITY - ENOUGH TO POWER AROUND 100,000 HOMES.

THE PROPOSED FACILITY IS INTENDED TO:

- Generate up to 49.9MW of energy, enough to power the equivalent of up to 100,000 homes. That's greater than the demand of the residential population of Middlesbrough.
- Provide around 450 full-time jobs during the 2-3 year construction period, and 50 new full-time jobs during operation.
- Make use of waste from the within the local area and beyond.
- Take around 32 months to build and be up to 47m high, with two adjacent flue stacks around 90m high.
- Be regulated by the Environment Agency, who will only issue an Environmental Permit if it is satisfied that the facility is safe for the environment and the local community.
- Create opportunities for a wide range of local suppliers and supply chain companies.
- Have the potential to supply nearby commercial and industrial users with the surplus heat generated, and/or privately supplied electricity.
- Facilitate further investment into the region by attracting business and industrial users of heat
- Allow for the recovery of valuable metals before and after the process. Residues from the combustion process (known as incinerator bottom ash) can also be used to produce secondary aggregates in the production of concrete products

- Contribute to the UK's drive to reduce CO<sub>2</sub> emissions from fossil fuel electricity generation
- Reduce reliance on fossil fuels for the generation of energy
- Support local community programmes and causes.
- Utilise a site that has previously been previously developed, has excellent access including road, rail and sea, and is identified for this type of use.

### **Where is the proposed site?**

The Application Site occupies an area of approximately 10.1 hectares (ha) and currently forms part of the Redcar Bulk Terminal. The industrial site and associated infrastructure of the Teesside Steel Works borders the eastern edge of the site, with several of its outlying buildings making up the southern border. The steel works are currently redundant, and negotiations are ongoing for its sale. It is located approximately 4.5 km west of Redcar town centre and 8.5 km to the north east of Middlesbrough town centre.

### **Who currently owns the site?**

The land is owned by Redcar Bulk Terminal, part of the wider area specialising in handling bulky materials and other industrial activities.

Current activities of handling bulk cargo at the Terminal would continue as normal.

### **How would the Energy Recovery Centre (ERC) work?**

Waste will be delivered to site primarily by road, although the opportunity exists to use the dock and railheads in the future should this be commercially viable. It will be delivered either into the associated Materials Recycling Facility for initial sorting (where recyclables would be removed) , or if it has already been pre-treated to remove recyclables, then placed directly into the indoor tipping hall and bunker within the Energy Recovery buildings.

Post-sorted waste (which has had recyclables removed) from a bunker is put into a fuel hopper by a crane and placed on a moving grate.

The waste is treated at high temperatures.

The hot air created passes through a boiler that converts water into high pressure steam.

This steam drives a highly efficient turbine to produce electricity.

Hot air from the boiler is treated to meet strict air quality standards, with particles and residues filtered out.

The electricity generated would be exported via an underground cable to the National Grid to be used by homes and businesses

Part of the steam created could be used to supply heat to other nearby businesses.

By-products such as ash and metals can be reused and recycled. Ash is recycled for use as secondary aggregate in construction, for example.

Air quality is continuously monitored to ensure it meets strict environmental standards.

A control room monitors the whole process to safeguard health and environment.

### **How will you protect local air quality?**

The operation of Redcar ERC would be subject to an Environmental Permit regulated by the Environment Agency. We would use advanced controls and performance monitoring technology to make sure air emissions meet stringent modern standards. Our studies confirm that no significant effect are expected at residential receptors.

As part of the Environmental Impact Assessment which will support the planning application, we are undertaking a detailed assessment of the potential effects on air quality, looking at emissions from the stack. This information will be provided as part of the Environmental Statement which will accompany the planning application.

### **Will you impact local ecology?**

The impacts of our facility on the adjoining wildlife sites at Bran Sands and the wider Special Protection Areas have been carefully assessed, and their sensitivity to impacts discussed with Natural England. Our proposals are not expected to cause significant effects to the habitats or wildlife that use them. We will work closely with the Natural England to ensure that the impacts of the facility are acceptable. We will also ensure that disturbance to wildlife is minimised during construction. The applicant will also be developing measures to increase biodiversity on the site and within the area.

### **Will the facility be noisy?**

The facility's design means that almost all activity will take place indoors and therefore any noise would be controlled.

As part of the planning application we have identified the existing noise levels to assess the potential effects of REC on the nearest ecological and residential receptors to the site, having regard to published standards and guidance. This information will be provided within the Environmental Statement which will accompany the planning application.

### **Will it create more traffic?**

We believe that the project would not have significant effects on traffic because:

No HGVs will need to go through any residential areas or the nearby towns. All construction and operational HGVs would have direct easy access to the site from the A1085 Trunk Road.

The delivery of materials to and from the site would generate an estimated 204 two-way HGV movements per day.

Over a 10-hour working day, this would equate to approximately 20 two-way HGV movements per hour, or over a 24-hour working day approximately 9 two-way HGV movements per hour.

### **How will the facility be designed?**

While we are limited in the changes we can make to the design and layout of the facility itself (as it is largely governed by the plant within the building), we would like people's views on the colouring and finishes of the building.

### **How tall will the facility be?**

Based on the current design, the tallest part of the facility (the flue stack) would be no more than 90 metres high. There are a number of similar structures in the area, not least at the adjoining steelworks where stacks of this height and substantially higher already exist. The footprint of the facility, whilst fairly large, occupies a small fraction of that of the adjoining steelworks structures.

### **How will the heat generated be used?**

The facility will be CHP ready and we're currently looking at options to provide nearby commercial and industrial users with the heat we generate. This would make the process even more efficient, and we would welcome suggestions on this as part of any feedback. There is the opportunity to add significantly to the

regeneration prospects of the area through incentivising business to locate to the area through access to affordable heat.

### **How will the planning process work?**

The proposed Redcar Energy Centre requires planning consent, and we plan to submit a planning application to Redcar and Cleveland Borough Council. The main steps for the project are set out below.

We began the planning process by speaking with the Council, who provided advice on the process, the policies against which the proposals would be judged, and how best to approach our public consultation.

We then carried out what is known as a 'scoping exercise', which identified the main issues to be considered in the Environmental Impact Assessment process, and which areas required detailed studies to be prepared to support our application.

We consulted with people locally between Tuesday 16 and Friday 26 June 2020 to seek their views on our proposals, and take these into account as we finalised our plans.

Once we have finalised our application, it will then be submitted to Redcar and Cleveland Borough Council, who will consult all relevant technical stakeholders on the application.

These will include Natural England, the Environment Agency, South Tees Development Corporation, Natural Heritage (Redcar and Cleveland), Rights of Way, (Redcar and Cleveland), The Ramblers, The Health and Safety Executive, Environmental Health (Redcar and Cleveland), Highways (Redcar and Cleveland), , the Lead Local Flood Authority, and Northumbrian Water among others. These stakeholders were also consulted at the scoping stage. In addition, and importantly, the Council will consider the proposals' compatibility with planning policy.

Once complete, the Council's professional officers will assess the merits of the application and make a recommendation on whether the proposals can be supported.

Interested parties will be able to comment on the planning application itself once it has been submitted – details will be available on the Redcar and Cleveland Borough Council website, and at the council offices. More details of the planning process are available on the Redcar and Cleveland Borough Council website at [here](#) on the Redcar and Cleveland Borough Council website.

## How will you be a good neighbour?

As well as creating local jobs and investment, we intend to play an active role in the local community and support both local community and environmental initiatives. As part of our consultation, we're interested in your suggestions for relevant local or regional community projects or good causes we could support.