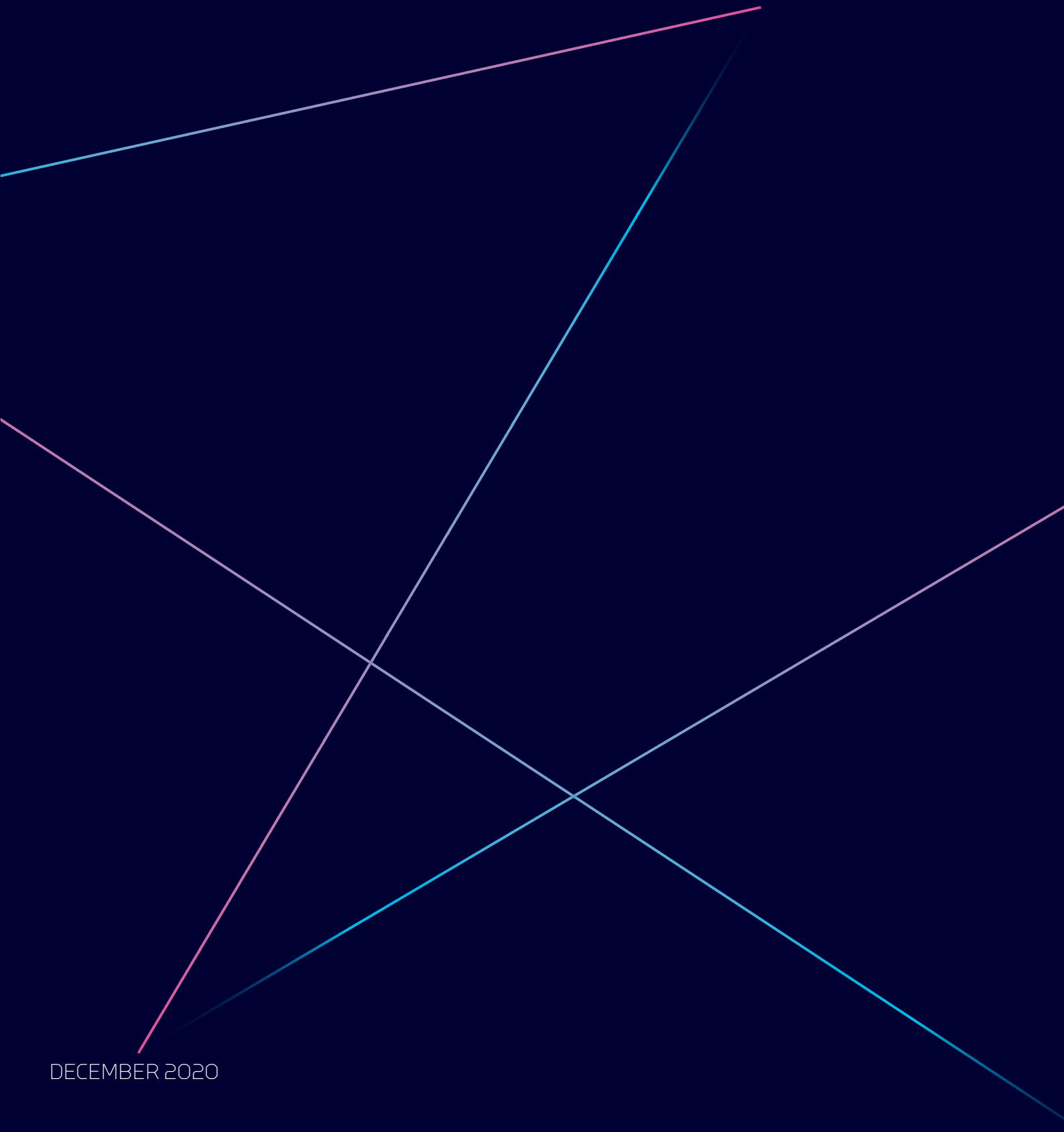
TEESWORKS

# DORMAN POINT PLANNING STATEMENT



DECEMBER 2020

# Dorman Point
# Planning Statement

South Tees Development Corporation

December, 2020

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# Contents

# 1.0 Introduction

1.1 This Planning Statement has been prepared by Lichfields, on behalf of the South Tees Development Corporation (the applicant / 'STDC'), to accompany an outline planning application to be submitted to Redcar and Cleveland Borough Council ('RCBC'). The application site is known as Dorman Point, within the STDC Masterplan area (hereafter referred to as the 'Teesworks area'), Redcar.

1.2 The description of development is as follows:

*"Outline planning application for development of up to 139,353 sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking, works to watercourse including realignment and associated infrastructure works. All matters reserved."*

1.3 This Planning Statement should be read in conjunction with the following documents which accompany this application. The scope of this information has been agreed with RCBC through the pre-application process.

Table 1.1 Application Documents

| Document Name |
|---|
| Planning Application Forms and Notices |
| Planning Cover Letter |
| Planning Statement |
| Design and Access Statement |
| Habitats Regulation Assessment |
| Environmental Statement Volume 1 – Non Technical Summary |
| Environmental Statement Volume 2 – Main Technical Assessments |
| Environmental Statement Volume 3 – Technical Figures & Appendices |
| Planning Drawings, including:<br>• Site Location Plan<br>• Indicative Arrangement Plan<br>• Parameters Plan<br>• Existing Site Plan |

1.4 The proposed development falls within part 10(a) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). Part 10(a) relates to industrial estate development projects where the development exceeds 5ha. For such developments, EIA is required where significant environmental effects are likely by virtue of factors such as its nature, size or location. It has been agreed with RCBC that the proposed development is EIA development and the findings of the EIA are set out within an Environmental Statement ('ES').

## Background to the Outline Planning Application

1.5 STDC is the third Mayoral Development Corporation to be established, and the first outside of London. It was created in August 2017 by the then Secretary of State for Communities and Local Government pursuant to Section 198 of the Localism Act 2011 at the request of the Tees Valley

Combined Authority ('TVCA') and was established by The South Tees Development Corporation (Establishment) Order 2017.

1.6 STDC (the applicant of this outline planning application) was established as the public sector vehicle for delivering area-wide, economic regeneration in the area to augment the wider economic growth plans of the Tees Valley. It delivers this regeneration through its South Tees Regeneration Programme. It has also prepared the South Tees Regeneration Masterplan to support development through the local planning and planning application process. This Masterplan was originally published in 2017 and it was revised to reflect ongoing changes in market demand in November 2019.

1.7 The Masterplan sets out the vision for transforming the STDC area into a world-class, modern, large-scale industrial business park. It provides a flexible development framework where land plots can be established in a variety of sizes to meet different occupier needs in the most efficient manner possible. The Masterplan identifies five distinct development 'zones' within the STDC area. This development site is within the South Industrial Zone. This zone is identified for port related used, offshore energy industries, materials processing and manufacturing and energy generation.

1.8 The Master Plan will be supported by area wide strategies that will seek to address environmental considerations and will help facilitate the delivery of development sites. Examples of these include the emerging Environment and Biodiversity Strategy, Waste Strategy and Transport Strategy.

1.9 This outline planning application is one of five applications in the Teesworks area being submitted by STDC simultaneously. From a commercial perspective, the simultaneous submission of the applications is an important step in delivering confidence to the market through demonstrating the deliverability of regeneration in the area to the market and potential end occupiers. The industrial use allocations in the Local Plan go some way in giving certainty that there are no in-principle issues preventing redevelopment of the land. The approval of the outline applications furthers the planning certainty already given by the Local Plan by assessing the impacts and demonstrating the acceptability of a certain quantum of floorspace. The need for comprehensive regeneration of the Teesworks area is indisputable, and this is reflected by the establishment of STDC, the planning policy framework in place, and by the outcome of the recent Compulsory Purchase Order. Obtaining consent for the type, quantum and scale of development proposed in the five applications is the next, and necessary, step in furthering the certainty that there are no impediments to the delivery of large scale industrial development in the Teesworks area.

1.10 With regards to the EIA process, the submission of five separate applications and ESs will allow the Council to consider the impact of each scheme separately with full awareness of the likely impacts arising cumulatively as a result of the overall proposed quantum of development. This provides a transparent approach which recognises the potential for some schemes to have a cumulative effects, whilst allowing specific matters to be addressed by each application and ES. Figure 1.1 below shows the location of the five application sites.

Figure 1.1 Teesworks Application Sites


1.11 STDC has already started preparing this development site, Dorman Point, for development and it has submitted a set of applications to RCBC for remediation and preparation of the ground, engineering operations and demolition of existing structures.

## Structure

1.12 This Planning Statement is structured as follows:

- Introduction;
- Site and Surroundings;
- Planning Policy Context;
- Determination of Planning Application;
- Compliance with NPPF; and
- Conclusions.

# 2.0 Application Site and Surroundings

## The Site

2.1 The development site is 57.8ha in size and it is approximately rectangular in shape.

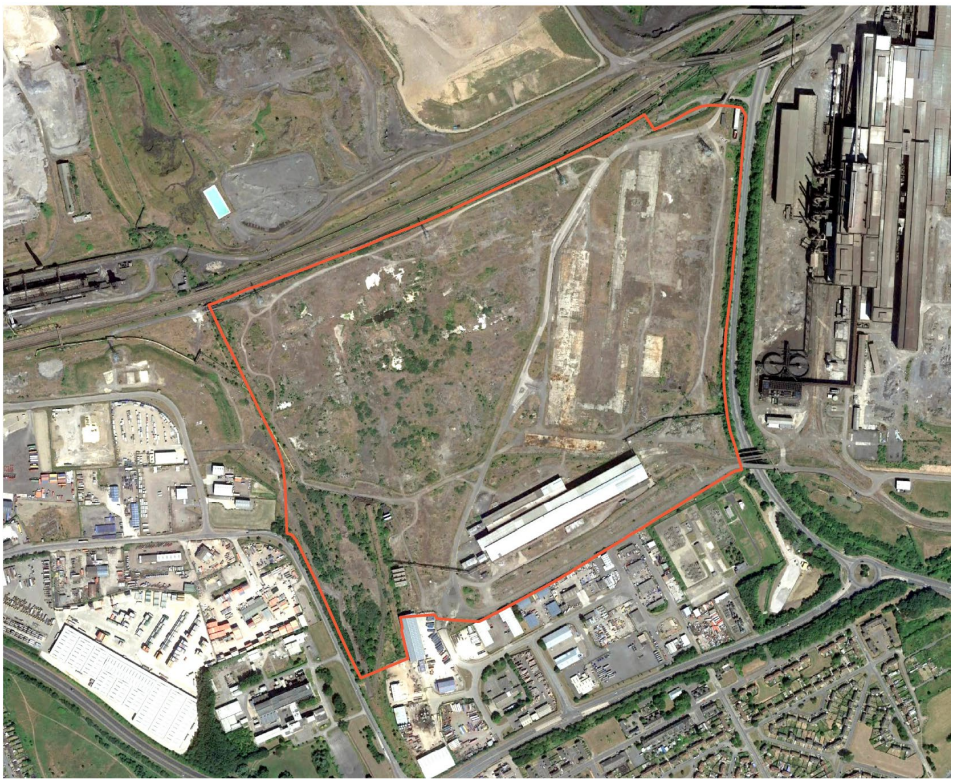
2.2 The site is located within the south east of the Teesworks area which is an industrial area. It lies approximately 4.8km east of Middlesbrough town centre and 4.8km south west of Redcar town centre and is approximately 1.5km south east of the River Tees.

2.3 It is located in the south western part of the Teesworks area and lies between the 'Lackenby' area and the South Tees Freight Park. It is immediately north west of the Bolckow Industrial Estate and is to the south of the South Bank Zone and the Landfill and Waste Management Facilities area. The site's location is shown in Figures 2.1 and 2.2 below.

2.4 The site is immediately bounded by:

- Tees Dock Road to the east;
- Existing development in the Bolckow Industrial Estate to the south east;
- Eston Road and open vacant industrial land to the west; and
- The Darlington to Saltburn Railway line to the north west.

Figure 2.1 Site Location: Dorman Point



Source: Lichfields (November 2020)

2.5 The development site is largely rectangular in shape and is defined by the existing surrounding infrastructure. The site has previously been use for iron and steel making and was extensively occupied by buildings associated with the Cleveland Iron and Steel Works.

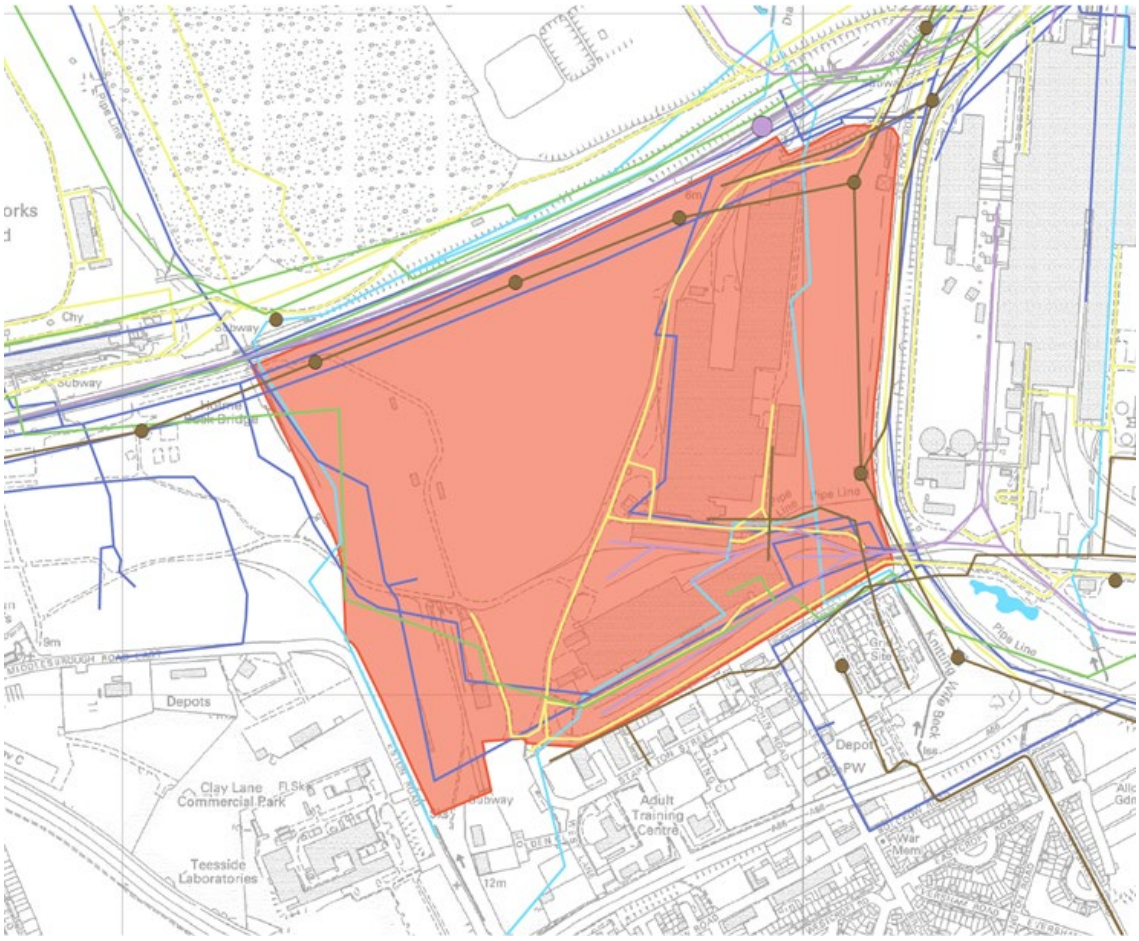
2.6 Most of the site is now free from built structures, however, the former Torpedo Ladle Workshop is located in the southern part of the site. A redundant railway embankment of approximately 15m in height running in a north-south direction is present in the south western part of the site although this is permitted to be removed as part of the works secured through a separate planning permission (Ref R2020/0318/FFM). Aside from the former workshop building, most of the ground cover is a mixture of hardstanding and patchy scrub and grasses, and there are some relatively small pools of standing water in the central northern part of the site.

2.7 The topography of the site is flat although there is gentle slope downwards from to the west and north, with typical ground levels ranging from approximately 13m above ordnance datum ('AOD') to 8m AOD.

## Site Features

2.8 The site includes a number of existing features which are described below and shown on Figure 2.2.

Figure 2.2 On site Infrastructure




2.9 An internal private road network exists across the whole of the Teesworks area and some of these roads are located within the application site. These include a road running in a north-east south-west direction across the site which connects to Tees Dock Road in the north east corner and to the roads around the Bolckow Industrial Estate in the south west corner via the former Bessemer Gate. These roads are not to adoptable standards.

2.10 Historically a freight rail network operated across the Teesworks area, parts of which are still operational. The former Hot Metal Transfer Railway extends into the southern part of the site, both to the north and south of the Former Torpedo Ladle Workshop building.

2.11 National grid electricity infrastructure is present throughout the Teesworks area, and specifically, the site contains five electricity pylons and associated overhead electricity lines running along the north western and eastern edges of the site. An electricity substation is present in the north eastern corner of the site and a power transmission line is also present under the south eastern part of the site.

2.12 A number of watercourses are present across the Teesworks area. In relation to the site, the Holme Beck runs in a north west-south east direction along the western edge of the site, with the southern end being open, and the remainder culverted underground. The Knitting Wife Beck runs in a north-south direction across the eastern side of the site via an underground culvert. A cross connector, which links the two becks, also via an underground culvert, is present in places under the site at its southern extent.

2.13 The Teesworks area contains a large network of critical industrial utility infrastructure, which is shown on the above figure (in green). The now redundant Coke Ovens Gas Main ("COGM"), is present above ground on the southern and western parts of the site which contains hazardous material and is controlled under a nitrogen blanket to prevent ignition.

2.14 The Teesworks area contains various water infrastructure as shown above in Figure 2.2 (dark blue). Water infrastructure present on the site comprises:

- Potable water supply pipes cross the central part of the site in a north-east south-west direct and cross the southern part of the site in a north-west south-east direction;
- Industrial Water Mains are present under the southern and western parts of the site; and
- A municipal sewer transfer mains crosses the under the northern part of the site in an east west direction.

2.15 The site is located within Flood Zone 1 and is therefore land assessed by the Environment Agency ('EA') as having less than 1 in 1,000 annual probability of river or sea flooding.

2.16 There are no designated heritage assets within the site and it does not contribute to the setting of any listed building. There is potential for below ground heritage assets (non-designated) relating to the 19th century steelworks.

2.17 The site is not within an Air Quality Management Area ('AQMA'). The nearest one is the Scarborough AQMA, which is located around the village of Staithes, approximately 15 miles to the south east of the site.

2.18 There are no designated ecological sites within the application site. A range of invertebrates were identified across the site, including dingy skipper, grayling butterflies, Emperor Dragonfly and Black-tailed Skimmer. Other species identified as being present within the application site include brown hare, common toads and hedgehog.

2.19 The Teesdale Way Public Right of Way ('PROW') runs alongside the Darlington to Saltburn Railway line, just within the northern extent of the site. There are no other PROWs within the site.

2.20 With regards to the current development context at the site, STDC has submitted applications to RCBC to prepare the site for future development. These include ground preparation, engineering operations and demolition of existing structures. In addition to this, RCBC approved an application for a new Energy Recovery Facility ('ERF') in December 2019 to be located on the north eastern corner of the site. Although not yet implemented, STDC is fully

supportive of the ERF scheme and it is intended that the proposed development, which is the subject of this ES, will be brought forward to complement this scheme. The relationship between these scheme is discussed below.

## Surroundings

2.21 An aerial photograph of the site and its wider surroundings is provided below at Figure 2.3.

Figure 2.3 The Site and Surroundings

2.22 The site is located within the south east of the Teesworks area.

2.23 As set out above, the Darlington to Saltburn Railway line is immediately north west of the site. Beyond this is an area known as South Bank which is brownfield industrial land with a frontage onto the River Tees (this site has recently received outline planning permission for general industry and storage and distribution facilities). To the north east of South Bank is Teesport, which is operated by PD Ports and is one of the largest ports in the UK.

2.24 To the west of the site is the South Tees Freight Park and an industrial estate. To the south east of the site is the Bolckow Industrial Estate and the residential area of Grangetown. To the south west of the site, on the other side of the A1085 Trunk Road is the Wilton International Complex, which is a 769ha area of national importance for process industry manufacturing.

2.25 To the east of the site is the area known as Lackenby which is occupied by a number of vacant buildings formerly used as the SSI basic oxygen steel ('BOS') and continuous casting ('CONCAST') steelmaking facilities. Beyond this is the British Steel area on which the

operational Teesside Beam Mill is located alongside a large amount of associated land used for the external storage of products.

2.26 Other operations and operators within the Teesworks area include Redcar Bulk Terminal, Tarmac and Sembcorp.

2.27 The development site is directly connected to the public road network via the spur road at the junction of West Lane and Stapylton Street, which enters the site in the south west. This was formerly the 'Bessemer Gate' entrance, which is currently closed by way of a barrier. The site is also located directly to the east of Eston Road and directly to the west of Tees Dock Road. These roads provide connectivity to the wider local road network via the A66, the A1053 and A1085. The A66 provides direct links into the strategic road network via the A19 and A1M.

2.28 The A66 links to Middlesbrough, Stockton-on-Tees and Darlington, and joins the A1085 trunk road which links to Redcar to the east. The A19 links to Hartlepool, Peterlee and Sunderland to the north, and to Thirsk and York to the south. The A19 and A1(M) provide north-south links into the strategic road network.

2.29 Darlington Station is located approximately 16 miles to the south west. The station is on the East Coast Mainline which provides north-south rail links to London Kings Cross and to Durham, Newcastle and beyond. Darlington Station is connected directly to the Teesworks area via the Tees Valley line which connects Darlington to Saltburn. There are three stations on this rail line within the Teesworks area; Grangetown station directly to the north of the site which has been closed for a number of years; the South Bank Station, to the north west of the site, which is operational; and the Redcar British Steel Station, to the north east of the site, where services have been suspended since 2019.

2.30 Teesside International airport provides national and international air connectivity to the region. The airport is located approximately 11 miles to the south west, is within a 30-minute drive of the Teesworks area and is adjacent to the Teesside Airport train station which is on the Tees Valley rail line.

2.31 Walking and cycling facilities in the vicinity of the site and the surrounding area are limited. The Teesdale Way Public Right of Way ('PROW') runs parallel to the Darlington to Saltburn railway line. The nearest National Cycle Route ('NCR') is Route 1 (NCR1) which runs across Redcar Road and parallel to Middlesbrough Road, approximately 1.3km (linear distance) to the south of the site. NCR1 provides strategic connections between Saltburn, Marske, Redcar and Middlesbrough.

2.32 There are no bus services within the vicinity of the site, with the nearest located in the residential area of South Bank approximately 1.3km walking distance from the south of the site.

2.33 The River Tees is located approximately 1.6km to the north west of the site. This is part of the Teesmouth and Cleveland Coast Special Protection Area ('SPA') and Site of Special Scientific Interest ('SSSI'). This area includes intertidal sand and mudflat, saltmarsh and freshwater grazing marsh, saline lagoons, sand dune and shingle, rocky shore and shallow coastal waters that are able to support national and international bird species.

2.34 The closest residential receptors to the site are the houses in the residential area of Grangetown, which is approximately 350m south east of the site and are separated from it by the Bolckow Industrial Estate and the A66. The residential area of South Bank is approximately 600m south west of the site and is separated from it by an industrial estate and the A66.

2.35 The nearest listed building is the Grade II* listed Baptist Church at South Bank (List UID: 1160408), which is located 0.8km to the west of the site. The site is not visible from the listed

building as it is physically and visually separated from South Bank by intervening industrial developments, trees and the A66.

2.36 The nearest conservation area is the Wilton Conservation area, which is approximately 2.8 km to the south east of the site and is physically and visually separated from it by the Wilton International industrial area.

## Planning History

2.37 Development proposals at the site are largely historic by their nature, however the following are relevant to this application.

2.38 Planning permission was approved by RCBC on 8th July 2020 (reference. R/2020/0318/FFM) for the following development:

*"Engineering operations associated with ground remediation and preparation including removal of former railway embankment and works to Holme Beck and Knitting Wife Beck."*

2.39 This application included the majority of the site which is the subject of this application, with the exception of the area at the south which is occupied by the former Torpedo Ladle Workshop building. It sought detailed planning permission for engineering operations associated with the remediation and preparation of ground within the site for the creation of appropriate conditions for final use developments, including the removal of the railway embankment down to the ground level of the surrounding area.

2.40 This permission is of relevance to this application insofar as it grants permission for the remediation and preparation of ground in the majority of the site. At the time of preparing this Statement, this permission has not been implemented and the existing baseline position regarding ground conditions has been taken into account in the accompanying EIA.

2.41 Planning permission was approved by RCBC on 27th September 2019 (reference. R/2019/0427/FFM) for the following development:

*"Demolition of structures and engineering operations associated with ground preparation and the temporary storage of soils and its final use in the remediation and preparation of land for regeneration and development."*

2.42 This application included most of the current development site and much of the surrounding area within the control of STDC. It sought detailed planning permission for engineering operations associated with two distinct elements of ground preparations works across the Teesworks area. Firstly, for engineering operations associated with the temporary storage of soils in mounds, and secondly for its final use in the remediation and preparation of land (including most of the site which is the subject of this application) for redevelopment.

2.43 This permission is of relevance to this application insofar as it grants permission for the storage of soil in three mounds on the site. At the time of preparing this Statement, this permission has not been implemented and the existing baseline position regarding earthworks has been taken into account in the accompanying EIA.

2.44 Outline planning permission was approved by RCBC on the 20 December 2019 (R/2019/0767/OOM) for the following development:

*"Outline application for the construction of an energy recovery facility (ERF) and associated development"*

2.45 The application incorporated land in the north east of the Dorman Point site, totalling 10.9ha, which is within the control of STDC. It sought outline planning permission for an energy

recovery facility with a total floorspace of up to 31,595sqm. A S.106 agreement was signed on 24 July 2020. The application was supported by an Environmental Statement.

2.46 The permission is of relevance to this application insofar that it grants outline permission for a final 'end use' within the application boundary. As an outline permission, the details of the ERF scheme are not yet known, including the layout and extent of land required for the scheme. It is understood that the details of the scheme are to be drawn up during 2021. This outline stage of the ERF scheme has been reflected in the baseline position of the accompanying EIA. Given that the final land take of the scheme is still to be determined and, indeed, in order to provide a fall-back position for Teesworks to have an approved alternative form of development on the site (in what appears to be the unlikely event that the ERF scheme does not come forward) it is felt prudent to incorporate the land within the ERF site into the potential development area of this outline application.

2.47 Planning permission was approved by RCBC on the 10 June 2020 (R/2020/0270/FFM) for the following development:

*"Engineering operations including widening of Eston Road, formation of new roundabout and internal access roads, works to enhance Holme Beck and associated hard and soft landscaping works"*

2.48 Whilst Eston Road itself is located out with the Dorman Point application boundary, the proposed new internal access roads cross within the boundary of the site.

2.49 This permission is of relevance insofar that the Eston Road improvements are intended to ensure the relevant road infrastructure is in place to serve development on the site including development proposed in this outline application. The permission will be implemented in 2021 following the discharge of planning conditions.

2.50 Prior approval application R/2020/0283/PND was submitted to RCBC on 10 June 2020 on behalf of Teesworks for the following development:

*"Prior approval for demolition of locomotive repair shed; oxygen plant tanks and buildings"*

2.51 This application sought prior approval for the demolition of some of the on-site structures at the development site. More specifically this comprises the former locomotive repair shed; oxygen plant tanks and buildings. RCBC confirmed that prior approval for the demolition of these structures was not required on the 7 July 2020.

2.52 Another prior approval was also submitted to RCBC on 16 November 2020 on behalf of Teesworks (R/2020/0679/PND) for the following:

*"Prior notification of proposed demolition of former torpedo ladle repair workshop building"*

2.53 This application seeks prior approval for the demolition of the torpedo ladle repair workshop buildings, located in the southern part of the site. The applicant is awaiting a decision from RCBC at the point of writing.

2.54 A Screening Opinion was submitted to RCBC on the 25 June 2018 in relation to the following:

*"Screening Opinion for proposed aluminium casthouse facility"*

2.55 A response was received on the 27 July 2018 (R/2018/0381/SC) stating that the proposal does not constitute EIA development.

2.56 The screening opinion site boundary is located within the Dorman Point site, to the south west. Its position is located where the proposed upgrades to Eston Road and new internal access

roads would be located. An application for full planning permission has not since come forward, and it is understood that it is now unlikely to do so.

# 3.0 Description of Development

3.1 The description of development is as follows:

*"Outline planning application for development of up to 139,353 sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking, works to watercourse including realignment and associated infrastructure works. All matters reserved."*

## Development Parameters

3.2 This application is being submitted in outline until specific building occupiers are identified. The application is supported by a Parameters Plan which provides details of the schemes fixed parameters (including development area and maximum building parameters). The Plan is being submitted for approval which will allow the detailed design to be reserved for subsequent approval. The parameters have been developed to allow flexibility as to the end user and with commercial requirements in mind. End users could include typical manufacturing and storage or distribution occupiers. Further details on the development parameters on which the environmental assessment has been based on are set out below.

Table 3.1 Development Parameters

| Development Parameter | Amount / Use |
|---|---|
| Use Class | B2 (General Industry)<br>B8 (Storage or Distribution)<br>E (Office) (maximum of 10% of overall floorspace) |
| Maximum Floorspace | 139,353 m2 / 1,499,972 sqft |
| Finished Floor Level | Minimum 8.00m AOD |
| Maximum Building Height | 36m |
| Access | Access is reserved and details will be submitted at the Reserved Matter stage of the planning process. An indicative location is shown on the Parameters Plan |

### Land Use and Floorspace

3.3 The application seeks permission for up to 139,353 sqm of B2 (General Industry) and B8 (Storage or Distribution) uses alongside ancillary offices. For the purposes of this ES, a maximum of 10% of the overall floorspace with be Use Class E (Office). The Parameters Plan includes a 'potential developable area' where the proposed floorspace will be delivered.

3.4 The precise quantum of floorspace will be delivered at the reserved matters stage of the planning process, however an Indicative Arrangements Plan accompanies the application to show one way the scheme could be brought forward. The reserved matters applications will include a final site layout and will take account of existing onsite infrastructure and / or the need for its diversion.

3.5 As described earlier, an outline planning application for an ERF scheme has been approved in the north western part of the site (ref. R/2019/0767/OOM). The Development Area on the Parameters Plan incorporates the land within which the ERF will be provided. Future detailed design of the site will ensure that the ERF scheme, and the scheme which is the subject of this EIA, are designed in a complementary way.

3.6 The site contains a range of utility infrastructure and the final site layout may necessitate the diversion of some or all of this infrastructure. Subsequent reserved matters applications will include the final site layout for the proposed development and the resultant need to divert any infrastructure will be addressed at that stage in consultation with the relevant stakeholders.

3.7 In addition, as previously described, there are some existing structures on site. Consent has been issued for the demolition of most of these buildings and, where not, separate applications will be submitted. They are therefore not assessed as part of this planning application.

## Maximum Development Height, Building Height and Finished Floor Levels

3.8 For the purpose of this EIA, the maximum development height will be 46.8m AOD within all of the potential developable area marked on the Parameters Plan. The maximum building height will be 36m above prevailing ground level. The minimum finished floor level will be 8m AOD. This will enable the maximum building height to be delivered on site. These figures take account of the proposed site levels and earthworks (see below) and also account for rooftop plant and machinery but do not make allowance for chimney stacks.

3.9 The final development height will be based on market demand and will be determined at the reserved matters stage of the planning process.

## Earthworks

3.10 The EIA is based on the assumption that the site will be cut and fill neutral. If this is not possible, the site won material will be retained within the Teesworks area.

3.11 To enable a cut and fill neutral position, the finished floor level across the site may need to be greater than 8m AOD. The development parameters above have therefore been set to provide flexibility in how the site is brought forward. Within the maximum development height of 46.8m, warehouses can be bought forward based on different FFL and building heights as long as the maximum parameter is not exceeded.

## Building Design

3.12 The detailed design and specification will respond to end users' requirements and market demand. Notwithstanding this, the Design and Access Statement submitted as part of this application sets out key design principles, examples and indicative images. It is anticipated that the building design will adopt a contemporary and modern architecture and the colour palette will be sympathetic to the site's surroundings.

3.13 Teesworks is in the process of producing a Design Guide for Developments which it will consider when drawing up reserved matters details.

## Access and Parking

3.14 The Parameter Plan shows four locations from which the development could be accessed from beyond the site and a minimum of three of these points will be brought forward.

3.15 The access point on Eston Road will be brought forward. This will comprise a roundabout junction (the works for which are covered by planning permission Ref R/2020/0270/FFM).

3.16 A minimum of two out of the following three access options shown on the parameters plan will be brought forward:

i One at the north east corner of the site where an existing Teesworks internal road enters the site;

ii One at the south east corner where an existing Teesworks internal road enters the site; and

iii One potentially to be provided at the south west corner of the site at the Bessemer Gate entrance into the Bolckow Industrial Estate.

3.17 The site will also include internal access road(s) and parking and servicing areas for each development plot, which will come forward in phases as and when development is brought forward at the site.

## Landscaping and Biodiversity

3.18 By the nature of the proposed development, no landscaping is proposed within the site. The effect upon existing habitats and biodiversity has however been fully addressed in the submission.

## Drainage

3.19 All surface water runoff within the site will require sustainable urban drainage system ('SuDS') treatment and attenuation prior to discharge.

3.20 It may be necessary to divert existing watercourses (including Holme Beck and Knitting Wife Beck). The description of development allows for this, although no details are provided at this stage.

3.21 It is assumed that any works to the watercourses will be undertaken either prior to the start on site or during the initial phases of the proposed development.

## Hours of Operation

3.22 Whilst the operating hours of each unit will be dependent on end user requirements, it is typical for such uses in the STDC and Redcar area to operate 24/7, seven days a week and this is the basis on which the application is submitted.

## Construction Methodology

3.23 The proposed development will be brought forward in phases based on market demand for the proposed employment use. A phasing schedule is included in Table 3.1 below and this sets out the proposed quantum of floorspace that will be delivered each year across the whole construction period. Based on the phasing schedule it can be assumed that construction period for the site is as follows:

- Construction commences in 2021 with first floorspace delivered in 2022; and
- Construction period totals 11 years with completion anticipated in 2032.

Table 3.2 Phasing Schedule: Dorman Point

| Year | Floorspace to be Delivered (sqm) |
|---|---|
| 2022 | 24,154 |
| 2023 | 41,806 |
| 2024 | 11,148 |
| 2025 | 13,471 |
| 2026 | - |
| 2027 | |
| 2028 | 17,187 |

| Year | Floorspace to be Delivered (sqm) |
|---|---|
| 2029 | - |
| 2030 | - |
| 2031 | 27,871 |
| 2032 | 3,716 |
| Total | 139,353 |

3.24 The programme of works will depend on several factors, including the availability of existing transport infrastructure, the implementation of new transport schemes (separate from the development), access arrangements and the environmental context of the site. The key stages of the construction works will be undertaken either at a site wide level or when development plots come forwards. The stages include:

1 Pre-Commencement: prior to the commencement of the development site, further environmental surveys will be undertaken (where required) and the detailed design of watercourse and utilities will be agreed with RCBC and statutory consultees;

2 Site Preparation: including the erection of site hoarding and fencing, the creation of construction access and the installation of construction compound(s);

3 Enabling and Ground Works: this will include earthworks to create development platforms and finished floor levels at the site;

4 Access and Highways Works: including the creation of access point(s). The proposed internal road network will be constructed on a phased approach in line with the development coming forward;

5 Drainage and Building Foundation and Construction: the proposed drainage scheme will be implemented as each development plot comes forward. It is anticipated that piling will be used to form the foundations.

3.25 Materials are anticipated to include steel, timber, metal and those associated with the construction of warehouses. The exact pallet of materials will be based on occupier requirements and will be agreed with the Council at the reserved matters stage of the planning process.

3.26 Construction hours are envisaged to be undertaken 24/7 in accordance with surrounding uses and industries.

# 4.0 Planning Policy Context

4.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of the application must be made in accordance with the development plan unless material consideration indicate otherwise.

4.2 In this case, the relevant statutory development plan comprises:

- Redcar and Cleveland Local Plan (adopted May 2018); and
- The Tees Valley Joint Minerals and Waste Development Plan Documents, comprising:
  - a Minerals and Waste Core Strategy DPD (adopted September 2011); and
  - b Minerals and Waste Policies and Sites DPD (adopted September 2011).

4.3 The National Planning Policy Framework ('NPPF') is also an important material consideration in the determination of this planning application.

4.4 Each level of planning policy and its relevance to the proposed development is set out below. Where relevant, extracts of planning policy have been provided or signposts have been made to the relevant document.

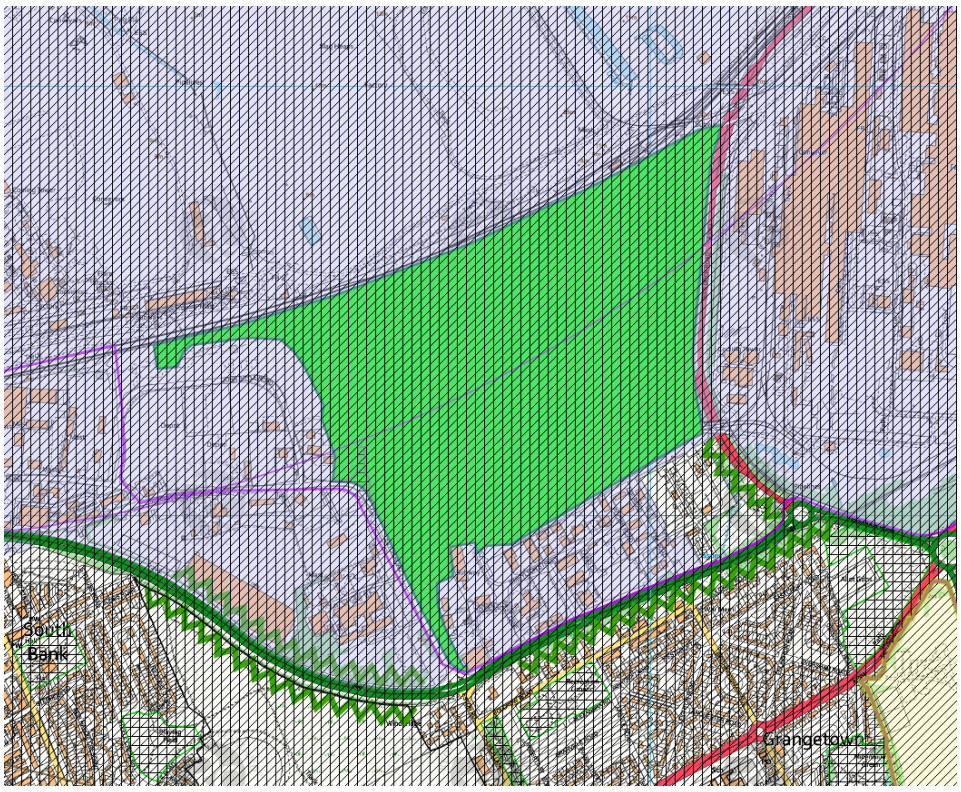
## Local Planning Policy

4.5 As indicated above, local planning policies relevant to this application are set out within the Redcar and Cleveland Local Plan (adopted May 2018) and within the Tees Valley Joint Minerals and Waste Development Plan Documents (DPDs)(adopted in September 2011) which provide the local planning policies in relation to minerals and waste for the five local authorities in the Tees Valley

### Policy Designations

4.6 The Local Plan is accompanied by a Policies Map which shows the policy designations. The relevant extract of the Policies Map is shown in Figure 4.1 below.

Figure 4.1 Policies Map Extract




Source: RCBC (2018)

4.7 The site's designations include:

- South Tees Eco Park (Policy MWP9, MWP10(b))(represented by solid green on the above extract);
- Protected Employment Area (Policy ED6) (represented by the solid pale purple on the above extract);
- Safeguarding of minerals resources from sterilisation – salt and gypsum (Policy MWC4);
- 6km Special Protection Areas ('SPA') buffer zone (Policy N4);
- South Tees Development Corporation Area (Policy LS4 / ED 6);
- Extension to Dockside Road (Policy TA3);
- 30km wind farm safeguarding area for Durham Tees Valley Airport (Policy SD6); and
- Development Limits (Policy SD 3).

## Relevant Planning Policies

4.8 Planning policies relevant to the principle of the proposed development are set out below. Other policies relevant to technical matters at the site are summarised at the end of the section.

### Policy SD 3 (Development Limits)

4.9 The relevant section of this policy states:

*"Development limits have been identified on the Policies Map around the urban and coastal areas, and certain towns and villages in the rural area.*

*Within development limits, development will be supported, subject to meeting other policies in the Local Plan".*

**Policy LS 4 (South Tees Spatial Strategy)**

4.10 The policy states:

*"The South Tees Spatial Strategy includes:*

- *Wilton International*
- *South Tees Development Corporation area, as illustrated on the Policies Map (including current and former steelworks at South Tees and Redcar)*
- *Teesport*
- *South Tees Industrial Estates and Business Parks*

*The Council and its partners will aim to:*

*Economy*

- *deliver significant economic growth and job opportunities through the South Tees Development Corporation and Tees Valley Enterprise Zone at Wilton International and South Bank Wharf;*
- *support the regeneration of the South Tees Development Corporation area through implementing the South Tees Area Supplementary Planning Document;*
- *grow the environmental and recycling sector;*
- *investigate opportunities to create a new energy hub to support the offshore wind and sub-sea engineering sectors;*
- *support the expansion and protection of the port and logistics sector;*
- *improve existing employment areas and provide a range of modern commercial premises that meet contemporary business requirements including the target sectors of the South Tees Area Supplementary Planning Document;*
- *continue development on general industrial and business estates;*
- *give the area an identity and make it attractive to inward investment;*
- *develop the chemical, technology and energy production industries at Wilton International;*
- *support the existing steel industries and take a lead role in supporting the future regeneration of former steel sites as part of the South Tees Development Corporation;*
- *enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;*
- *encourage clean and more efficient industry in the South Tees area to help reduce carbon dioxide emissions and risk of environmental pollution;*
- *support development related to Sirius Minerals' North Yorkshire Polyhalite project; and*
- *support the extension of the road network to unlock the development potential of South Tees.*

*Connectivity*

- *improve and maintain access links between South Tees and the strategic road network;*

- *support improvements to the strategic and local road networks to support economic growth;*
- *deliver rail infrastructure improvements to support an increased movement of rail freight;*
- *investigate the feasibility for providing a new rail halt at Wilton International;*
- *maintain and improve public transport connectivity with settlements in the borough and beyond;*
- *support the extension of the road network to unlock the development potential of South Tees;*
- *maintain and enhance walking and cycling routes from nearby towns to the South Tees employment areas;*
- *improve access to, and the quality of, broadband internet;*

*Environment*

- *enhance the environmental quality of employment through well planned boundary treatments;*
- *secure decontamination and redevelopment of potentially contaminated land;*
- *protect European sites, and safeguard and improve sites of biodiversity interest particularly along the River Tees and the estuary and encourage integrated habitat creation and management;*
- *enhance the environmental quality of the River Tees and coastline;*
- *safeguard and enhance the significance of buildings, sites, settings and areas of heritage and cultural importance including the 'Dorman Long' tower at South Bank Coke Ovens supporting its adaptation to enable alternative uses;*
- *encourage improvements to access, interpretation and wildlife conservation and biodiversity across the area;*
- *support the development of the South Tees District Heating System; and*
- *support the development Carbon Capture and Storage to de-carbonise the local economy."*

**Policy E6 (Promoting Economic Growth)**

4.11 Policy ED 6 (Promoting Economic Growth) of the Local Plan protects land within existing industrial estates and business parks, including 'Land at South Tees', which includes the site, for employment uses. The policy provides specific support for proposals falling within Use Classes B1, B2, B8 and suitable employment related sui-generis uses. The policy expects proposals within the Teesworks area to have regard to the South Tees Area Supplementary Planning Document ('SPD') (Ref 7), and states that "Proposals which positively contribute towards growth and regeneration will be supported". Policy ED6 also requires that, where appropriate, development proposals demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites, either alone or in combination with other proposals.

**TA 3 (Sustainable Transport Networks)**

4.12 The development of walking, cycling and horse riding routes, will be supported that:

a improve public access to the coast, countryside, North York Moors National Park, the Cleveland Way, the Teesdale Way, the England Coast Path, the National Cycle Network and other public rights of way and open spaces;

b provide and improve safe routes to school; and

c improve linkages between where people live and recreation, open spaces, the countryside and coast, employment areas and town and district centres so that active travel becomes an attractive option for shorter journeys.

4.13 There will be a presumption in favour of multi-user routes.

**MWP8 (South Tees Eco-Park)**

4.14 Policy MWP8 (South Tees Eco-Park) of the 2011 Minerals and Waste DPD allocated a site of approximately 27 hectares for the development of the South Tees Eco-Park. Appropriate development for the site could include large-scale waste management facilities including autoclave, physical reprocessing and biological treatment, waste transfer stations, materials recovery facilities, construction and demolition waste recycling, household waste recycling centres and commercial 'bring' depots. This followed the grant of planning permission for a 300,000 tonne per annum autoclave and a 100,000 tonnes per annum community recycling facility on the site. These consents were never implemented and have since lapsed. The weight which can be attached to this policy is now limited, given the adoption of the more recent Local Plan which no longer includes specific support for the Eco Park instead allocating the site for employment (industrial) (uses) within Policy ED6.

**Policy MWP10 (Construction and Demolition Waste Recycling)**

4.15 Policy MW10 identified the South Tees Eco Park as a location to be prioritised for the development of facilities to recycle construction and demolition wastes. For the reasons set out above the weight which can be attached to this policy is now limited.

## Other Relevant Policies

4.16 Other policies relevant to technical considerations at the site are set out below.

- Policy SD 1 (Sustainable Development);
- Policy SD 4 (General Development Principles);
- Policy SD 5 (Developer Contributions);
- Policy SD 6 (Renewable and Low Carbon Energy);
- Policy SD 7 (Flood and Water Management);
- Policy N 1 (Landscape);
- Policy N 2 (Green Infrastructure);
- Policy N 4 (Biodiversity and Geological Conservation);
- Policy TA 1 (Transport and New Development);
- Policy TA 2 (Improving Accessibility within the Borough and Beyond);
- Policy MWC1 (Minerals Strategy)
- Policy MWC 4 (Safeguarding of Minerals Resources from Sterilisation); and
- Policy MWC 8 (General Locations for Waste Management Sites).

# Other Material Considerations

## National Planning Policy Framework

4.17 The National Planning Policy Framework ('NPPF') is a material consideration in the determination of planning applications.

4.18 The new NPPF was published in July 2018 and updated in February 2019. The presumption in favour of sustainable development is the corner-stone of the Framework and it has three overarching objectives, comprising: 'economic' to help build a strong, responsive and competitive economy; 'social' to support strong, vibrant and healthy communities; and 'environmental' to contribute to protecting and enhancing our natural, built and historic environment (paragraph 8). The Framework states that planning policies and decisions should play an active role in guiding development towards sustainable solutions and in doing so should take local circumstances into account to reflect the needs and opportunities of each area (paragraph 9 and 10).

4.19 Paragraph 11 sets out that a presumption in favour of sustainable development should apply to plans and decisions. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay.

4.20 The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development. In particular, the NPPF promotes planning polices and decisions to help create the conditions in which businesses can invest, expand and adapt (paragraph 80).

4.21 In line with the Government's Industrial Strategy, paragraph 80 aspires for Britain to be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

4.22 Paragraph 81 sets out a clear strategy for planning policies to help build a strong and competitive economy including a requirement to:

*'a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.*

4.23 Making effective use of land remains an important theme throughout the NPPF. In particular, paragraph 118 gives 'substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land'.

4.24 Paragraph 119 states that local planning authorities and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs.

4.25 Chapter 6 of the NPPF also recognises that planning policies and decisions should recognise and address the specific locational requirements of different sectors, including storage and distribution operations at a variety of scales and suitable accessible locations.

4.26 In addition to Chapter 6 of the NPPF, the following chapters are also directly relevant to the proposed development:

- Chapter 9: Promoting sustainable transport;
- Chapter 11: Making efficient use of land;
- Chapter 14: Meeting the challenges of climate change, flooding and coastal change; and

- Chapter 15: Conserving and enhancing the natural environment.

## Supplementary Planning Documents

4.27 RCBC also have a set of Supplementary Planning Documents ('SPD'). Of relevance to the proposed development is:

- South Tees Area SPD (adopted May 2018)[1]; and
- Developer Contributions (adopted December 2014).

4.28 These will be a material consideration in the determination of the planning application.

## South Tees Area SPD

4.29 The South Tees Area SPD supports the economic and physical regeneration of the South Tees Area, setting out the vision and core objectives for the area and providing greater detail on how adopted planning policies will be interpreted. The SPD is supported by the South Tees Regeneration Master Plan (details are set out below on this Masterplan), which has been prepared by STDC and is a background study to the SPD.

4.30 The South Tees Area is set out in Figure 4.2 below.

Figure 4.2 South Tees Area


Source: RCBC (2018)

4.31 The SPD sets out the following vision for the area:

*"The Vision for the South Tees regeneration programme is to see the area transformed into a hotbed of new industry and enterprise for the Tees Valley that makes a substantial contribution to the sustained economic growth and prosperity of the region and the communities it serves.*

[1] https://www.redcar-cleveland.gov.uk/resident/planning-and-building/local-plan/Pages/South-Tees-Area-SPD.aspx

*The Vision sees the creation of up to 20,000 new jobs. The focus is on higher skilled sectors and occupations, centred on manufacturing innovation and advanced technologies and those industries best able to deliver sustained economic prosperity for the Tees Valley and its people, while realising a jobs spectrum that offers opportunities for all. The Vision is underpinned by the aspiration for new development to make best use of existing infrastructure and available land and to deliver a high value, low carbon, diverse and inclusive circular economy for the Tees Valley.*

*The Vision sees an aspirational, modern industrial park, combining industrial, environmental, heritage and community assets in a well-designed development that is safe for all users and supported by a safe and efficient transport network, which delivers enhanced connectivity to the wider Tees Valley and beyond.*

*It extends to realising a telling, positive change in the external perceptions of the South Tees Area and wider Tees Valley to potential inward investors, to achieving the remediation of land contamination and to safeguarding biodiversity and promoting and encouraging environmental improvement. In overall terms, the realised Vision for the South Tees Area will deliver an exemplar, world class industrial business park that is renowned as a destination for manufacturing excellence."*

4.32 The SPD includes a number of Strategic Development Principles intended to guide planning applications associated with the redevelopment of the STDC area. They have been developed in response to the relevant planning policies in the RCBC Local Plan and the development opportunities and constraints facing the STDC area.

4.33 STDC1 provides a series of priorities for the South Tees area in line with the SPD's Vision and Objectives. These include a strong alignment with the Government's Industrial Strategy, a co-ordinated world class offer, promotion and support for the expansion of existing port facilities, support for uses associated with advanced manufacturing, the low carbon and circular economy and for the creation of high-skilled employment and to support development which makes the best use of available land and existing infrastructure.

4.34 STDC3 sets out an approach to phasing that will allow development to be implemented as soon as possible. This includes the Council and STDC promoting locations which require little ground remediation, areas that can best accommodate end user needs and areas that don't require major demolition in this first instance. There is also recognition that areas which require more extensive remediation will be supported albeit may take longer to secure.

4.35 STDC 4 supports opportunities for specialist industries as well as the growth and expansion of existing operators and development proposals that will increase the attractiveness of the area for new users.

4.36 STDC7 looks to protect and, where appropriate, enhance designated and non-designated sites of biodiversity and geodiversity value and interest within the South Tees Area. It recognises the need for known contamination to be remediated, and for green infrastructure to be provided in accordance with Local Plan policies. It requires proposals with the potential to affect the Teesmouth and Cleveland Coast SPA to undergo a Habitat Regulations Assessment. It also requires proposals to have regard to the forthcoming Environment and Biodiversity and Open Space Strategies.

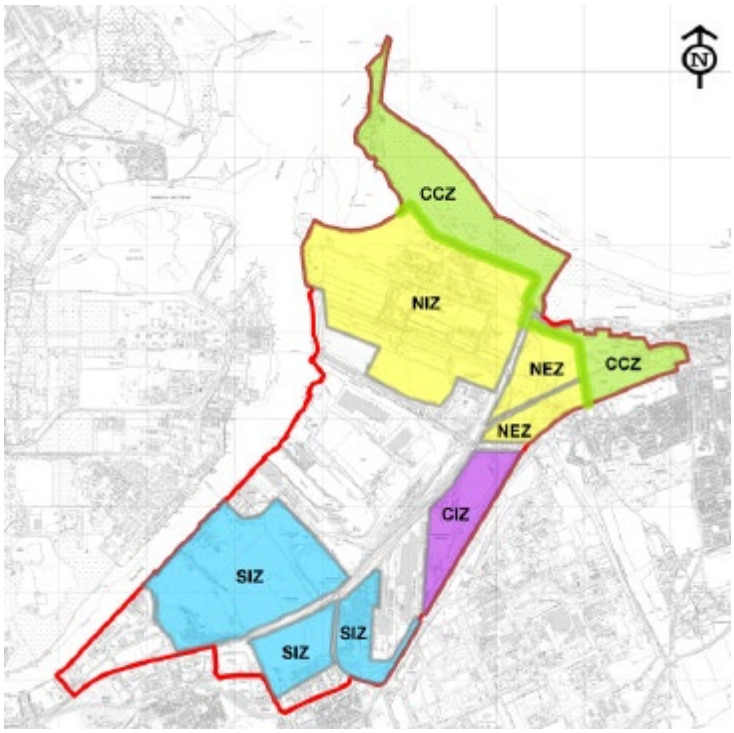
4.37 Development Principle STDC8 looks to protect industrial assets which are considered appropriate and viable to retain as part of the development of an industrial heritage trail in line with the South Tees Area Open Space Strategy. Proposals which would result in unacceptable harm to specific retained assets of heritage or cultural importance will not be supported.

4.38 STDC9 sets out an approach to the remediation of land within the site. Proposals should be in accordance with the forthcoming Ground Remediation Strategy and any remediation activities should avoid adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA.

4.39 The SPD also sets out a series of development principles and objectives relating to economic development, employment opportunities, transport and sustainability.

4.40 The site is identified as the South Industrial Zone ('SIZ') and this is defined on Figure 5 below (in blue). The SPD supports (though does not restrict) development proposals in the SIZ for offshore energy industries, including manufacturing, materials processing and manufacturing, contract fabrication and energy generation and, rig and large equipment decommissioning.

Figure 4.3 South Tees Development Zones




Source: RCBC (2018)

4.41 The SPD includes the following development principle for the SIZ.

**Development Principle STDC14: South Industrial Zone**

*Within the South Industrial Zone, the Council, in partnership with the STDC, will encourage development proposals for port-related uses, including port-based fabrication, offshore energy industries, including manufacturing, materials processing and manufacturing, contract fabrication and energy generation and, potentially, rig and large equipment decommissioning.*

*The potential for an open space recreation and heritage area, within the South Industrial Zone, and incorporating the Dorman Long Tower and South Bank Coke Ovens battery, is being explored by the Council, in partnership with the STDC. Development proposals which adversely impact upon the delivery of schemes identified within the Open Space Strategy for the area are unlikely to be supported.*

*Development proposals will be required to take account of flood risk in accordance with Local Plan Policy SD7. The layout and design of proposals should also have regard to the forthcoming Water and Flood Risk Management Strategy.*

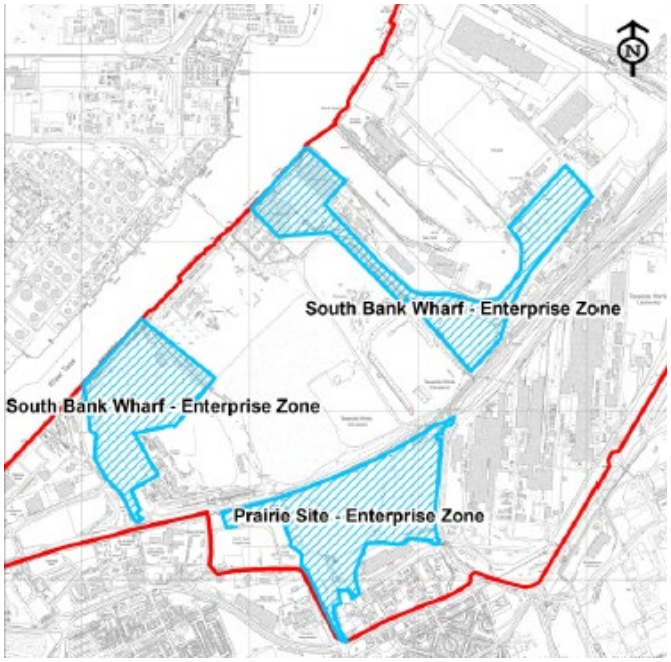
*Development proposals should have regard to the forthcoming Ground Remediation Strategy for the area and should, where necessary, be supported by a full gas risk assessment, incorporating any required measures to reduce landfill gas migration.*

*Any proposals on the site of closed landfill operations should be supported by a risk assessment to be undertaken in advance of these works to ensure there is sufficient land stability and no increased gas and leachate risk associated with the development.*

*Development proposals should be in accordance with the requirements of Local Plan Policy N4 and have regard to Development Principle STDC7 and the forthcoming Environment and Biodiversity Strategy".*

4.42 Part of the application site also lies within the Prairie Enterprise Zone (as shown on figure 4.4 below). Enterprise Zones include regulatory and tax incentives and are used to reverse the decline in existing industrial areas.

Figure 4.4 Enterprise Zones




Source: RCBC (2018)

## Developer Contributions SPD

4.43 The adopted SPD requires that for all applications involving non-residential developments with a floor space of 2,000m2 or more; or developments that will require 25 or more full time equivalent employees, applicants will be expected to enter into an agreement with the Council to maximise local labour during the construction and (where applicable) occupation phases of the development. The mechanism by which the developer and the Council will work together to maximise access to employment opportunities for local labour should be specified in a Local Employment Agreement.

## South Tees Regeneration Masterplan

4.44 STDC has been set up to promote the economic growth and commercial development of the Tees Valley by converting assets in the South Tees area into opportunities for business investment and economic growth

4.45 The South Tees Regeneration Masterplan was published in November 2019[2]. This document presents the vision, strategy, Masterplan and ideas for the regeneration of the area. It illustrates the character and quality of place being planned for across the area, to be brought forward through development in accordance with the planning policy framework for the area.

4.46 The Masterplan does not form part of the statutory development plan though it has closely informed the preparation of, and is aligned with, that statutory policy framework. Local Plan Policy LS4 confirms the Council's commitment to supporting the regeneration of the STDC area "through implementing the South Tees Area Supplementary Planning Document". The accompanying text (at paragraph 3.27) refers to the preparation of a Masterplan by STDC and gives commitment to the Council adopting a SPD for the South Tees Area to help guide development there.

4.47 The Masterplan identifies the application site as being part of the SIZ (as referenced above) and sets out a development overview for the area from page 110 onwards.

4.48 It identifies the following target industries:

- Port-related uses, including port-based fabrication;
- Offshore energy industries, including manufacturing;
- Materials processing and manufacturing;
- Contract fabrication;
- Potential for rig and large equipment decommissioning; and
- Energy generation.

4.49 It identifies the SIZ as having the below assets and opportunities:

- Close to 880 acres of land available for development;
- 1.3km of river frontage with deep water potential;
- Existing rail connectivity to the various land areas;
- Over 2 million sq. ft. of existing large-scale industrial shed buildings with OH craneage and rail connections;
- Legacy industrial facilities offering heritage preservation potential;
- Very large licenced landfill facilities with significant residual capacity for both hazardous and non-hazardous waste;
- Commercial development opportunities;
- Close proximity to A66 with existing highway connections; and
- Benefits from any future Free Zone status.

4.50 The Masterplan identifies the site's river boundary as offering the opportunity for a significant increase in port-capacity on the river. This opportunity enhances the potential for attracting major industries that rely on imports and exports by sea, and that serve offshore industries.

[2] https://www.southteesdc.com/masterplan/downloads/

4.51 The Masterplan makes reference to the offshore wind industry. It states:

*"…the UK offshore wind industry has committed to work with UK Government on a transformative sector deal, which, by 2030, will deliver thousands of additional skilled jobs and billions of pounds worth of export opportunities. Through this deal, the industry aims to generate one third of the UK's electricity from offshore wind by 2030.*

*In response to this emerging step change in the UK offshore wind industry, STDC has received numerous proposals from investors, including the manufacture of: gravity foundations; monopiles and transition pieces; top sides; blades; nacelles; and gearing systems. Interest has also been shown in establishing an onshore engineering base to serve Dogger Bank.*

*Presently, STDC is engaged in advanced dialogue with developers wishing to establish a new offshore wind base, inclusive of extensive port facilities, for the manufacture of all aspects of wind turbine substructures and superstructure tower assemblies. If realised, this would also offer the opportunity for significant offshore oil and gas rig decommissioning, which could produce a major feedstock for metals production projects."*

4.52 The Masterplan also refers to the site's suitability for materials processing and manufacturing. It states:

*"To reflect the growth in metals recycling both in the UK and globally, along with an ever-improving sophistication in the metals recycling process, the Master Plan for the SIZ accommodates a sizeable materials processing zone that can capitalise on the proposed new port facilities to cater for imports of recyclable materials by ship. This could extend to handling metals from rig decommissioning operations carried out elsewhere on the river.*

*The large industrial shed spaces in the SIZ offer the potential for re-use, and one such use could be metals manufacturing (such as steel or aluminium) using recycled metals, subject to market conditions and project viability being conducive. However, before making any decisions in this regard, the various shed facilities will need to be carefully evaluated to determine the viability of them being re-used. The proposed materials processing zone could extend to handling and recycling composites – another growing market – along with other recyclable materials. A key aspect of the vision for South Tees is the creation of a truly circular economy, and it is therefore appropriate that the plans make provision for uses aligned with recycling and re-use of materials on a large-scale basis."*

## Other Documents

## The Tees Valley Strategic Economic Plan: The Industrial Strategy for Tees Valley

4.53 The Tees Valley Combined Authority ("TVCA") and the Tees Valley Local Enterprise Partnership's (LEP) (Tees Valley Unlimited) Strategic Economic Plan is the Local Industrial Strategy for the Tees Valley. It aims to drive economic growth across the Tees Valley, supporting the creation of 25,000 new jobs and £2.8 billion additional GVA into the economy over the period 2016-2026. The overarching ambition is for Tees Valley to become a high value, low carbon, diverse and inclusive economy.

4.54 The SEP outlines that the target of delivering 25,000 new jobs is over and above the number of existing jobs that will need to be replaced over the next decade due to retirements, migration and natural change. Key sectors driving this growth include:

- Low Carbon/Process, chemical and energy, with a job's creation target of 2,000;
- Advanced Manufacturing, with a job's creation target of 1,500;
- Construction with a target of 3,000 new jobs;
- Business & Professional Services, with a target of 7,000 new jobs;
- Logistics, with a job's creation target of 3,000;
- Digital/Creative industries, with expected job gains of 3,000;
- Higher Education, with expected job gains of 1,000;
- Health and social care, with expected job gains of 3,500; and
- Other services (e.g. retail, culture and leisure) with jobs creation target of 5,000.

4.55 In order to support growth in these sectors in the Tees Valley, the SEP identifies six strategic priorities and associated key aims:

- To diversify the economy, support more business start-ups, develop high growth potential, businesses and key growth sectors;
- To introduce new processes and practices which reduce carbon emissions, increase productivity and the availability of high value jobs;
- To increase educational attainment, produce the skilled workforce that businesses need and increase lifetime opportunities for residents;
- To accelerate the supply of good quality homes across the whole housing market, revitalise town centres and urban cores, bring forward surplus public and blighted brownfield land for development and strengthen the commercial offer;
- To change external perceptions of Tees Valley through the arts, cultural and leisure offer to create places that attract and retain businesses and business leaders and make the area more attractive to investors, workers and visitors; and
- To improve connectivity within Tees Valley, across the Northern Powerhouse, the UK and the world and ensure comprehensive access to superfast broadband.

4.56 There are clear linkages between the economic ambitions of the SEP and those in the Master Plan, underpinned by the linkages between TVCA and STDC and as recognised in the forward to the Master Plan.

4.57 The regeneration planned through the Master Plan represents a major opportunity in the delivery of the employment growth planned in the Tees Valley. The Tees Valley Strategic Economic Plan (SEP) aims to deliver 2,500 jobs a year, over a 10-year period (2016-2026). The Master Plan aims to create 800 jobs a year over a 25-year period, which equates to approximately one third of the annual target in the SEP.

### Tees Valley Investment Plan, 2019-2029

4.58 The Investment Plan sets out the spending priorities of the Combined Authority over the next decade. It outlines how and where £588million of funding will be targeted to priority interventions across the area. As explained in further detail within the Proof of Evidence of Mr Gary McDonald, the Plan allocates £56.5million of funding related specifically to land acquisition and site infrastructure costs at the STDC area. The document states, with specific reference to the STDC area, that:

*"The vision will create 20,000 new jobs in Tees Valley; realise a world-class industrial business park that will ensure sustained economic growth for Tees Valley; contribute an additional £1bn per annum into the Tees Valley economy; and, utilising the powers transferred from Whitehall, will transform the area into a global industrial hotspot…Government funding is already in place for elements of this work. The intention is that the acquisition of land will be funded locally and this Investment Plan makes provision for it. Funding for the site redevelopment will be sought from Government."*

### Local Industrial Strategy

4.59 The Tees Valley Local Industrial Strategy (LIS) sets out the Combined Authority's plan to improve the economic performance of the area and drive an increase in productivity. It is understood that a local draft of the document has been endorsed by the Combined Authority and is to be submitted to Government for negotiation, prior to its completion and formal launch.

4.60 In establishing the baseline position within Tees Valley at present, the LIS identifies a number of key economic strengths of the area, including the STDC area. The area is recognised, within the LIS as "*one of the UK's greatest development opportunities*."

4.61 A series of priority interventions and commitments are identified by the document. These are organised around five interlinked themes, including: "*Attract investment and establish a global reputation for Tees Valley as a vibrant and thriving place to be, with world leading opportunities in clean energy, low carbon and hydrogen*." The theme is identified as being fundamental to the Combined Authority's overall priorities. The interventions and commitments identified in relation to this particular theme include:

- A commitment to maximise the potential of the STDC area, with a focus on clean energy, low carbon and hydrogen. A business plan for the site will also be developed to secure "substantial private sector investment"; and
- Proposals to continue to make the case for establishing a test-bed for Free Trade Zone status at the STDC area.

4.62 Although not forming part of the development plan for the site, RCBC's local planning policies are set within the context of these growth ambitions.

## Summary

4.63 Review and assessment of the above documents has identified that the following key planning policy issues are relevant to the assessment of the proposal:

Table 4.1 Key Planning Policy Issues for Assessment

| | Relevant Policy | |
|---|---|---|
| Issue | NPPF Paragraphs | RCLP (May 2018) |
| Principle of Development | 8, 9, 10, 11, 80, 82, 84, 117, 118 | SD3, LS4, ED6, SD1, SD5 |
| Design | 91, 124, 127, 130, | SD4, |
| Transport and Access | 103, 106, 107, 108, 109, 110, 111 | TA1, TA2, TA3 |
| Other Environmental Considerations:<br>Biodiversity and Ecology<br>Noise and Vibration<br>Air Quality<br>Water Management and Flooding | 150, 153, 163, 170, 171, 175, 178, 180, 181, 183, 189, 109, 192, 193, 197, 199 | LS4, SD1, SD5, SD6, SD7, N1, N2, N4, MWC1, MWC4, MWC8 |

| | Relevant Policy | |
|---|---|---|
| Ground Conditions and Remediation<br>Socio-Economic<br>Waste and Materials Management<br>Climate Change<br>Landscape and Visual Impact<br>Below Ground Heritage | | |

# 5.0 Key Issues

5.1 There is a legal obligation on the Council to approve planning applications that conform with the statutory Development Plan unless material considerations indicate otherwise. The NPPF directs local authorities to determine such applications without delay.

## Principle of Class B Employment Use

5.2 First and foremost, the application site is allocated in the 2018 Local Plan for B Class employment use .

5.3 The Minerals and Waste Policies and Sites DPD includes allocation MWP8: South Tees Eco-Park which covers part of the application site. The policy text for the allocation states that "*Appropriate development for the site could include large-scale waste management facilities including autoclave, physical reprocessing and biological treatment, waste transfer stations, materials recovery facilities, construction and demolition waste recycling, household waste recycling centres and commercial 'bring' depots.*" (Policy MWP8). Policy MWP8 does not in any way undermine the delivery of the application proposal as the weight to be attached to it is now limited, given the adoption of the more recent Local Plan. The DPDs were adopted in 2011 and the South Tees Eco-Park allocation was intended to protect land for the development of a waste management facility that was originally granted planning permission in 2008 and which was supported by (the now deleted) Policy CS4 of the Redcar & Cleveland Core Strategy. That development, however, was never implemented and permissions for it expired in 2014.

5.4 The 2018 Local Plan replaced the Core Strategy and no longer includes specific support for the Eco Park within Policy LS4. The Local Plan instead allocates the site for employment (industrial) (uses) within Policy ED6. The Master Plan is aligned with Policy ED6. In accordance with the Act, any conflict which is considered to exist between the 2011 Minerals and Waste DPDs and the 2018 Local Plan must be resolved in favour of the policies of the more recent Local Plan. There is, therefore, a clear and unequivocal presumption in favour of the grant of planning permission for the type of development illustrated on the Parameter Plan submitted with the application.

5.5 In terms of the detailed policy considerations arising from the statutory Development Plan, the key factors in the determination of this planning application are considered to be the following:

1 Environmental Impact Assessment
2 Ecology
3 Water Management and Flooding
4 Noise and Vibration
5 Air Quality
6 Below Ground Heritage
7 Local Amenity
8 Access and Highways
9 Ground Conditions and Remediation
10 Socio-Economic issues
11 Waste
12 Greenhouse Gases and Climate Change

13 Health and Safety Executive Consultation Zones

14 Cumulative Environmental Effects

5.6 These are considered in turn below.

## Environmental Impact Assessment

5.7 EIA is required for developments, which on the grounds of their nature, scale and location are likely to give rise to significant environmental effects. The purpose of an EIA is to ensure that the potential environmental effects are identified and factored into the decision-making process.

5.8 For planning applications, EIA is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) as updated by The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018.

5.9 In deciding to allocate this site for future employment development within the STDC area both RCBC and STDC have undertaken environmental assessments to understand the baseline of the area and to understand if there were likely to be any environments impacts that would either prevent development or require mitigation through the submission of planning applications. These assessments included, but were not limited to:

- Transport Connectivity and Accessibility Assessment: this assessment looked at road, rail, air and sea connectivity and identified potential connectivity barriers. As part of the STDC's role in the area is it working with other statutory bodies to bring forward a transport investment programme for the area and it recognises that the redevelopment of the STDC area will offer the opportunity for improved transport connections and a network of sustainable transport across the region. A new roundabout access off Dockside Road has recently been completed and this is the first stage in the delivery of a comprehensive area wide strategy to support the regeneration of the area;
- Watercourses: survey of the surrounding watercourses has been undertaken. STDC has identified that development of sites within the Masterplan area provide the opportunity to culvert the channels, enhance, divert or, where possible open the culverted sections to enhance the water and landscaped environment. STDC has also identified that the development of this site provides the opportunity to increase ground levels to act as flood alleviation;
- Ground Conditions: development at this site and the wider STDC area will enable a ground remediation strategy to be implemented. This will provide a solution to existing contamination issues in the area that are associated with its industrial heritage; and
- Ecological Considerations: STDC identify the presence of designated sites, important habitats and wildlife but recognise the opportunity to enhance and protect these assets through mitigation and compensation measures delivered as part of planning applications. STDC is in the process of completing a biodiversity get gain strategy which will seek to create a coordinated approach to emerging industry requirements.

5.10 In undertaking the EIA for the current application the technical team has worked closely with STDC and relevant statutory consultees to consider and address the environmental matters at the site. An iterative process has been followed to agree parameters that maximise the potential socio-economic and ground remediation benefits of developing the site whilst minimising potential adverse ecological effects.

## Ecology

5.11 The application site has been subject to a rigorous ecological assessment in the lead up to the submission of the application. Assessment of the ecological value of the site involved a combination of a desk study of available information and site visits. The desk study is based principally on data collected by INCA, which has carried out ecological surveys across almost all of the industrial land in the wider South Tees area over more than a 20 year period, including the entirety of the Teesworks area. Site work included the following:

- In 2018, INCA undertook a Preliminary Ecological Appraisal of the entire site. The entire site was walked and the habitats and key features of ecological interest within the site were noted. All buildings on the site were inspected for their potential to support roosting bats and an environmental DNA (eDNA) test for Great Crested Newts was undertaken (this proved negative). The site was assessed for its potential to support other protected or priority species.
- A series of habitat surveys were undertaken by INCA over several dates in summer 2019. The purpose of these surveys was to characterise the habitats in line with the UK Habitats Classification, to provide further definition on boundaries between habitats using that classification system and to undertake further assessment of the condition of each habitat. The entire site was walked and the habitat types were identified and mapped.
- In February 2020, INCA undertook a Preliminary Ecological Appraisal of the section of Holme Beck that runs unculverted through the site.
- The entire site was visited by INCA whilst undertaking an Ecological Clerk of Works ('ECoW') role overseeing vegetation clearance in 2020. The ECoW role involved a total of 12 visits over the period May-July 2020, with some parts of the site being visited on several occasions. The role principally consisted of checking for nesting birds.

### Designations

5.12 There are four internationally designated sites within a 10km radius of Dorman Point; the Teesmouth and Cleveland Coast Special Protection Area ('SPA') and the Teesmouth and Cleveland Coast Ramsar site; the North York Moor SPA and the North York Moors Special Area of Conservation ('SAC'). SPAs are designated under the EU Wild Birds Directive and SACs under the EU Habitats Directive. Ramsar sites are wetlands of international importance designated under the Ramsar Convention on Wetlands but which are afforded the same level of protection in policy terms in respect of new development as European sites. The Teesmouth and Cleveland Coast Ramsar site shares the same boundary as the Teesmouth and Cleveland Coast SPA except where the SPA includes a marine component. The intertidal element of the Teesmouth and Cleveland Coast SPA is also classed as a European Marine Site and shares its interest features with the SPA.

5.13 There are two nationally designated sites within a 5km radius of the proposed development site; Teesmouth & Cleveland Coast Site of Special Scientific Interest ('SSSI') and Teesmouth National Nature Reserve ('NNR').

### Habitats

5.14 In terms of valuable habitats, the assessment identified the presence of areas of Open Mosaic Habitats ('OMH') which is typical of such brownfield land. OMH is considered to be a habitat of priority within the local area and is of county importance due to the extent and quality of OMH present within the proposed development site. Also present are areas of species poor grassland, scrub, sparsely vegetated land, bare substrates and woodland all of which are considered to be of site importance only.

5.15 The proposed development would result in the complete loss of all habitats within the application site, with no opportunities for on-site habitat enhancement or creation proposed.

**Protected Species**

5.16 A number of bird species have been recorded as nesting on the site during the various site surveys and in particular as a result of the nesting bird checks in 2020. For the most part these were common, widespread species which were associated with the scrub and woodland habitats. Nevertheless the scrub/ woodland nesting bird assemblage included some Priority species. The potential for non-breeding birds of species associated with the Teesmouth and Cleveland Coast SPA to be present on the site is considered to be very limited. The pools are too small to support more than low single figures of waterfowl and the compacted nature of the substrates would make them unsuitable for waders to forage. Taken as a whole, the nesting bird assemblage is considered to be of Local importance with the non-breeding bird assemblage of negligible importance.

5.17 A range of invertebrates were identified across the site, including dingy skipper and grayling butterflies which are listed as priority species in the Tees Valley Biodiversity Species List. Several notable bird species have been recorded within 2km of the proposed development site within the last 10 years, including several species designated under the adjacent Teesmouth and Cleveland Coast SSSI, SPA, and Ramsar sites.

5.18 Site visits in July 2020 found several individuals of Emperor Dragonfly and double figures of Black-tailed Skimmer along with several other species of Odonata, in the small, shallow ponds in the centre of the site. Black-tailed Skimmer is rare in the Tees Valley so a the site is considered to be of County importance for Odonata.

5.19 Other species identified as being present within the application site include brown hare, common toads and hedgehog. The development would result in the loss of habitats that support these species and no on-site mitigation is proposed.

**Mitigation, Compensation and Enhancement**

5.20 The Ecological Impact Assessment concluded that it is not practically possible for direct mitigation to be identified (and delivered within the development site) for the loss of on-site habitats at this stage and therefore the effects on Dingy Skipper Butterfly, Odonata, Open Mosaic Habitat and Ruderal/ Ephemeral habitat remain significant.

5.21 Due to the nature of the proposals and the practical constraints to providing mitigation within the proposed development, significant residual effects remain which require compensatory measures to alleviate. Compensation describes measures implemented to reduce any residual effects resulting in the loss of, or permanent damage to, ecological features despite mitigation. In Biodiversity Net Gain (BNG) terms, compensation could be described as achieving 'No Net Loss' in biodiversity.

5.22 The proposed development is anticipated to result in some areas of the site being available either as landscaping or specifically for the creation of replacement habitats. However details of these measures are not known at this stage so it is not possible to predict to what extent they will be able to compensate for the overall loss of biodiversity therefore in calculating the number of compensatory Biodiversity Net Units (BDUs) that will be required for the proposed development, it has been assumed that there is no on-site compensation, albeit the intention is to identify on-site compensation when the details of the layout and landscaping proposals are fixed at reserved matters stage.

5.23 Compensation for any habitats that are to be lost due to the proposed development, should be undertaken with the aim to provide habitats with the same or greater ecological function and/or diversity to the habitat that is lost. The extent and location of compensatory habitat creation and enhancements must be agreed with Natural England (NE) and RCBC. It is anticipated that such discussions will take place as part of the wider consultation in relation to the South Tees Regeneration Masterplan Environment & Biodiversity Strategy.

5.24 Enhancement is the provision of new benefits for biodiversity that are additional to those provided as part of mitigation or compensation measures. Enhancement could be described as 'Biodiversity Net Gain'.

5.25 It is important that development is sustainable and that projects produce a net gain for biodiversity and nature conservation although, in planning terms, BNG is currently aspirational rather than mandatory. Nevertheless opportunities will be sought to provide enhancements through the Environment and Biodiversity Strategy.

5.26 Offsite compensation will be necessary to achieve a BNG for this proposed development. Teesworks is currently preparing an Environment and Biodiversity Strategy that will guide future decisions by Teesworks as to the delivery of habitat enhancement schemes to off-set biodiversity loss resulting from its development and regeneration activities. This will quantify all of the BDUs which will be lost as a result of development across the entire Teesworks area. It will also calculate the number of BDUs that can be created in the Teesworks area including on land outside of the any areas proposed for development. The strategy will also identify any local, off-site habitat creation and enhancement measures that could be implemented, focusing primarily on the Tees estuary but potentially within the wider Tees catchment area if necessary. It is the intention that the Environment and Biodiversity Strategy will provide options and opportunities for Teesworks, and those developing within the Teesworks area, to meet any biodiversity value deficit arising from development.

5.27 A targeted, long-term ecological monitoring and maintenance plan will be produced by an suitably qualified ecologist, in collaboration with RCBC. This plan will identify any created or enhanced habitats installed as compensation for habitat loss or as enhancement features, describe a monitoring methodology to be implemented for the duration of the plan, identify the timescales for monitoring, and describe the methods for maintenance.

**Habitats Regulations Assessment**

5.28 The proximity of the site in relation to the SPA, Ramsar site and SSSI means that development within the site will need to avoid adverse effects which would undermine the qualifying features of these designations.

5.29 As a result, development proposals in the area should be subject to a Habitats Regulations Assessment (HRA) if it is considered that they could have significant effects on the SPA. An HRA is legally required under the Conservation of Habitats and Species Regulations 2017 (the "Habitats Regulations").

5.30 The Screening stage of an HRA involves the determination of the European sites which could potentially be affected by the proposed works and their determining interests, and whether or not the development could result in a likely significant effect, either alone or in combination with other plans and projects.

5.31 In the event that likely significant effects are identified at the Screening stage, the next stage is to carry out an Appropriate Assessment (AA). This stage involves an objective assessment of whether there would be an adverse effect on the integrity of the European Site concerned, in view of the site's conservation objectives, as a result of a Project or Plan, and the consideration

of measures to address any such effect. Case Law has established that, when carrying out Appropriate Assessment, one should:

i Catalogue all habitats and species for which the European Site is protected;

ii Consider impacts on other (i.e. non-protected) habitat types or species which are on the European Site; and

iii Also take into account habitats and species located outside of the European Site if they are necessary to the conservation of the habitat type and species listed for the site.

5.32 In respect of HRA and Appropriate Assessment, it is important to note that the Redcar and Cleveland Local Plan and South Tees Area SPD (2018), which together allocate the site for uses consistent with the Master Plan and provide development principles in line with the Master Plan, were themselves the subject to HRA (and Strategic Environmental Assessment) prior to adoption. Notwithstanding the need for project-level HRAs, this provides a strong degree of confidence that the type, scale and cumulative nature of development envisaged by the Master Plan has already been found to be acceptable in relation to the qualifying interests and conservation objectives of the Teesmouth and Cleveland Coast SPA and Ramsar Site (and the special interest features of the associated SSSI).

5.33 A HRA has been completed for this planning application. At the screening stage the following impacts were identified as having the potential to have a likely significant effect:

- Loss of supporting habitat caused by the proposed development;
- Changes to flightlines or sightlines for waterbirds occasioned by the proposed development;
- Disturbance caused to waterbirds caused by the proposed development;
- Discharges to water caused by the proposed development; and
- Emissions to air caused by the proposed development.

5.34 The HRA Stage 2 assessment (Appropriate Assessment) then considered those potential impacts identified through screening and assessed whether there would be a likely significant effect from each. This assessment took into consideration the embedded mitigation measures, in particular that; "*Measures will be implemented to prevent sediment, dust, surface water run-off and other substances from entering watercourses*."

5.35 The Stage 2 Appropriate Assessment concluded that, "*the proposed development will not cause adverse effects to the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, either alone or in combination with other plans or projects, provided that the embedded mitigation measures specified in the application are satisfactorily delivered*."

**Biodiversity Net Gain**

5.36 The Environment Bill 2019-2021, currently going through Parliament, is due to make provision about targets, plans and policies for improving the natural environment. Specifically, the draft make provision for biodiversity gain to be a condition of planning permission in England. There is likely to be a duty on developers to submit a biodiversity gain plan to a local planning authority, which should include (amongst other elements) biodiversity net gain (BNG) calculations and evidence of a 10% net gain in biodiversity. The Government has confirmed that there is to be a transition period set by provisions in the Environmental Bill. That period is two years from the Bill receiving Royal Assent before BNG requirements are implemented.

5.37 It is the intention that the Environment & Biodiversity Strategy being developed by STDC to support the South Tees Area Supplementary Planning Document will align with the requirements of the Environment Bill.

5.38 As outlined above, significant compensatory measures will be implemented in order to mitigate the residual impacts anticipated as a result of the proposed development. Compensatory measures will require extensive offsite habitat creation and enhancement, as well as species-specific compensation for faunal ecological features impacted. This compensation will be identified within the South Tees Regeneration Masterplan Environment & Biodiversity Strategy with the extent and location of compensatory habitat creation and enhancements agreed with NE and RCBC.

5.39 It is expected that the Strategy will identify habitat enhancement schemes within and beyond the STDC area that can contribute towards BNG in future and provide a means of compensating habitat loss occurring from development schemes within the area that proceed ahead of its finalisation. It is anticipated that these compensatory measures will mean that ultimately there is no net loss of biodiversity arising from the proposed development.

5.40 On the above basis it is concluded that there would be no conflict with the aims of Policies N4 or LS4 (South Tees Spatial Strategy) to protect European sites, and safeguard and improve sites of biodiversity interest particularly along the River Tees and the estuary and encourage integrated habitat creation and management.

## Water Management and Flooding

5.41 A Flood Risk Assessment was undertaken by JBA to consider the effects of the proposed development on Water Management and flooding surrounding the site. The JBA report describes the existing environment in relation to hydrology and hydrogeology and assesses the potential impacts of the construction, operation and decommissioning of the proposed development on hydrology (surface water quality, levels and flows) and hydrogeology (groundwater quality and levels).

5.42 In terms of local planning policy, policy SD7 provides the key policy context. The key issues to address were identified as follows:

1 All development proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk by ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken.

2 For previously developed sites, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event, must be as close as reasonably practicable to the greenfield runoff rate from the site for the same rainfall event but should never exceed the rate of discharge from the development prior to redevelopment for that event.

3 Where the drainage system discharges to a surface water body that can accommodate uncontrolled surface water discharges without any impact on flood risk from that surface water body (e.g. the sea or River Tees) the peak flow control standards and volume control standards (attenuation requirement) need not apply. This may be the case for development where there is discharge into drainage channels which flow directly into the River Tees without any constraints.

4 The drainage system must be designed and constructed so surface water discharged does not adversely impact the water quality of receiving water bodies, both during construction and when operational. New development should seek to improve water quality where possible, as well maintaining and enhancing the biodiversity and habitat of watercourses.

5 The Council has a duty to have regard to the Northumbrian River Basin Management Plan to ensure the protection and improvement in quality of the water environment. This is also in accordance with the overall objective of the Water Framework Directive to achieve "good ecological status" in all waterbodies (including surface, ground and coastal waters) and not allow any deterioration from their current status.

6 Wherever possible, measures to deal with flood risk and drainage should identify opportunities to maintain and enhance the biodiversity and habitat of watercourses through protecting or restoring natural channel morphology. Actions should also be taken to remove modifications to restore a more natural watercourse and associated biodiversity. Where such removal is not possible or not in the public interest, mitigation measures must be taken to create a more natural watercourse, improve habitats and enhance biodiversity.

5.43 A water management strategy is currently being discussed and developed with STDC and so at present there are no details available for the water management and drainage design. However a range of design parameter assumptions have been prepared including:

1 A Water Framework Directive (WFD) Assessment will be undertaken at a later stage once further details regarding water management for the proposed development are available. The WFD assessment will determine the effects of the proposed facility on ecological, hydromorphological and chemical quality and identify any potential impacts that could cause deterioration in the current status of the water body or could hinder the water body from meeting its WFD objectives in the future. At this stage, the water management strategy aims to improve water quality from existing run-off.

2 Drainage proposals and a Drainage Impact Assessment will be included as part of the STDC water management strategy and further developed at design stage of the project.

3 The Flood Risk and Surface Water Management Strategy and drainage plan, with the exception of modified discharge infrastructure, will not change the physical nature of the Tees bank;

4 Construction works are not anticipated to be undertaken within 16m of the tidal Tees (the minimum limit under which an Environmental Permit for construction works near a tidally influenced river is required) as the site lies more than 16m from the Tees;

5 Environmental Permits will likely be required for the proposed activities on site including for the drainage and discharge of surface water to the Tees and possibly including industrial or manufacturing activities on site;

6 The design of water management shall include consideration of design features to remove silt and other suspended solids, as well as capture any spills/oil and grease, prior to discharge; and

7 The water management and drainage design will not include infiltration SuDS such as soakaways, in order to limit mobilisation of contamination. Drainage channels and/or networks will be lined with a geomembrane to prevent connection of surface water with contaminated ground material.

5.44 A flood risk assessment has been undertaken for the site. This confirms that

- The proposed development lies within Flood Zone 1 which means it has a chance of flooding of less than 0.1% - equivalent to the 1000-year event. The flood extents for this mapping are created using coarse scale UK wide fluvial modelling, and incorporate more detailed modelling of specific rivers done for the EA. The watercourses through the site are too small to be included in the coarse modelling and will not have previously been modelled by the EA so any fluvial flooding from these will not be captured in this mapping. However, there is unlikely to be any fluvial flooding on site due to the nature of the culverted watercourses.

There are open channels north of the site where the Cleveland and Lackenby channels are present however any flooding from these channels is unlikely to reach the site. All watercourses into this channel are culverted the flow is unlikely to exceed the culvert capacity; therefore flood risk is deemed to be low.

- The site is at a very low risk from coastal flooding.
- Modelling of overland flow indicates that there is a moderate risk from surface water flooding. There is no clear area of flow path present, just many small areas of isolated extent in low spots. The aspiration for the development of a sustainable drainage strategy and aspiration for blue-green networks will create flow paths for this water to reduce the risk at the site.
- The parameters plan includes a minimum Finished Floor Level ('FFL') of 8.0m AOD. This is above the level of flood risk.

5.45 The JBA report noted that the straightened and culverted watercourses through and surrounding the site present constraints to development, but they also provide significant opportunities. The aspirations of the forthcoming water management and drainage strategy seek to provide a plan for managing and improving the current baseline conditions on site with respect to the water environment and developing a Water Sensitive Design that to minimise the cost of infrastructure, environmental degradation and improve aesthetic and recreational appeal

5.46 With regards to groundwater, the site has limited groundwater resources. The development should lead to an overall improvement of groundwater conditions through the remediation strategy, blue green infrastructure and other embedded mitigation. SuDS should be used to protect and enhance the environment. As most of the site is made ground the proposed SuDS and any new drainage should be lined or subject to local investigation to minimise infiltration into contaminated parts and translocation of the contaminants into wider environment. Any storage for rainwater should be lined or in tanks that are suitably protected against ingress from contaminated soils. This will prevent contamination during storage.

5.47 This assessment has been undertaken as a high level analysis of flood risk to the site Consultation with the Risk Management Authorities – Redcar and Cleveland Council LLFA, Northumbrian Water, Environment Agency, Highways Services is being undertaken as part of the development of the water management strategy and engagement with these organisations will continue throughout the design of the proposed development. This will ensure that the effect on the water environment as a result of the development is overall beneficial and thus fully in accordance with local plan policy SD7 .

## Noise and Vibration

5.48 The NPPF makes clear that new development should be appropriate for its location. Planning decisions should avoid noise giving rise to significant adverse impacts on health and quality of life. An assessment has been undertaken by Arup to assess the effects of the proposed development on noise and vibration in the surrounding area. Since the assessment has been undertaken during the global Covid-19 pandemic it has not been possible to undertake a baseline sound level survey to quantify the noise climate under what would be considered 'normal' conditions.

5.49 The Environmental Health Officer (EHO) at RCBC was consulted in November 2020 regarding the noise impact assessment. It was agreed that the existing noise environment around the site could be established based on predicted noise levels of road and rail traffic movements in the area. It was also agreed for the industrial noise source (including building services plant and on-

site activities) that noise emissions at noise sensitive receptors should not exceed the existing ambient noise levels.

5.50 Noise sensitive residential receptors have been identified to the south and the west of the site on the vicinity of the A66. Non-residential (commercial) receptors have also been identified to the south and the west of the site.

5.51 The potential construction noise levels at surrounding noise sensitive receptors have been calculated by considering the source noise levels from a hydraulic hammer (impact piling) that would be located within the building footprint arrangement shown on the indicative arrangement plan. Once the ground conditions on the site and construction techniques are confirmed, a detailed construction vibration study will be carried out to quantify the risk of causing a significant effect and to determine any additional mitigation needed. The assumptions that have been used to inform the assessment of the construction and operational noise impacts are considered representative of a reasonably foreseeable worst case. Any uncertainty associated with the construction and operational assumptions are unlikely to have any influence on the outcome of the assessment given the relatively large separation distances involved.

5.52 The noise assessment concluded that there would be no adverse impacts from construction noise at the nearest sensitive residential receptors or non-residential receptors. Notwithstanding this, best practicable means of working have been identified to ensure noise is kept to a minimum.

5.53 As this is an outline application, the design has not yet progressed to the level where detailed information regarding the end usage is known. Therefore, design of the mechanical services plant or type of industrial noise cannot be assessed with any certainty. Accordingly, it is anticipated that noise from building services and plant will be assessed once these details are known. Indicative predictions and assessment of noise associated with heavy goods vehicle (HGV) deliveries and loading, car movements, air handling units and the breakout noise is included in the assessment. Noise arising from HGV and light vehicle movements has been assessed using predicted traffic flows detailed in the Transport Assessment. The Environmental Health Officer at RCBC was consulted in respect of operational noise limits at noise sensitive receptors: these should not exceed the existing ambient noise levels.

5.54 Once operational, the assessment concluded that traffic movements are predicted to result in an increase of road traffic noise levels along Eston Road which is one of the access points to the proposed development. This increase affects only non-residential receptors, is only minor and not considered significant. No adverse impact from traffic noise was predicated on any residential receptors.

5.55 It is clear from this assessment, therefore that there will be no significant adverse noise impacts as a result of the development in accordance with Policy SD6 of the Local Plan.

## Air Quality

5.56 A detailed assessment has been undertaken by Arup to consider the effects of the proposed development on local air quality, including the potential effects of the predicted traffic associated with the proposed development.

5.57 Monitoring undertaken by RCBC indicates that the air quality at roadside locations in the area surrounding the proposed development is below the national annual mean NO2 objective. At the monitoring location nearest to the proposed development, the concentrations are well below the objective. As a result, the local council have not declared any Air Quality Management Areas (AQMAs).

5.58 The potential impacts that may arise as a result of construction works for the proposed development are dust deposition, resulting in the soiling of surfaces; visible dust plumes; elevated PM10 and PM2.5 concentrations as a result of dust generating activities on site; and an increase in NO2, PM10 and PM2.5 concentrations due to exhaust emissions from Non-Road Mobile Machinery (NRMM).

5.59 Detailed information is not currently available on the construction phase of the development as the scheme is in outline. However based on professional experience, and given the size of the proposed development site, Arup considers the development parameters and the likely cumulative impacts associated with the construction of several sites within the Teesworks area in close succession, the assessment of construction activities on site is likely to result in a classification of medium to high risk. As a consequence of this, mitigation measures applicable to high risk sites will be employed at the site. Best practice mitigation measures in the form of a Framework Construction Environmental Management Plan (Framework CEMP) have been included as embedded mitigation. With the appropriate mitigation measures suitable for high risk sites in place, there is likely to be a negligible effect on receptors from the dust-generating activities onsite.

5.60 The operational phase of the development was considered by carrying out dispersion modelling using industry standard software. The impact of the predicted concentrations calculated through the modelling process was predicted to be negligible at all receptors. The overall effect of the operation of the proposed development on local air quality is therefore predicted to be not significant and hence no mitigation measures are required. There is, therefore, no conflict with local planning policy objectives which seek to minimise environmental impacts such as air pollution and support health and wellbeing.

## Below Ground Heritage

5.61 Prospect Archaeology Ltd was appointed to prepare a heritage assessment to assess the cultural heritage impact of the proposed development. The assessment was based on a study area extending 1000m from the boundary of the application site enabling the significance of existing and potential archaeological features to be considered in their local, regional and national contexts.

5.62 Ste visits were undertaken on 10th June 2020 and 3rd November 2020.

5.63 There are three designated (built) heritage assets within 1000m of the site boundary (all Grade II or II* listed buildings), but none are intervisible with the site, nor do they have significant shared views. Their designations do not rely on their settings in respect of the site and they would suffer neither direct nor indirect impacts from development of this site and so were scoped out of the assessment.

5.64 Within the site there are a large number of undesignated heritage assets relating to the 19th and 20th century industrial uses of the Site. These include the Cleveland Ironworks Bessemer blast furnaces, Cleveland Iron Works and Old Clay Pits. The history of this industrial works is well documented and it is unlikely that any pre-industrial archaeology would survive due to the massive impact of the continued use of the site for steel production into the 21st century. There are no assets within the study area relating to the pre-Industrial period.

5.65 Four areas of below ground archaeological potential have been identified. These comprise the foundations and sub-structures of the following: Eston Iron Works, Cleveland Steel Works blast furnaces, Cleveland Steel Works, Open Hearth furnaces, other elements of the Cleveland Steel Works.

5.66 Policy HE3 (Archaeological Sites and Monuments) of The Redcar & Cleveland Local Plan states that development that affects a site where archaeology exists or where there is evidence that archaeological remains may exist will only be permitted if:

- the harm or loss of significance is necessary to achieve public benefits that outweigh that harm or loss. Harm or loss may be avoided by preservation in situ or refusal: or
- Where in situ preservation is not required, appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place before, or where necessary during, development. Where archaeological investigation, recording and reporting has taken place it will be necessary to publish the findings within an agreed timetable.

5.67 As remediation is required to make the site safe for development, and this area is believed to contain significant contamination, there is no potential for preservation of below ground assets in situ. As there is no potential for preservation in situ, the only mitigation possible is preservation by record. Mitigation measures proposed initially focus on cleaning and recording of the area of the Cleveland Iron Works blast furnaces to allow an assessment of their date, state of preservation, and significance. A further programme of mitigation relating to the blast furnaces may be required following the initial cleaning and recording.

5.68 In addition to the work focusing on the remains of the blast furnaces, a watching brief will be maintained during remediation in the area to the north, west and south of the blast furnaces, where the potential for other remains relating to the Eston Iron Works and Cleveland Iron Works may survive below the current ground surface. Where substantial and significant remains are identified, a programme of archaeological excavation and recording will be undertaken. The area to the east is not believed to have any archaeological potential.

5.69 To secure compliance with the requirements of Policy HE3, archaeological investigation and recording will be undertaken prior to and during remediation and site preparation works. This will comprise a watching brief during all ground operations with focused evaluation / excavation of features identified in the area of the blast furnaces. A written scheme of investigation ('WSI') will be prepared for the wider site (an existing WSI has already been prepared for the blast furnaces) and this can be secured by way of a planning condition. This will ensure that all archaeological remains would be preserved by record.

## Landscape and Visual Impact

5.70 A landscape and visual assessment was undertaken by BDP which assesses the proposed development and considers its landscape and visual effects. The assessment has been based on likely assumptions of the nature and size of development from the parameters plans, as well as timescales for construction. The visual impact assessment is based on a 'massing plan' of the masterplan as assessing the visual impact of the full parameters plan would not give a very accurate impression of the likely significant visual impacts of the proposed development.

5.71 The assessment has been aided by a series of computer generated 'Photomontage' Accurate Visual Representation (AVR) images. These visualisations combine a photograph of an existing view with a computer-generated massing model of the proposed buildings.

5.72 The following local plan policies were identified as being particularly relevant to landscape and visual impact assessment for the proposed site:

- N1 Landscape - supports the protection and enhancement of the Borough's landscape based on the character areas identified through the Landscape Character Assessment, Landscape Character SPD, and Historic Landscape Characterisation, and restricts any development

which leads to the loss of important features of landscape character and supports measures to enhance, restore or create those special features; and

- N4 Biodiversity and Geological Conservation - supports the protection and enhancement of the Borough's biodiversity and geological resource.

5.73 The construction effects on the surrounding landscape and views will be temporary. The most significant visual effects associated with the construction process will be the presence of cranes, construction compounds and materials storage. The presence of such temporary structures is inevitable in connection with construction of the type and scale envisaged. This temporary situation is common as a consequence of building activity and there is no practical way of avoiding it, nor is it an unusual view, and is commonly experienced at many similar sites in the region. The following mitigation measures are assumed during the construction phase of the development:

1 Implementation of construction best practice;

2 Installation of suitable site hoarding;

3 Careful siting and management of materials stockpiles; and

4 Sensitive siting of site welfare and other temporary structures.

5.74 With these mitigation measures in place it should be possible to minimise adverse effects on landscape and visual amenity during the construction process.

5.75 The LVIA undertaken by BDP concludes that there will be a residual moderate adverse (significant) visual effect on views from the public footpath on Eston Nab Hill (the highest vantage point in the area) during construction. All other effects are anticipated to be minor or negligible and not significant.

5.76 The Eston Nab viewpoint is from within a designated landscape area, and woodland Country Park, popular for walking and mountain biking, and observing wildlife. At its highest point, 'Eston Nab' is a local landmark, and popular vantage point in the area, with a range of long-range views of Middlesbrough, Redcar and the coastline. There is obvious scenic context to the view and value attached to the view, as is typical of such long-range vantage points of this nature. As a consequence the value of this particular view is considered to be high. The proposed development will form a minor component in the overall visible landscape and may not have a readily apparent influence on the receptor or negative influence on the perceived quality of the view due to the wider context, and views being of a varied and panoramic nature, rather than focussed directly on the proposed development site. Nevertheless as a result of the sensitivity of the footpath users the overall effect is considered to be significant.

5.77 Once operational, significant adverse effects are again only anticipated from only 1 viewpoint: the Eston Nab Hill footpath. To assist in addressing this the following mitigation measures are assumed during the operation phase of the development:

1 Buildings to be articulated in a way which reduces visual scale and massing. Buildings to be stepped down to site boundaries to reduce the perception of massing in local and mid-range views and site layouts to present legible blocks of development with appropriate breaks to reduce visual impact; and

2 Building colour and cladding to be appropriate to surrounding colour palette, and help break up the visual massing, avoiding overly reflective materials. Use of colour gradation in the largest buildings to reduce the perception of height and massing in mid and long-range views. Buildings on individual plots to have a sensitive and complementary palette of materials and cladding to enable the development to be read as separate blocks in mid to long-range views

5.78 Overall, there are not expected to be any major effects on landscape character of sensitive visual receptors during the construction or operational phase of the proposed development. Therefore there is not considered to be any significant conflict with local planning policy N1 which supports the protection and enhancement of the Borough's landscape and restricts any development which leads to the loss of important features of landscape character.

## Local Amenity

5.79 The nature of the site and surroundings is characterised by large scale industrial development and there are limited residential receptors whose amenity might be affected by the application scheme.

5.80 The closest residential receptors to the site are the houses in the residential area of Grangetown, which is approximately 350m south east of the site and are separated from it by the Bolckow Industrial Estate and the A66. The residential area of South Bank is approximately 600m south west of the site and is separated from it by an industrial estate and the A66.

5.81 Other nearby residential receptors, include those in Old Lackenby/Eston, Newport, Middlesborough, North Ormesby. Dormanstown and Redcar and the mobile home travellers' site at King's George Terrace, mobile homes site at Redcar Beach front and Marsh Farmhouse.

5.82 The determination the planning application must give rise to the consideration of the potential for adverse impacts on amenity, including local / residential amenity. The potential aspects of amenity that could be affected by the type of development include noise, vibration, smell, loss of sunlight, overshadowing, loss of privacy and change in view.

5.83 Pre-application discussions with planning officers at RCBC established the type and scope of assessments relating to amenity required to determine the application in line with local and national policies. These assessments considered the impact on amenity in the context of the existing surrounding area which is industrial in nature with large scale structures associated with the former steelworks and operational port.

5.84 Whilst the introduction of development on the application site will lead to some change in outlook and general amenity from residential properties, it is highly unlikely to introduce anything unacceptably incongruous in scale or nature into the existing industrial conditions when experienced from those receptors especially with the imposition of typical mitigation measures through planning conditions or legal agreements. In particular the use of a Construction and Environmental Management Plan would control and restrict construction phases of development, including hours of construction, demolition and construction techniques and site management. In this regard the application proposals have been demonstrated to conform with Policy SD6 of the Local Plan, where applicable, in respect of the protection of amenity.

## Access and Highways

5.85 The Redcar and Cleveland Local Plan stresses the good existing transport connectivity of the STDC area, which has access to a deep-water port, excellent road and rail links plus access to energy and utilities. Specific policies of relevance include:

- Policy SD4 relates to the general development principles and includes the requirements for locating development on appropriate sites with compatible surroundings, ensuring development is located in a sustainable and safe location, and ensuring there is adequate infrastructure to serve the development.
- Policy LS4 includes the objective to improve the accessibility of employment sites by a range of transport methods.

- Policy TA1 relates to transport and new development and includes the requirement for new developments to encourage transport choice and non-car modes.
- Policies TA2 and TA3 relate to improving accessibility by bus across the borough and improving the walking cycling and public rights of way networks respectively.

5.86 One of the key objectives of the South Tees SPD is delivering efficient connectivity across the South Tees area through making the best use of existing transport infrastructure, providing new and enhanced on-site transport infrastructure and creating an integrated and safe transport network, which takes account of the needs of a variety of users and includes sustainable travel measures. The SPD specifies that an area wide Transport Strategy for the Teesworks area will include new and enhanced footpath and cycleway networks enabling ease of movement across the industrial park by non-automated transport modes, and development proposals that align with this strategy will be supported. A Transport Strategy is currently being prepared for the wider Teesworks site and it will be used by Teesworks for the effective delivery of development across the site, recognising the opportunities and benefits the single-ownership of the Teesworks area brings to delivering interventions that will further encourage modal shift away from the private car and an increased use of public transport.

5.87 The Transport Assessment undertaken by Arup considers the impact of the proposed development at Dorman Point. As this is an outline planning application the specifics of construction are not known at the time of writing. As such, construction traffic has not been included in the quantitative assessment, however a qualitative assessment has been carried out which concludes that the temporary effect on severance and amenity, as a result of construction traffic, is not expected to be significant. A construction traffic assessment will be undertaken when the detailed design of the proposed development is known. The quantitative assessment will be undertaken based on a series of embedded mitigation measures that are in built into the design of development. Those of relevance are included in the Framework Construction Environmental Management Plan (Framework CEMP) and the Construction Traffic Management Plan (CTMP).

5.88 In terms of access to the application site, the Parameter Plan shows four locations from which the development could be accessed from beyond the site and a minimum of three of these points will be brought forward, including the access point on Eston Road. This will comprise a roundabout junction (the works for which are covered by planning permission Ref R/2020/0270/FFM).

5.89 A minimum of two out of the following three access options shown on the parameters plan will be brought forward:

i One at the north east corner of the site where an existing Teesworks internal road enters the site;

ii One at the south east corner where an existing Teesworks internal road enters the site; and

iii One potentially to be provided at the south west corner of the site at the Bessemer Gate entrance into the Bolckow Industrial Estate.

5.90 The site will also include internal access road(s) and parking and servicing areas for each development plot, which will come forward in phases as and when development is brought forward at the site. The detailed design of these roads and parking / servicing areas will be subject to future reserved matters applications.

5.91 A dedicated bus service will be provided to connect the local towns of Middlesbrough and Redcar to the development site. The bus service will travel into the site to provide a service that

connects directly to the front door of the development. If at least 5% of people who would usually travel by car could be encouraged to travel by the bus service, it is estimated that it would remove 44 car trips in the AM peak hour. The bus service will be extended as additional development sites are occupied at Teesworks.

5.92 A Framework Travel Plan ('FTP') is included in the TA and specific Occupier Travel Plans will be submitted for approval to promote sustainable modes of travel. This is expected to form part of a Teesworks wide Travel Plan. This will support the proposed bus service to facilitate access to the site and minimise the effects of operational traffic.

5.93 The application is in outline, and therefore the detailed internal site layout has not yet been developed, however the proposed development will provide a high-quality industrial site which promotes walking and cycling through the provision of footways and secure cycle parking. Walking and cycling connections to the external network will be provided prior to occupation. Associated facilities such as cycle parking, showers and lockers etc will also be provided within the proposed development, the details of which will be agreed through the reserved matters application.

5.94 The level of car parking provision will also be agreed as part of the reserved matters application. This will draw upon the transport strategy currently being developed for the wider South Tees site which will limit car parking as far as reasonably possible, to meet sustainability targets (including RCBC's ambition to be carbon neutral by 2030).

5.95 Traffic flow and junction capacity assessments have been undertaken at key locations in the vicinity of the application site, to assess the impact of the proposed development on the local and Strategic Road Network ('SRN'). This work concluded that the proposed development could have a significant adverse effect on driver delay at the A66 / Eston Road junction and a moderate adverse significant effect at four other junctions. Two of these junctions are located on the A66 which is a bus route and, therefore, will also impact bus users. In order to reduce these effects and minimise the impact of the development on the strategic road network, the following additional mitigation measures have been proposed:

1 Occupier Travel Plan for each of the end occupiers at the development site;

2 Wider travel planning measures, to reduce development traffic, encourage sustainable travel and the decarbonisation of the transport network, to reduce development traffic;

3 A review of traffic signals to see if junctions can be optimised (at the A66 / Eston Road junction and the A66 / Normanby Road signalised crossroads); and

4 Potential junction improvements for the A66 / Tees Dock Road Roundabout and Greystones Roundabout.

5.96 These mitigation measures will be secured by way of an appropriately worded planning condition or obligation. With these mitigation measures in place it is concluded that there will remain a significant moderate adverse residual effect on driver and bus user delay at the A66 / Eston Road junction. All other effects will be reduced to minor or negligible and not significant.

5.97 The impacts at the A66/Eston Road junction will be permanent in nature, however, whilst a commitment cannot be made at this stage of the planning process, once adopted the emerging STDC Transport Strategy may provide an opportunity to further reduce the impacts of the proposed development on the sensitive receptors.

5.98 As outlined above, a Transport Strategy is currently being prepared for the wider Teesworks site and it will be used by Teesworks for the effective delivery of development across the site, recognising the opportunities and benefits the single-ownership of the Teesworks area brings to delivering interventions that will further encourage modal shift away from the private car and

an increased use of public transport. The strategy will identify opportunities for physical works interventions such as the creation of integrated public transport hubs, as well as walking and cycling infrastructure, together with behavioural interventions such as active travel planning measures. Teesworks, working in conjunction with public transport providers and end-occupiers, will deliver / apply measures identified in the Transport Strategy where it is suitable and feasible to do so (i.e. where delivery is subject to usage demand/critical mass) and when the specific type, scale and layout of development is known.

5.99 Some of the key outcomes included in the emerging STDC strategy are understood to include the following:

- High quality public transport, walking and cycling routes and connections are prioritised over other transport modes;
- Cycling and walking connections to local residential centres are safer, more attractive, widely used and support local town centre regeneration;
- Transport options enable improved individual health and wellbeing and access to jobs; and
- Transport options will support the transition to zero carbon and contribute to a high-quality environment that will attract future occupiers.

5.100 It is proposed that a site-wide Travel Plan will be developed for the Dorman site based on the transport strategy. Future occupiers of each development within the site will be expected to sign up to their own Travel Plan.

5.101 The Transport Assessment concludes that subject to agreeing and providing any highway mitigation considered to be essential, there would be no transport related reasons why this development should not be granted planning consent and its commitment to providing sustainable travel choices should have a long-term positive impact on the regeneration of the former industrial site and local area ensuring no conflict with relevant local plan policy.

## Ground Conditions and Remediation

5.102 The application proposes industrial development on land previously developed for industrial uses and allocated in an up-to-date development plan for industrial development. Notwithstanding this, the local planning authority should (at the time of determining planning applications) have sufficient information to understand the ground conditions to the extent that it is able to impose a suitable approach to managing the construction process and operational stage of the development so as to ensure no risk to human health. The role of the planning system is to ensure that a site is suitable for its new use and prevent unacceptable risk from pollution. The implications of contamination for development should, therefore, be considered though not to the extent that it replicates other statutory regimes such as the Environmental Protection Act, Building Regulations or Environmental Permitting Regulations.

5.103 Ground Investigations have been carried out across large extents of the STDC area, the results of which have informed the preparation of the Masterplan and the latest application proposals. The application site and the wider Teesside area has an extensive industrial legacy including almost 170 years of iron and steel making, together with auxiliary works including fuel oil storage. Notable historic and contemporary features within the area which may have implications for land contamination include but are not limited to:

1 Iron and Steel Making Facilities notably the Former Cleveland Iron and Steel Works (North Quadrant);

2 Cleveland Coke Ovens and Biproducts Plant (West Quadrant);

3 Torpedo Ladle Repair Shop (TLRS Area);

4 Power Station, Electrical Substations and Transformers (multiple site wide);

5 Railways and Sidings (multiple site wide notably in West Quadrant);

6 Made Ground including slag deposits (site wide);

7 Above Ground Storage Tanks (multiple site wide);

8 Workshops, Laboratories and Maintenance Facilities (multiple site wide e.g. Loco Repair Shop and former paint shop, mill scale buildings, water treatment plants, pump house, colliery arch plant);

9 Infilled Reservoir (North Quadrant);

5.104 Notable historic and contemporary features outside of the site boundary which may have implications for land contamination include but are not limited to:

1 Former SSI High Tip - Iron and steel by-products landfill (North) – potentially overlying an older ICI facility;

2 Highfield Environmental Facilities – Hazardous and non-hazardous waste landfill (North East) – potentially overlying an older ICI facility;

3 South Bank Coke Ovens and Biproducts Plant (SBCO) (North East);

4 Parts of the former Cleveland Biproducts Plant (South East).

5 Former Gas Works and Gas Holder (East / North East).

6 South Bank Iron Works (North East);

7 South Teesside Iron and Steel Works Lackenby – BOS Concast Plant (East);

5.105 Recent work undertaken by Arcadis to accompany the current planning application considers the potential presence of land and groundwater contamination as well as sites of geological/ geomorphological significance, geotechnical constraints and the potential for explosive ground gas accumulation. The Arcadis assessment identified that the now redundant Coke Oven Gas Main ("COGM"), is present above ground on the southern and western parts of the site which contains hazardous material and is controlled under a nitrogen blanket to prevent ignition. At the time of writing this is in the process of being removed. This is considered a top tier COMAH asset. In addition, a section of Natural Gas Pipeline is noted to be present adjacent to the Torpedo Ladle Repair Shop building.

5.106 Site investigation has confirmed the presence of contaminants including Non-Aqueous Phase Liquids (NAPL) principally oils and tar like substances, within shallow Made Ground principally at the former Cleveland Coke Ovens and Biproducts Plant. The site is known to contain significant Made Ground deposits comprising of slag, ash and demolition rubble giving rise to a range of contaminants including heavy metals, PAH, asbestos, hydrocarbons, abnormal pH and sulphate/sulphides. The use of heavy equipment and activities such as excavation, backfilling, and compaction may disturb the soil and result in dust generation as well as provide opportunities for direct contact and inhalation of contaminants. Ground gases are also suggested to present a risk to health.

5.107 An Outline Remediation Strategy is currently being prepared for the wider STDC area which aims to remove underground relic structures and foundations; process made ground materials in order to make suitable for use as backfill materials; make the site suitable for future commercial / industrial end-use through source pathway receptor (SPR) linkage breaks from materials impacted with PAHs, asbestos, cyanide, and arsenic; and, reduce the geotechnical risks from slags and refractory materials removed as a consequence of the excavation works.

5.108 Areas that pose a risk to human health as a result of identified contamination would be delineated and remediated prior to construction works. Additional ground gas monitoring at greater density is recommended prior to any specific redevelopment to determine the risk from ground gases on the site. Detailed risk assessment or site mitigations are also considered essential to reduce the unexploded ordnance (UXO) risk on the site to as low as is reasonably practicable. A Health and Safety Plan would be prepared to manage delineated materials in a safe manner in accordance with the Construction (Design and Management) Regulations 2015 and the requirements of the Control of Asbestos Regulations 2012.

5.109 The detailed design for each of the development plots will determine the detailed remediation approach based on the intended layout and form of development. A Remediation Design Statement will be prepared for each development plot to set out how the proposed development conforms with the outline remediation strategy.

5.110 Taking into account mitigation in the form of compliance with the remediation strategy and other mitigation measures, Arcadis concludes that impacts on human health, surface waters, groundwater, the built environment and landscape will all be of minor adverse / negligible significance during the construction phase. In this respect the application proposals accord with the aims of policy LS4 of the RCLP in terms of the decontamination and redevelopment of potentially contaminated land.

## Socio Economic Issues

5.111 A detailed assessment was undertaken of the economic context and main socio-economic characteristics of the local area relating to the proposed development. This includes a summary of the current local economic conditions and labour market conditions within the Area of Impact (AOI) (defined as Redcar and Cleveland, Middlesbrough and Stockton-on-Tees local authorities).

5.112 The assessment identified that jobs growth across the AOI during the period 2008-2018 was, at 2.5%, lower than the equivalent rate experienced regionally (4.3%) and nationally (13.6%). ONS Job Density data provides a measure of the ratio of total jobs to working age residents in a given area. The most recently published data (2018) shows that the AOI has a job density ratio of 0.70, indicating that it has 70 jobs for every 100 residents of working age (aged 16-64). This is lower than the regional (0.73) average and significantly lower than the national average (0.86), highlighting the potential to deliver employment growth in the local area.

5.113 Annual Population Survey data from the most recent full year (2019) indicates that the economic activity rate (i.e. the share of working-age residents either in or seeking employment) across the AOI is 72.2%. This is lower than the regional (75.0%) and national (78.9%) economic activity rates.

5.114 In 2019, the model-based unemployment rate (share of working-age residents out of employment) in the AOI was 6.3% - higher than both the regional (5.9%) and national (4.0%) averages. This is also reflected in unemployment data for April 2020 which shows that there were 21,600 residents in the AOI claiming out-of-work benefits. This equates to a claimant rate of 7.4%. This rate is higher than that of the region (6.9%) and nationally (5.1%). Taken together these data suggest that there is greater scope locally to accommodate employment growth.

5.115 The methodology for estimating the employment and economic output effects (during construction) of any development proposal takes the anticipated build cost as its starting point.

5.116 The proposed development is expected to comprise of up to 139,353 sqm of gross external area ('GEA') floorspace primarily for either general industry (B2) or storage and distribution (B8) uses, with a maximum of 10% of the total floorspace for ancillary office use. As such, the total

cost of construction is likely to vary depending upon the exact mix and quantum of commercial employment uses to be delivered. In recognition of this, the analysis of employment and economic output effects during construction reflected two possible outcomes:

- Option 1: all floorspace (up to 139,353 sqm) will be for storage and distribution (B8) uses. Based upon an analysis of BCIS data (adjusted to reflect regional cost differentials) it is estimated that this would correspond to a total build cost of £122 million; and
- Option 2: all floorspace (up to 139,353 sqm) will be for general industrial (B2) uses. Based upon an analysis of BCIS data (adjusted to reflect regional cost differentials) it is estimated that this would correspond to a total build cost of £131 million.

5.117 The options have been developed to help frame and assess the lower and upper bounds of the proposed development with respect to potential construction costs (and therefore employment and economic output effects). In reality, however, it is likely that any future development on the site will comprise a mixture of both B2 and B8 uses. As such, the observed employment and economic output effects could be expected to somewhere within the range identified.

5.118 It has been assumed that the length of the build period, for both options, would be in the order of 11 years.

5.119 During the construction stage, the delivery of 139,353 sqm of new employment space for B2/B8 uses is estimated to support between 95 and 101 gross new direct FTE construction industry jobs annually over the construction phase. In addition it could be expected to support between 142 and 152 additional indirect FTE jobs per annum over the duration of the build period. In total, therefore, the proposed development could be expected to support between 237 and 253 direct and indirect FTE jobs per annum over an 11 year build period. It is estimated that the construction period could generate in excess of £13 million of direct and indirect Gross Value Added (GVA) for each year of the construction phase .

5.120 Once operational, the site is expected to position Redcar to compete for businesses and investment on an international stage, creating a net increase in local employment and the economic output that flows from this. Based on the standard employment densities (for general industrial and storage and distribution uses) published by the Homes and Communities Agency the proposed development could generate approximately 1,620 gross direct FTE jobs, once completed and operational.

5.121 In accordance with the Homes and Communities Agency Additionality Guide, a 25% displacement allowance needs to be applied. As a result, it is estimated that the net additional on-site employment generated by the proposed development is likely to be in the order of 1,215 direct FTE jobs.

5.122 In addition to the direct jobs considered above, some indirect employment would also be created by the spending on goods and services by those business based at the proposed development. The wage expenditure of workers employed directly at the proposed development, as well as those employed in the supply chain, would also support induced jobs in shops, services and other businesses in the local economy.

5.123 In this context, it is estimated that the 1,215 net additional on-site jobs created by the proposed development could support the creation of a further 350 additional 'spin-off' FTE jobs in the supply chain as well as shops, services and other businesses in the local economy (defined as the AOI). At the regional (North East) level, a total of 535 'spin-off' FTE jobs is anticipated (including the 350 to be captured locally).

5.124 In total, therefore, once operational the proposed development is expected to generate c1,565 (direct, indirect and induced) FTE jobs within the local economy (defined as the AOI), rising to 1,750 FTE jobs at the regional level.

5.125 In terms of GVA once operational, this is estimated to be in the order of £50.5 million additional GVA per annum.

5.126 On the basis of this assessment it is clear that the proposed development will, therefore, contribute towards improving economic conditions within the AOI, an area currently characterised by: a low jobs density (and low levels of employment growth in recent years); high unemployment; and high levels of deprivation.

5.127 Overall the socio-economic assessment undertaken by Lichfields as part of the EIA demonstrates that proposed development will have a substantial beneficial effect on the local economy. This is a very significant material consideration in the determination of this planning application.

## Waste

5.128 The NPPF is clear that minimising waste is an important part of the environmental objective for achieving sustainable development and the National Planning Policy for Waste explains that it is important to ensure that, where possible, waste production is minimised to reduce environmental impact.

5.129 The Tees Valley Joint Waste Management Strategy 2020-2035 states that the region has in place a 60% recycling target for Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) wastes by 2030. The recovery target for construction, demolition and excavation waste for the Tees Valley is 80%.

5.130 In this context an assessment has been undertaken quantifying the likely volumes of waste and materials which will be generated during both the construction (including excavation and demolition) and operational phases of the proposed development, and by considering its potential impact on the known regional landfill void capacity. Excavation material arising at the site is intended to be reused within earthworks and landscaping, such that the cut and fill balance for the proposed development will aim to be neutral. This will be considered within the early stages of design to ensure waste is not generated in earthworks. This assumption is embedded into the design of the scheme. Excavation material would comprise soil, clay, stone and spoil. In line with the assumption that the site will be cut and fill neutral, this material will be re-used on site. This means that there will be no requirement for waste material to be removed from the site in order to prepare a level development platform.

5.131 In terms of construction activities, the site should be managed so as to avoid unnecessary waste such as excess material brought to the site and left to be damaged or wasted. This can be achieved through the production and maintenance of a Site Waste Management Plan during the design and construction phases of the proposed development. Contractors will be required to commit to achieving a high recycling and recovery rate for all waste generated on site.

5.132 The waste objectives for the operational phase will aim to reduce, re-use, recycle and recover waste as much as possible before considering disposal. The waste management system will consider the whole process of waste management including storage, collection, waste transport, treatment and disposal.

5.133 It is estimated that 3,371 tonnes of waste would arise per year of construction (11 years), equating to a total of 37,082 tonnes of construction waste over the 11 years. Taking into

consideration the waste arising from construction workers, the total construction waste anticipated to arise from the proposed development is 3,813 tonnes per year.

5.134 During the operational phase, the proposed development is expected to generate a total of 9,565 tonnes of waste per year, largely comprising MSW and C&I waste. Based on a worst-case scenario (if all waste arisings were sent to landfill), operational waste arisings would account for 0.04% of the remaining landfill capacity for the North East of England.

5.135 In the case that good recycling and recovery practices are adopted, it is possible the volumes of waste requiring disposal may be reduced by at least 80% for CD&E waste (mostly construction phase) and 60% for MSW (mostly operational phase). Where these targets are met, it is possible to reduce the waste sent to landfill to 674 tonnes per year (construction waste). Operational phase waste could reduce to 176.95 tonnes per year. Therefore, the total waste to landfill during the construction phase would equate to 851 tonnes per year and equate to 0.004 % of regional landfill capacity. Adopting these recycling and recovery rates will reduce the impact of the waste arising from the proposed development on the existing regional landfill capacity and associated environmental impacts. In this context construction and operational waste from the proposed development are all considered to result in a negligible impact on regional landfill capacity.

## Greenhouse Gases and Climate Change

5.136 Redcar and Cleveland Borough Council declared a climate emergency in 2019 and have committed to the Borough of Redcar and Cleveland becoming carbon neutral by 2030, taking into account both production and consumption emissions.

5.137 An assessment has been undertaken by Arup to consider the effects of the proposed on the climate, with regard to atmospheric greenhouse gas (GHG) concentrations, by assessing the magnitude of GHG for the first year of full site occupancy and operation. As this is an outline planning application, the end users of the development site are not yet known. A robust and clear methodology has been adopted to provide a reasonable worst case assessment of likely GHG emissions. This is based on adopting a set of project parameters to reflect the scale of the development, and incorporating a range of appropriate assumptions in the absence of more accurate data.

5.138 To provide context for the consideration of GHG emissions, emissions associated with the construction of the proposed development have been compared with the national carbon budgets to determine whether they are likely to impinge on the overarching ability of the UK Government to meet its statutory commitments.

5.139 To provide additional context for the annual operational emissions associated with the proposed development, the assessment compares emissions identifiable within the spatial extent of RCBC against the Council's existing GHG baseline.

5.140 There are currently no operational activities within the site. There are no known sources of GHG emissions within the site at present and therefore baseline emissions are assumed to be zero.

5.141 The construction process contributes to GHG emissions through the extraction, production and delivery of materials and onsite energy consumption. Key impact areas once operational include provision of heating, cooling and electrical energy in buildings included within the proposed development, the transportation of employees and visitors to and from the site, the movement of HGVs and LGVs, and the periodic replacement of materials.

5.142 While all GHG emissions from a project in construction and operation could be considered significant (in line with IEMA guidance), it is necessary to contextualise estimated emissions. The scale of emissions arising from the proposed development is not considered to be so great as

to prevent the UK achieving its national carbon targets and budgets. On this basis the potential effects of the scheme are considered not significant.

5.143 The proposed development in operation is anticipated to contribute approximately 0.4% of the annual emissions from Redcar and Cleveland as a whole which is not considered so great as to materially affect the overall GHG emissions within Redcar and Cleveland. This is not a major contribution but must be considered in the context of the overall scale of the proposed development and the assumptions made which represent a worst-case scenario. It also represents a worst-case assumption in terms of regulated energy use, assuming full use of grid electricity and natural gas, and no onsite renewable energy use. Once further information is available on the end users of the site, it is expected that a detailed energy strategy will be developed that will utilise low and zero carbon energy supply options, and a travel plan will be established to encourage transport modal shift away from predominantly private car use. This will ensure there is no conflict with planning policies which seek to reduce waste.

## Health and Safety Executive Consultation Zones

5.144 The application site is located within a heavily industrialised area of Teesside, where there are a number of large-scale industrial plants and pipelines which are classified as hazardous installations.

5.145 The Health and Safety Executive (HSE) sets a consultation distance (CD) around major hazard sites and major accident pipelines after assessing the risks and likely effects of major accidents at the major hazards. These consultation areas are referred to as HSE zones. Within the CD there are three further zones defined, referred to as Inner, Middle and Outer Zones.

5.146 The HSE consultation zones affecting the application site are centred upon industrial operations located both within and beyond the STDC area. The following organisations within the STDC area currently have HSE consultation zones associated with hazardous substances consents:

- South Tees Site Company Limited (formerly SSI);
- SABIC UK Petrochemicals Ltd
- British Oxygen Co. Ltd
- PD Teesport Ltd.

5.147 HSE would remove the consultation zones associated with these sites if they were to be notified by the Council that the hazardous substances consents have been formally revoked in accordance with the Planning (Hazardous Substances) Act 1990.

5.148 Beyond the STDC area, a number of zones associated with sites at Seal Sands, North Tees and Wilton International, extend into the STDC area. In advance of determining the current application proposal the Council will be required to consult with the HSE as the site falls within a consultation zone and the application comprises more than 750sqm of industrial floorspace.

5.149 This requirement is highlighted in Policy SD4: General Development Principles, which permits development where it avoids locations that would put the environment, or human health or safety, at unacceptable risk. The supporting text to this policy confirms that the Council will seek the advice of the appropriate regulatory organisations, including the Health and Safety Executive on proposals falling within defined consultation zones.

5.150 The HSE will provide a response stating the HSE “advises against” or “does not advise against” the grant of planning permission on safety grounds.

5.151 In providing their response, HSE has regard to 4 principles:

1 The risk considered is the residual risk which remains after all reasonably practicable preventative measures have been taken to ensure compliance with the requirements of the Health and Safety at Work etc. Act 1974 and its relevant statutory provisions;

2 Where it is beneficial to do so, advice takes account of risk as well as hazard, that is the likelihood of an accident as well as its consequences;

3 Account is taken of the size and nature of the proposed development, the inherent vulnerability of the exposed population and the ease of evacuation or other emergency procedures for the type of development proposed. Some categories of development (e.g. schools and hospitals) are regarded as more sensitive than others (e.g. light industrial) and advice is weighted accordingly; and

4 Consideration of the risk of serious injury, including that of fatality, attaching weight to the risk where a proposed development might result in a large number of casualties in the event of an accident.

5.152 To further guide the HSE in making a decision, they have regard to:

1 The consultation zone in which the development is located (i.e. which of the three zones that makes up the overall consultation zone); and

2 The sensitivity level of the proposed development, which is derived from HSE categorisation system of "Development Types". There are four levels of development with Level 1 being the least sensitive (e.g. "normal working population" and Level 4 being the most sensitive (large outdoor developments or large facilities for vulnerable members of the public). Further guidance is given in Table 1.1 of the HSE Land Use Planning Methodology as to how developments are categorised.

5.153 Further considerations apply to more complex cases, such as when the development is located in more than one zone; where more than one major hazard is involved; the proposal involves more than one "Development Type"; and the development involves a small extension to an existing facility.

5.154 The current application proposals are considered to be Level 1 developments: "normal working population".

5.155 In preparing the Local Plan, RCBC was required to have regard to the prevention of major accidents, limiting the consequences of such accidents and considering the appropriate distances between hazardous establishments and population or environmentally sensitive areas. The Council was also required to consider whether additional measures for existing establishments are required to ensure risks to people in the area are not increased.

5.156 Allocations were determined having regard to the relevant HSE zones, with information recorded in the Sustainability Appraisal. The HSE was consulted during the development of the plan and whilst some standard advice was received, no objections were raised in relation to the allocations of land within the STDC area.

5.157 There are no obvious reasons for HSE to advise against the grant of planning permission for the current application proposal.

## Cumulative Environmental Effects

5.158 The Cumulative Effects chapter of the ES draws together and summarises the findings from the individual inputs into the ES; defines inter-relationships between these assessments and any other developments in the area surrounding the site; and establishes whether there are any other residual effects on the identified sensitive receptors which may require additional mitigation not previously identified.

5.159 There may also be other indirect effects arising from the development when considered with other proposals or schemes in the surrounding area, including the four other outline South Tees Development Corporation applications. These effects may also give rise to the need to consider additional mitigation measures; albeit it is necessary to consider the likelihood of those other schemes of proceeding and the ability or necessity of the applicant to mitigate any such effects for other sites.

5.160 Two types of cumulative environmental effect are considered:

- Synergistic – the combined effect of different types of impacts attributable to the proposed development ('direct impacts') in respect of a particular receptor. This includes consideration of the impacts during the construction and operational phases; and
- Cumulative – these arise from the combined effect of the proposed development with committed development schemes that, individually, may be insignificant, but when combined with other impacts, may be significant.

**Synergistic Effects**

5.161 The Dorman Point ES concluded that there are no sensitive receptors, with the exception of surface and groundwater receptors, likely to be subject to effects from more than one technical aspect. Any adverse effects identified in these chapters relate to water quality as the result of potential contamination. No significant effects are anticipated in either chapter on these receptors. In this context there is no requirement for additional mitigation measures to address effects arising from the inter relationship between impacts on sensitive receptors, over and above the mitigation and monitoring measures already proposed all of which are capable of being secured via planning condition or s106 Agreement.

**Cumulative Effects**

5.162 In considering potential cumulative construction effects, the project team has assumed a worst case scenario of considering construction effects at 2030 when it is anticipated that construction will take place across all five outline application sites.

5.163 In considering potential cumulative operational effects, the project team has assumed a worst case scenario of assessing operational effects at 2033 when all five outline developments are anticipated to be operational.

5.164 Consideration has also been given to the cumulative impact of 25 other existing or approved developments, selected as developments with the potential to give rise to cumulative effects as a result of their geographic proximity to the site, scale of development or other relationships which may be relevant.

5.165 In terms of overall conclusions and cumulative effects, the comprehensive EIA undertaken for the site has identified significant adverse cumulative effects during the construction phase, in relation to biodiversity, noise and vibration and landscape and visual impact (LVIA) and during the operation phase in relation to transport, noise , greenhouse gas emissions and LVIA. Significant beneficial socio-economic cumulative effects are anticipated during both the construction and operational phases. No mitigation is proposed or possible in relation to the significant beneficial cumulative effects and significant adverse cumulative biodiversity, noise and LVIA effects.

5.166 Once further information is available on the end users of the site, it is expected that a detailed site wide energy strategy will be developed that will utilise low and zero carbon energy supply options, which will help to mitigation the cumulative greenhouse gas emissions. Framework and Occupier Travel Plans may help to reduce transport and greenhouse gas emissions further.

5.167 In terms of the residual effects of the proposed development in isolation, during the construction phase there are significant adverse biodiversity and LVIA effects and significant beneficial socio-economic effects. During the operational phase, there are significant adverse transport and LVIA effects and significant beneficial socio-economic effects. All other environmental effects assessed are considered to be not significant.

# 6.0 Compliance with NPPF

6.1 At the heart of the NPPF is the intention for the planning system to contribute to the achievement of sustainable development. In practice this means development meeting three overarching objectives which are interdependent and need to pursued in mutually supportive ways (economic, social and environmental) (paragraph 8).

6.2 In this respect, the NPPF is clear that '*Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area*' (paragraph 9).

## Environmental

6.3 The reclamation of this contaminated brownfield site will have significant environmental benefits.

6.4 The application site has an extensive industrial legacy and site investigation have confirmed the presence of contaminants including heavy metals, hydrocarbons and sulphate/sulphides. The site preparation work to be undertaken across this site, and the wider STDC area, will result in the remediation of this heavily contaminated landscape.

6.5 Whilst the exact sustainability credentials of the scheme will be established at the reserved matters stage, it is anticipated that the following measures will be implemented:

- Encourage a reduction in C02 emissions, monitor energy and waste consumption and consider energy generation;
- Future occupiers of the proposed development will be encouraged to consider the benefit of cooperating to manage resources, environmental issues, energy generation, logistics, green technology, local education and resources;
- Contractors will consider using local suppliers, recycled materials and will be required to implement a Construction Environmental Management Plan ('CEMP') which will be monitored throughout the construction phase of development;
- All building materials and products will be sourced, where practical, from suppliers who manufacture with certified environmental management systems and timber will be Forest Stewardship Council ('FSC') certified, where possible; and
- Adoption of Framework Travel Plan ('FTP') and specific Occupier Travel Plans to promote sustainable modes of travel in accordance with STDC's emerging transport strategy.

6.6 As part of the site wide redevelopment of the wider STDC site, the South Tees Regeneration Masterplan Energy and Utilities strategy is currently being developed by Arup. This, and other strategies related to the wider STDC site, are due to be completed in early 2021. The South Tees Regeneration Masterplan Energy and Utilities strategy will consider site-wide utilities able to serve each of the STDC development plots, of which the application site is one. As part of the South Tees Regeneration Masterplan Energy and Utilities strategy development, the phasing of the individual developments is being considered. It is likely that in the near term some of the existing site infrastructure will be reused to supply energy and utilities to the earlier developments. Although the design of the site has not progressed to include utilities networks, from the work to understand the available capacity within the wider STDC site, there is sufficient capacity in the electricity and water networks to supply the estimated demands, based on the anticipated usage classes and floor areas. In parallel the site wide energy and utilities

system will be implemented which meets the STDC vision of an exemplar, world class industrial business park.

6.7 The South Tees Regeneration Masterplan Energy and Utilities strategy is being development in line with the South Tees Regeneration Masterplan guiding principle to 'promote and support development uses aligned with a low carbon, circular economy, while delivering redevelopment within a framework of reduced energy costs and waste minimisation.' The South Tees Regeneration Masterplan Energy and Utilities strategy is looking at low carbon on site generation options, utilisation of waste heat from industrial uses as well as defining the utilities corridors.

6.8 As the STDC site develops further, its site wide energy and utilities network will be established, and developments will transfer on to the new utilities infrastructure as applicable. There may also be the potential for the development to incorporate renewables e.g. rooftop solar to supply some of the required energy.

## Economic

6.9 As outlined earlier, the economic benefits of the proposal are substantial, both in terms of job creation and increased GVA. In this regard it is clear that the proposed development will have a substantial beneficial effect on the local economy. Key headline figures include:

- Creation of between 237 and 253 direct and indirect FTE jobs per annum over the 11 year build.
- Generation of in excess of £13 million of direct and indirect Gross Value Added (GVA) for each year of the construction phase.
- Creation of approximately 1,620 gross direct FTE jobs, once completed and operational plus the creation of a further 1,215 additional 'spin-off' FTE jobs in the supply chain as well as shops, services and other businesses in the local economy .
- Creation of in the order of £50.5 million additional GVA per annum once operational.

6.10 This is a very significant material consideration in the determination of this planning application.

## Social

6.11 The social benefits of the scheme go beyond the benefits arising from greater economic prosperity in the local area. The development of the application site will end years of feelings of uncertainty within the local community about the future prospects of the area. It is vitally important to the communities of Redcar and Tees Valley that a permanent, sustainable, solution is delivered quickly to resolve the ongoing issue of safe-keeping of the area. To return the application site to an economically productive, environmentally attractive and publicly accessible and safe place will be a significant boost to the social well-being of the area.

6.12 All construction activities will be undertaken by industry certified contractors and specialist for each phase of the construction process. This will be managed and coordinated by a Site Project and Environment Coordinator for each development plot who will be responsible for the health and safety of the site.

6.13 All work will be subject to risk assessments and method statements and these will be reviewed in order to accord with best practice standards. Where relevant, these will be required to mitigate the impact of the development, including specific measures as set out in the technical chapters of the ES.

6.14 All contractors and personnel entering the site will be required to show the relevant permits and, upon request, will be required to provide proof of compliance with waste and pollution regulations.

## Summary

6.15 Overall it is clear that the proposed development represents a sustainable form of development in line with the requirements of the NPPF.

# 7.0 Conclusions and Planning Balance

7.1 The application site is allocated in the 2018 Local Plan for B Class employment use within Policy ED6. The Master Plan is aligned with Policy ED6. There is, therefore, a clear and unequivocal presumption in favour of the grant of planning permission for the type of development illustrated on the Parameter Plan submitted with the application.

7.2 There are a number of material considerations which would find in favour of proposals for development in line with the Master Plan. These include the direction provided by the NPPF for decision-makers to attach significant weight on the need to support economic growth and productivity, as well as the contribution that development in line with the Master Plan would make to the objectives of national and local industrial and economic strategies, including the creation of around 1,565 permanent FTE jobs.

7.3 In terms of GVA once operational, this is estimated to be in the order of £50.5 million additional GVA per annum. It is clear that the proposed development will contribute towards improving economic conditions within an area currently characterised by a low jobs density (and low levels of employment growth in recent years), high unemployment and high levels of deprivation. The applicant has committed to the development of a local employment and training programme to ensure that the benefits for the local community are maximised. This will be secured through a s106 agreement. The job creation and training opportunities along with the wider economic benefits to the region are considered to be very significant material considerations in the determination of this planning application.

7.4 However the ES has also identified a limited number of significant adverse effects which could arise from the development proposal. in combination with other developments in the area. The ES concluded that significant adverse cumulative effects are predicted during the construction phase, in relation to biodiversity, noise and vibration and landscape and visual impact (LVIA) and during the operation phase in relation to transport, noise , greenhouse gas emissions and LVIA.

7.5 Once further information is available on the end users of the site, it is expected that a detailed site wide energy strategy will be developed that will utilise low and zero carbon energy supply options, which will help to mitigation the cumulative greenhouse gas emissions. Framework and Occupier Travel Plans may help to reduce transport and greenhouse gas emissions further.

7.6 A detailed optioneering, modelling and design exercise, with phased build-out, will need to be undertaken for relevant highway junctions to determine when mitigation measures are required. The design and implementation of any mitigation scheme for the junctions must take into account active and sustainable infrastructure measures which should be implemented to reduce vehicle trips and ensure that the forecasts of a worst case assessment are not realised. This is in alignment with the developing Transport Strategy for the wider Teesworks site. These measures will help to mitigate, to some extent, the impact of the development on the highway network. The Transport Strategy measures will aim to promote sustainable transport and active travel patterns to/from the site, and substantially reduce the commuter car mode share. This should therefore reduce the volume of traffic generated by the proposed development.

7.7 It is expected that a site-wide Travel Plan will be developed for the Teesworks site based on the emerging transport strategy. However, if the Lackenby is developed in advance of the Transport Strategy being adopted, the Transport Assessment has identified a list of initial measures and a Framework for a Travel Plan that could be applied in advance of the wider strategy coming forward, also outlining how the development will be incorporated into the wider masterplan in due course.

7.8 The application results in the complete loss of high priority habitats within the application site, some of which support protected species, with no opportunities for on-site habitat enhancement or creation proposed. Whilst the nature of the work proposed and the application proposals means that direct mitigation cannot be identified and delivered within the site, STDC is committed to delivering compensation in due course through the South Tess Regeneration Masterplan Environment & Biodiversity Strategy. This strategy will seek to identify opportunities for compensation in the STDC area and beyond, for a range of measures. This compensatory provision will be undertaken with the aim to provide habitats with the same or greater ecological function and/or diversity to the habitat that is lost. In addition enhancement measures involving the provision of benefits for biodiversity that are additional to those provided as part of mitigation or compensation measures will be provided in the form of Biodiversity Net Gain. The approach for this will be detailed in the forthcoming Environment & Biodiversity Strategy, which will coordinate the offsite compensation approach for all developments in the wider STDC site.

7.9 No mitigation is proposed or possible in relation to the significant adverse cumulative biodiversity, noise and LVIA effects.

7.10 In this context it is necessary to weigh all these factors in the planning balance to reach a view on the acceptability of the application proposal. On the basis of the emerging Biodiversity Strategy, the very substantial training and employment opportunities which will result from the development and the understanding that, subject to agreeing and providing any highway mitigation considered to be essential, there would be no transport related reasons why this development should not be granted planning consent and its commitment to providing sustainable travel choices should have a long-term positive impact on the regeneration of the former industrial site and local area, it is considered that in this case the balance strongly falls in favour of granting planning permission for the proposed development.

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