



Redcar & Cleveland

South Tees Area

Supplementary Planning Document

Adopted May 2018



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I Introduction

Introduction

- I.1** The South Tees Area comprises the single largest employment opportunity in the UK. As such, Government created the South Tees Development Corporation (the only Mayoral Development Corporation outside of London) to work in partnership with Redcar & Cleveland Council to drive forward the economic regeneration of the Area.
- I.2** This Supplementary Planning Document (SPD) has been prepared to support adopted planning policies to guide and inform future planning applications that will support both the expansion of existing business operators and future employment opportunities who wish to locate to the South Tees Area.

Purpose and Status of the Supplementary Planning Document

- I.3** This 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. As an SPD, the key purposes of this document are therefore to:
- Provide value to landowners, developers and all those involved in the development process. The SPD will be used as a material consideration in determining planning applications within the South Tees Area and help to explain how the adopted local planning policies will be implemented;
 - Provide a basis for development to be taken forward giving developers, stakeholders and local communities a degree of certainty as to the potential opportunities and acceptable forms of development within the South Tees Area. For example, it establishes a series of strategic scale solutions through setting a framework for consolidating land interests, key access points and transport corridors and the demarcation of Delivery Zones (including their broad roles and functions going forward);
 - Inform a comprehensive and coherent development strategy to deliver the physical and economic regeneration of the South Tees Area as a place to work and invest in;
 - To outline and support the development opportunities within the defined South Tees Area and identify those key opportunities to protect, enhance and manage assets of ecological and heritage importance that will further enhance the South Tees Area;
 - Identify requirements and provide a broad strategy to deliver supporting infrastructure; and
 - Ensure that decisions about future investment and development proposals are made within an agreed and coordinated framework.

- 1.4** The SPD sets out development principles for the Area and the Council will seek to deliver the vision and objectives of the SPD through the implementation of these principles during the decision making process for planning applications. The development principles within the SPD are divided into two sections, Strategic Development Principles, which, where relevant, will apply to all development proposals in the Area, and Site Specific Development Principles. The Site Specific Development Principles will apply to proposals located within the specific identified zones only, however, proposals coming forward in these zones will also be considered against the overarching Strategic Development Principles.

How the Supplementary Planning Document has been Prepared

- 1.5** This SPD has been prepared by Redcar & Cleveland Borough Council, as the Local Planning Authority for the South Tees Area. The SPD is, however, supported by the South Tees Area Regeneration Background Study (formerly the South Tees Regeneration Master Plan), which presents a vision and strategy for the redevelopment of the area and is an evolving document being developed by the STDC. The Background Study was previously published for consultation in October 2017, alongside the first draft of the SPD, and provides a range of technical information on the Area's existing conditions, constraints and opportunities.
- 1.6** The SPD has also been informed by a number of other supporting documents and processes:
- The Adopted **Redcar and Cleveland Local Plan** and its supporting evidence base such as the Employment Land Review (2016), Tees Valley Strategic Economic Plan (2016), The Investment Plan for the Tees Valley (2017), the Landscape Character Assessment (2006) and Strategic Flood Risk Assessment (2016);
 - A formal **Strategic Environmental Assessment (SEA)** which has been undertaken in accordance with statutory requirements. This iterative process has been undertaken to assess the likely significant environmental effects of the SPD and to identify mitigation and enhancement measures to improve its environmental performance. The Environmental Report has been published alongside the SPD ;
 - A **Habitats Regulations Assessment** (required by the Conservation of Habitats and Species Regulations 2010) has also been prepared to assess whether this SPD is likely to have any likely significant effects on the nature conservation interests of European protected sites within and adjoining the South Tees Area. The findings of the HRA have been used to inform the development of this SPD and the accompanying HRA Screening has also been published.
- 1.7** Over the course of 2018, the following detailed studies and strategies are also to be commissioned by the STDC. These documents will form a suite of technical supporting documents, together with the Background Study :
- Environment and Biodiversity Strategy

- Open Space Strategy
- Water and Flood Risk Management Strategy
- Energy Strategy
- Ground Remediation Strategy
- General Utilities and Industrial Utilities Strategies
- Materials and Waste Management Strategy
- Transport Strategy
- Port Facilities and Logistics Strategy
- Demolition and Salvage Strategy

I.8 These technical supporting documents to the adopted SPD will provide finer grain detail to the guidance set out in this SPD to facilitate the effective delivery of the Area as a whole. Where relevant, the documents will become material considerations in the determination of planning applications in the Area but are not likely to give rise to any new or different likely significant effects than have already been assessed for the SPD within the SEA.

I.9 As this SPD has been prepared in advance of the formulation of these specific technical documents, it is intended that it will be reviewed to provide more detailed guidance within 12-18 months of the date of adoption.

Planning Policy Background

National Planning Policy Framework

I.10 Planning policy from central Government is set out within the National Planning Policy Framework (NPPF), which was published in March 2012. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The Local Plan and this SPD have, therefore, been prepared in conformity with the NPPF (2012).

I.11 The SPD reflects the requirements of the NPPF that Local Planning Authorities plan positively for sustainable development. In particular, the SPD has been prepared in order to contribute to the provision of a clear economic vision and strategy for the area, which positively and proactively encourages sustainable economic growth.

Local Planning Policy for the Redcar and Cleveland Borough

I.12 The SPD has been adopted in order to support and provide guidance on the implementation of policies contained within the borough's development plan, which currently comprises of the Redcar & Cleveland Local Plan (May 2018) and the Tees Valley Joint Minerals and Waste Core Strategy and Policies and Sites DPDs (Sep 2011).

- 1.13** Given the scale of the South Tees Area, there are a range of policies contained within the development plan that will be relevant to its future development and should be applied and supplemented by the SPD. In summary, these policies support the ongoing employment operations relating to heavy industry and logistics (eg port / port related, steel, chemical and to a lesser degree more general business uses) alongside the provision of necessary supporting infrastructure. They further promote renewable energy opportunities (eg biomass and on-shore wind). These policies also recognise the range of national and international ecological and landscape designations within and adjoining the South Tees Area. Together with this SPD, the policies promote and guide the comprehensive development of the South Tees Area and provide the basis to refuse proposals that would result in piecemeal development which would stymie the wider economic and regeneration potential of the area.
- 1.14** Details of the relevant Local Plan policies and their relationships with the Development Principles are listed at Appendix A of this SPD. In particular, the SPD provides guidance to assist with the implementation of the following Local Plan policies:
- **Policy LS4: The South Tees Spatial Strategy** - This policy sets out the Council's aims for a wider South Tees Area, which includes the STDC area as covered by this SPD. This policy supports, inter alia, the regeneration of the South Tees Area, the expansion of the port and logistics sector, the expansion of the road network to unlock the potential of the South Tees Area and the decontamination and redevelopment of potentially contaminated land and the SPD provides further guidance to assist in the achievement of these aims.
 - **Policy ED6: Promoting Economic Growth** - Policy ED6 allocates land for specialist employment uses, such as heavy processing industries and port logistics in the South Tees Area and supports development proposals falling within Use Classes B1, B2, B8 and suitable employment related sui-generis uses. The requirements for the amount and type of allocated land, and the forecast demand for the take-up of the land for employment uses, have been fully assessed in the evidence base that supports Policy ED6. This evidence base is explained in the accompanying text to Policy ED6 and includes Redcar & Cleveland Employment Land Review update (2016) and evidence which has informed the growth ambitions of the South Tees Development Corporation, the Tees Valley Strategic Economic Plan and the Council's Growth Strategy.

Context and Background of the South Tees Area

- 1.15** The River Tees has long been a major economic driver for the Tees Valley. For over 200 years, heavy industry has been the dominant land use. Historically, the key sectors have been iron and steel manufacturing, the port and logistics handling and chemicals.
- 1.16** The South Tees Area lies wholly with the borough of Redcar and Cleveland. At the heart of Teesside's major industrial zone, the Area extends from the mouth of the River Tees towards the outer limits of Middlesbrough to the south and

Redcar to the east. In total, the South Tees Area covers some 1,800 hectares (nearly 4,500 acres).

- I.17** The liquidation of Sahaviriya Steel Industries (SSI) in October 2015 saw the subsequent closures of the Redcar iron and coke making complex, the Lackenby steel making plant and the South Bank Coke Ovens. This marked the end of nearly 170 years of iron and steelmaking in the locality and the loss of some 2,000 employees directly, 1,000 contractors and a further 1,000 indirect jobs.
- I.18** Immediately following the closure of SSI, the SSI Task Force was formed with the aim of providing tailored support to affected workers, local businesses, communities and the wider economy and supported by £80 million of central Government funding. The Task Force has successfully supported many former employees and others affected by the closure. However, the challenge of replacing lost industries with long term alternative major employment opportunities for generations to come, that build on the strengths of the South Tees and wider Tees Valley areas, is one that requires major intervention and significant, long-term investment, aligned with a robust and ambitious, deliverable vision and strategy.
- I.19** Whilst steelmaking has ceased, there remains a number of existing major operators within the South Tees Area. These include PD Ports Teesport, British Steel, Redcar Bulk Terminal, Northumbrian Water Ltd and BOC. The area has also attracted new operators, with Sirius Minerals plc securing a Development Consent Order for harbour facilities at Bran Sands, associated with the North Yorkshire Polyhalite Project, in 2016. Directly abutting the Area to the east, lies the Wilton International chemicals complex which is home to a number of internationally renowned companies such as Sembcorp Utilities, Sabic UK and Huntsman Polyurethanes.
- I.20** Following closure of the steelworks, Lord Heseltine was appointed by Government to explore opportunities for supporting inward investment back into the Tees Valley. Building upon one of his key recommendations, the South Tees Development Corporation (Mayoral Development Corporation) was established in August 2017 in accordance with the powers devolved to the Tees Valley Mayor under the Tees Valley Combined Authority (Functions) Order 2017. The Tees Valley Mayor has given direction as to the functions of the STDC, under section 220 of the Localism Act 2011, and this direction is reflected in the Constitution of the corporation.
- I.21** The TVCA itself had been established through a devolution agreement with the Government, which was signed in October 2015, and has received powers and funding from Central Government in order to drive economic growth and job creation in the Tees Valley.
- I.22** The STDC has been given range of powers under the enabling legislation and was established in order to:
- Further the economic development and regeneration of the South Tees Area, so that it becomes a major contributor to the Tees Valley economy and the delivery of the Tees Valley's Strategic Economic Plan;
 - Attract private sector investment and secure new, additional, good quality jobs, accessible to the people of the Tees Valley;

- Transform and improve the working environment of the Corporation area, providing good quality, safe conditions for the workforce and wider community;
- Contribute to the delivery of the UK Industrial Strategy, by supporting the growth of internationally competitive industries with access to global markets, taking a comprehensive approach to redevelopment at a scale that enables the realisation of an international-level investment opportunity.

I.23 With the agreement of the STDC, Redcar & Cleveland Borough Council will continue to act as the Local Planning Authority for the South Tees Area in respect of planning policy and development management (ie the processing of planning applications).

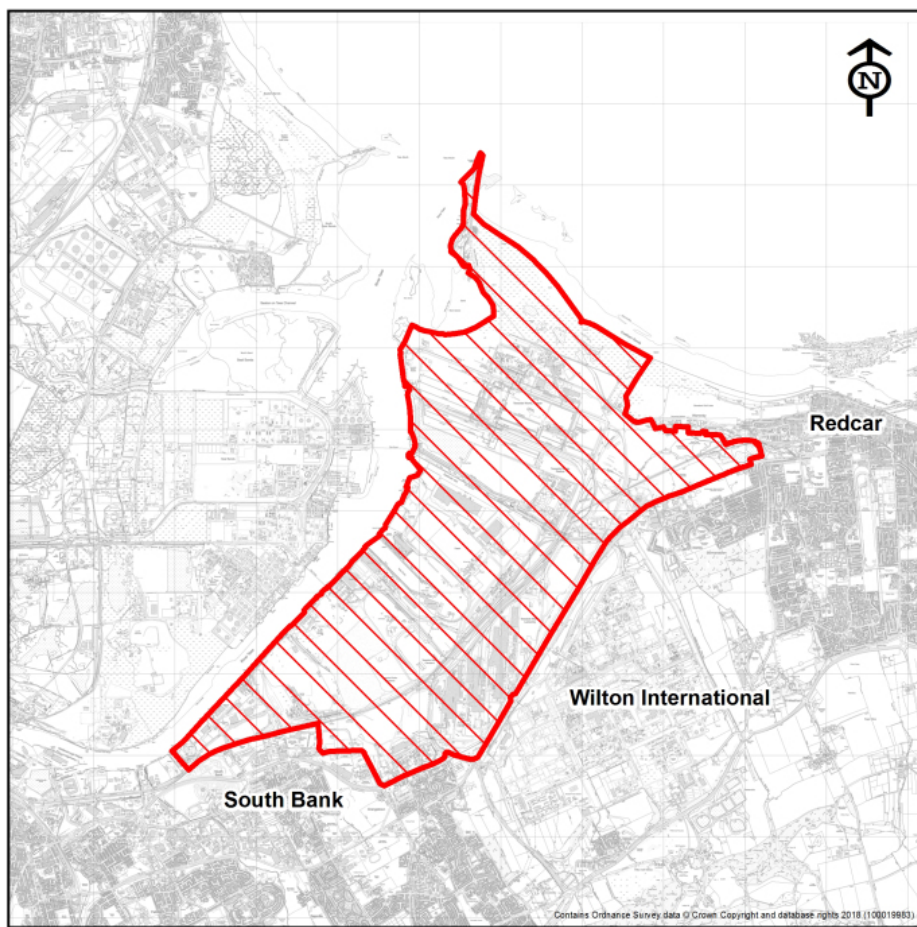


Figure 1: South Tees Area

2 Vision and Objectives

The Supplementary Planning Document's Vision for the South Tees 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.

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.

The Objectives of the South Tees Supplementary Planning Document

- 2.1 The vision for the regeneration of the South Tees Area will be achieved through meeting the following SPD Objectives. This will be realised through implementing the Development Principles set out in Sections 3 and 4.

- 1. Ensure strong alignment with UK Government's Industrial Strategy:** Shaping the regeneration proposals to ensure the Tees Valley can make a telling contribution to the realisation of UK Government's aspirations for the Northern Powerhouse Initiative;
- 2. Form strategic alliances with major operators so that the Tees Valley presents a coordinated, world class offer to the international marketplace:** Collaborating with major land owners, industries and operators within the area to capitalise on synergies and symbiotic opportunities, seeking to avoid conflicts of use, realising true alignment and delivering mutually beneficial outcomes;
- 3. Prioritise uses connected with advanced manufacturing and advanced and new technologies:** Future-proofing the development and the long-term economic sustainability of the Tees Valley, while building an international-level brand for the South Tees Area that is built on innovation and manufacturing excellence;
- 4. 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:** Thereby supporting the Tees Valley in becoming an exemplar, demonstrator region through the establishment of integrated supply chains in energy-intensive, high-tech prime sectors;
- 5. Focus on highly-skilled employment generating opportunities, while balancing this with the need to create a wide spectrum of job opportunities:** Creating opportunities for upskilling and an increase in both the mean salary levels and Gross Value Added (GVA) for the Tees Valley economy;
- 6. Evaluate redevelopment proposals not only from a direct jobs perspective, but as potential catalysts for job creation across the wider Tees Valley:** Capitalising on and harnessing opportunities for supply chains and support industries and optimising beneficial outcomes for the local economy and our local communities;
- 7. Deliver efficient connectivity across the South Tees Area through enhanced on-site transport infrastructure and the creation of an integrated and safe transport network, which takes account of the needs of a variety of users and includes sustainable travel measures, to realise optimal functionality:** Delivering a truly integrated industrial and manufacturing zone with excellent intra-connectivity, where the benefits of excellent port facilities and beneficial neighbouring industrial operators can be fully harnessed;
- 8. Deliver redevelopment in a way that provides long term sustainability, reduces pollution, manages the water environment, protects the historic environment, contributes to habitat protection, safeguards biodiversity and enhances green infrastructure, open space and landscape character:** Creating a destination that is an exemplar of how major industry and heritage and environmental assets can co-exist in a mutually-beneficial way, realised through genuine collaboration between new businesses and national and local environmental bodies;

9. Ensure the regeneration of the South Tees Area makes a major contribution to improving education and skills across the Tees Valley:

Working with the Tees Valley Combined Authority and Local Enterprise Partnership, the South Tees Development Corporation, the education sector and local training and development initiatives to realise, through the redevelopment proposals, major opportunities for improving education attainment levels across the area and the skills base, to provide greater access to employment for a wide range of demographic groups;

10. Use the regeneration opportunity to strengthen transport connections with Redcar town centre and other urban centres and to deliver economic and community benefits:

Capitalising on the significant increases in local employment afforded by the redevelopment of the South Tees Area to boost the visitor economy, help revitalise town centres and deliver improved benefits for the health and wellbeing of local communities.

3 Strategic Development Principles

- 3.1 This section establishes the framework for future development of the South Tees Area. It sets out the strategic development principles that have been developed to implement the vision and objectives of the SPD and that will underpin the approach to developing the whole area. These development principles seek to respond to the relevant planning policies and principal development opportunities and constraints and will be used to guide planning applications associated with the redevelopment of the site. Development proposals will be expected to contribute to the achievement of the SPD vision and objectives through compliance with these development principles, where relevant.

Development Principles STDCI - Regeneration Priorities

Development Principle STDC I: Regeneration Priorities

The Council will, in partnership with the STDC, seek to achieve the comprehensive redevelopment of the South Tees Area in order to realise an exemplar world class industrial business park. In line with the SPD's Vision and Objectives, the following priorities are identified for the South Tees Area:

- A strong alignment with the Government's Industrial Strategy;
- To present a co-ordinated world class offer;
- To prioritise uses connected with advanced manufacturing and advanced and new technologies;
- To promote and support the expansion of existing port facilities and new port related development;
- To promote and support uses and infrastructure connected to a low carbon and circular economy within a framework of reduced energy costs and waste minimisation;
- To focus on high-skilled employment opportunities;
- To deliver connectivity across the South Tees Area through enhanced on-site infrastructure and optimal functionality, making the best use of existing transport infrastructure and developing new or upgraded facilities when required;
- To reduce pollution, contribute to sustainable flood risk management and habitat protection and encourage biodiversity and long term sustainability;
- To ensure regeneration makes a major contribution to improving education and skills;
- To strengthen connections with Redcar and other centres and support active travel to secure economic and community benefits;
- To locate uses and development that encourage integration not separation;
- To support development which makes the best use of available land and existing infrastructure;
- To develop open space as a connector rather than barrier to developments to promote a single destination;
- To develop strategic access points as gateway features to the area to strengthen identity;
- To promote quality in new building and infrastructure and the provision of high quality public realm;

- To support development that contributes to the creation of a healthy, active, safe and secure environment; and
- To support the protection of heritage assets and the historic environment and the protection and enhancement of landscape character.

Development proposals will be expected to contribute to the delivery of the above priorities where relevant.

The Council, in partnership with the STDC, will seek to resist piecemeal development of the South Tees Area where this would conflict with the comprehensive redevelopment of an area that is uniquely suited to large scale uses and/or clusters of compatible uses and will positively support such a joined-up approach to redevelopment.

- 3.2** The overarching principle of this SPD is to deliver the comprehensive redevelopment of the South Tees Area that will create an exemplar world class industrial business park, realising the vision for the South Tees Area. The SPD places strong emphasis on securing the above principles in order to achieve the vision and objectives for the area and development proposals should take account of these principles.
- 3.3** The Council and the STDC recognise that this vision of an exemplar world class development will only be achieved where the opportunities provided by the Area's unique features are fully harnessed. In particular, the Council, in partnership with the STDC, will seek to capitalise on the Area's location adjacent to the River Tees and the unique potential this provides for investment in deep water berthing facilities. To this end, the benefits achieved from this finite resource will be maximised by prioritising new port related development, and development which allows for the expansion of existing port facilities, in riverside locations, where possible.

Development Principles STDC2 - Land Assembly and Delivery

Development Principle STDC2: Land Assembly and Delivery

The Council will, in partnership with the STDC, will work with landowners and key stakeholders within the South Tees Area to proactively assemble land so as to maximise the development and regeneration potential of the area. Sites will be created that are capable of meeting demand for inward investment and operators' business and accommodation requirements across the Area.

The Council and STDC will negotiate with landowners to assemble land and, where necessary, will use powers to compulsorily acquire land in order to achieve the SPD's vision for the Area and the objectives of the SPD.

The Council will, in partnership with the STDC, promote a comprehensive approach to development within the South Tees Area. Development that has the potential to stymie or prevent further phases of development, or to reduce the market demand for land to be taken up, and/or to adversely affect the ability to provide infrastructure essential to the delivery of later phases of development/occupation, will be resisted.

Land Assembly

- 3.4** The South Tees Area hosts a number of key stakeholders and associated land holdings. The initial focus on the area of the former SSI steelworks has now been expanded to the wider South Tees boundary. However, the current pattern of land ownership and land use makes for a pattern of disparate and disconnected sites.
- 3.5** The land potentially available for redevelopment within the South Tees Area is almost entirely under the ownership of four stakeholders – SSI-IL (SSI in liquidation), Tata Steel, Redcar Bulk Terminal and British Steel. A critical priority for STDC is the assembling of the land needed for realisation of the regeneration programme as early as practically possible, whether through direct ownership or partnering arrangements. One of the key constraints to the plan is that although the number of owners is few, the land ownership pattern is fragmented, notably between SSI-IL and Tata Steel. It is also of fundamental importance to secure access to deep water for this area.
- 3.6** The approach taken in this SPD is to integrate a series of large development zones which will give the strategy the capacity to deliver large development areas which are sized sufficiently to provide flexibility in development options and to meet known and anticipated requirements in the national and international industrial and port-related markets.

Compulsory Purchase Powers

- 3.7** The effective implementation of the SPD and realisation of its vision and objectives is best achieved through the assembly of all land within the regeneration area under the control of the STDC or in partnership with stakeholders who own assets in the area. To facilitate the implementation of Development Principle STDC2, one

of the key powers granted to the STDC is that of Compulsory Purchase Order (CPO). The use of such powers, along with other strategies, is an essential tool to assemble land for development. CPO powers will only be used as a last resort and only after more collaborative approaches to land assembly have been explored and where this is necessary to achieve economic growth in a timely manner. It is necessary to take a proactive approach to the assembly of land so that the South Tees Area can be 'fleet of foot' in meeting requirements as and when they emerge and not lose such investment opportunities to locations elsewhere that are competing in the same global market to attract such business. Availability and deliverability of development plots are, therefore, vital to the success of the South Tees Area.

Harnessing Scale and Optimising Development Density

- 3.8** One of the key strengths of the South Tees Area is its scale. It represents an international level opportunity to grow the economy of the Tees Valley and to significantly enhance its profile both as a UK region and a centre for industrial excellence. Market interest in the Area has been strong with many proposals involving significant levels of capital investment. The types of uses and operations being proposed by potential investors align incredibly well with the vision for the redevelopment with proposed uses being in step with the aspiration of realising developments in the areas of advanced manufacturing, new and emerging technologies, energy innovation, and the realisation of a low carbon circular economy. They provide a high level of confidence that the market potential exists for realising major employment-generating development in a financially viable manner.
- 3.9** The opportunity to develop large, well-serviced areas is rare and should be capitalised upon. Achieving a comprehensive and coherent development that maximises investment opportunities and delivers long term sustainability is essential. The regeneration project will, therefore, identify and focus on major opportunity sites to accommodate appropriate major space users and /or clusters of similarly themed uses. Optimal spatial planning will be pursued, creating a well-ordered high-density development proposition, while affording flexibility in parcel size and parcel configuration.
- 3.10** The potential location of key uses and industries is indicated in Figure 2. This demonstrates how the need and demand for uses to benefit most optimally from the Area's unique selling points, such as proximity to water and excellent port facilities, alongside the necessity to accommodate investors' operational specifications and meet essential infrastructure requirements can shape the phasing approach and spatial arrangement of the Area. The layout provided in Figure 2 demonstrates that a comprehensive development, with clustering of compatible businesses around principal infrastructure and existing industries, can be achieved but is purely indicative to allow sufficient flexibility to respond to opportunities presented by potential investors. The evolving layout will also be informed by the Technical Supporting Documents, when completed.



Figure 2 - Indicative layout showing clusters of key industries/processes

Development Principle STDC3 - Phasing Strategy

Development Principle STDC3: Phasing Strategy

Re-development of the site will be carried out generally in accordance with the following approach, unless flexibility in phasing is required in order to best realise the vision for Area. In such cases, development that can be implemented in the early phases will also be supported;

- Areas requiring little ground remediation and site preparation;
- Areas that can best accommodate end user needs;
- Areas where transport access/egress is presently afforded, even if this is a short-term solution;
- Developments that can manage, in the early years, with existing on-site infrastructure, to minimise initial investment in new infrastructure; and
- Areas that don't require major demolition.

The redevelopment of areas requiring more extensive remediation, demolition and/or new or upgraded infrastructure will also be supported, although it is recognised that this is likely to take longer to secure. Development within the more contaminated areas should have regard to Development Principle STDC9 and the forthcoming Ground Remediation Strategy.

The Council, in partnership with the STDC, will direct development proposals coming forward to suitable locations, based upon their land use and operational requirements in order to ensure the most appropriate distribution of development and efficient use of the site. The clustering of compatible and complementary uses will be encouraged to minimise any conflicts.

Development Proposals will be expected to take into account any existing built developments and relevant approved developments in order to identify any likely cumulative impacts. Proposals should avoid any unacceptable adverse cumulative impacts.

- 3.11** The scale of the regeneration project will require prioritisation and phasing of the remediation works. Subject to land assembly, it is envisaged that the first development could be achieved as early as 2019. The proposed regeneration will, however, be delivered in phases potentially over a 12 year period designed to produce an acceptable balance between investment and revenue in the earlier years of the regeneration. Initial priorities will be considered in the context of their capacity to enable early successes in the programme.
- 3.12** Early priorities will be considered based on the capacity of works to deliver early investment and will be determined by the following approach;

- Areas requiring little ground remediation and site preparation;
 - Areas that can best accommodate end user needs
 - Areas where transport access/egress is presently afforded, even if this is a short-term solution;
 - Developments that can manage, in the early years, with existing on-site infrastructure, to minimise initial investment in new infrastructure;
 - Areas that don't require major demolition.
- 3.13** In terms of the delivery of sites STDC will adopt a rigorous risk based evaluation process geared to a development's typology, its spatial and operational needs, the degree of remediation required and the infrastructure required to accommodate and support the development.
- 3.14** Development proposals coming forward will be directed to suitable locations, based upon their land use and operational requirements to ensure the most appropriate distribution of development and efficient use of the site. The clustering of compatible and complimentary uses will be encouraged to minimise any conflicts.
- 3.15** In some circumstances, individual development proposals may not result in an adverse impact upon the surrounding area on its own but may result in harmful effects when considered alongside any other existing or proposed development of a similar type. As the redevelopment of the site progresses, new development proposals will be expected to take into account existing and approved developments in order to identify their cumulative impacts and avoid any unacceptable adverse cumulative impacts.
- 3.16** Initial consideration has been given to project and development phasing. The current view is that principal site preparation and infrastructure works will be delivered to the following broad timelines and sequencing.

		Summary of Expected Redevelopment Programme																										
		Year 2017 - 2042																										
		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	
Ground Investigations and Site Assessments	Land Assembly	■	■	■																								
	Demolition		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Site Preparation/Infrastructure -	North Zone (NZ)																											
	North East Zone (NEZ)																											
	South Zone (SZ)																											
	Central Zone (CZ)																											
Infrastructure Corridor																												
Redevelopment	NZ																											
	NEZ																											
	SZ																											
	CZ																											
Completion of Landfill Zone																												

Development Principle STDC4 - Economic Development Strategy

Development Principle STDC4: Economic Development Strategy

The Council will, in partnership with the STDC, support the economic development of the South Tees Area for specialist industries, and other industries which would benefit from location in this area, in accordance with Local Plan Policies LS4 and ED6.

The Council will, in partnership with the STDC, support the growth and expansion of existing operators and development proposals which increase the attraction of the South Tees Area for new users. Support will also be given for large and small scale employment uses.

The Council will, in partnership with the STDC and in collaboration with Government and key stakeholders, explore and promote the development of Free Trade Zones as a key driver to economic development and the delivery of the STDC regeneration strategy.

Contributions relevant to the nature and scale of the development may be sought, including contributions towards local employment and training, in order to fund necessary infrastructure and other community benefits required as a consequence of development and in accordance with Local Plan Policy SD5 and the Developer Contributions SPD.

- 3.17** The Council and the South Tees Development Corporation aim to deliver significant economic growth and job opportunities in the South Tees Area. The Local Plan supports development of the South Tees Area particularly through Policies LS4 South Tees Spatial Strategy and ED6 Promoting Economic Growth. Market demand exists to support the expansion of process and advanced engineering manufacturing sectors, research and development, and other industries, which can take advantage of the Area's unique locational benefits and large-scale plots of land. The close proximity to the North Sea and offshore projects provides the opportunity to create a new energy hub, supporting the offshore wind and sub-sea engineering sectors and other marine based activities.
- 3.18** Local Plan Policy and market demand analysis identifies the South Tees Area as a focus for specialist uses and offering unique opportunities to attract business and investment. Specialist uses are considered to include heavy industry and logistics, and industries such as steel, waste, chemical, refining, utilities, energy, manufacturing, engineering, process industries, port-related development and other uses which have specific locational requirements or large land-take, or would benefit from close location to these uses. A number of these specialist uses do not fall within the traditional business use classes (B1, B2 or B8) though the Council will support such uses where they are integral to the successful economic growth of the South Tees Area and where they meet the requirements of Local Plan Policy ED6.
- 3.19** Taking advantage of the borough's unique assets, land will be safeguarded through the Local Plan for these employment uses. This will allow us to attract companies to develop, test and produce materials and processes which would be restricted

elsewhere. The Local Plan also identifies the South Tees Area as an area where suitable energy generation schemes will be supported. The site-specific development principles identify the areas where specific types of use could be accommodated.

- 3.20** As part of the delivery of the regeneration strategy the STDC and its partners, in consultation with Government, will explore the possibility of developing other initiatives to enhance the delivery of economic growth, this will include the establishment of Special Economic Zones (SEZ) or Free Trade Zones (FTZ).
- 3.21** The purpose of SEZs is to stimulate economic activity, attracting investment, boosting employment and increasing trade. The main tools used to generate these outcomes are, typically, reduced taxation levels, regulation and customs duties. An FTZ is a specific class of SEZ. The World Bank defines FTZs as '*small, fenced-in, duty-free areas, offering warehousing, storage, and distribution facilities for trade, trans-shipment and re-export operations*'. It is a geographic area where goods may be landed, stored, handled, manufactured or reconfigured and re-exported under specific customs regulation and generally not subject to customs duty. Duties are only payable once goods move to domestic consumers, meaning there is clear demarcation between the FTZ and surrounding areas.
- 3.22** Free Trade Zones have had limited application as an economic development policy tool in the UK. Recently, up to five locations have been designated as Free Trade Zones in the UK: Liverpool, Prestwick, Sheerness, Southampton and Tilbury. However, HM Revenues and Customs identify the Isle of Man as the only Free Trade Zone in operation in the UK as of 2016. In contrast, in the USA there are 100+ such zones, many with car manufacturers within them. They are key for imports and provide flexibility on how taxes / duty is paid. In a post-Brexit Britain, there is opportunity to embrace the Free Trade Zone concept, and, indeed, Free Trade Zones have been recognised as delivering against the three key strands of UK Government's Modern Industrial Strategy of;
- Boosting manufacturing
 - Boosting trade
 - Regional re-balancing
- 3.23** The South Tees Area already benefits from Enterprise Zone (EZ) status at South Bank Wharf and on land known as the Prairie Site. EZs include regulatory and tax incentives and are used to reverse the decline in existing industrial areas. At South Bank Wharf 100% Enhanced Capital Allowance on capital investment is available for renewable energy and advanced manufacturing sectors which meet relevant qualification criteria.
- 3.24** Planning in the South Bank Wharf Enterprise Zone is supported by Performance Planning Agreements. A Planning Performance Agreement (PPA) is an agreement between a developer and a local planning authority (and usually other key players such as statutory consultees) setting out who will do what and when. The PPA will set out agreed timescales, consultation arrangements, information required

and key milestones, to ensure that a planning application meets the required quality standards and a speedy decision can be made. However, a formal planning application is still required within this Enterprise Zone and Redcar & Cleveland Borough Council will continue to be the relevant Local Planning Authority for the determination of planning applications across the South Tees Area, following the establishment of any further economic zones in the Area.

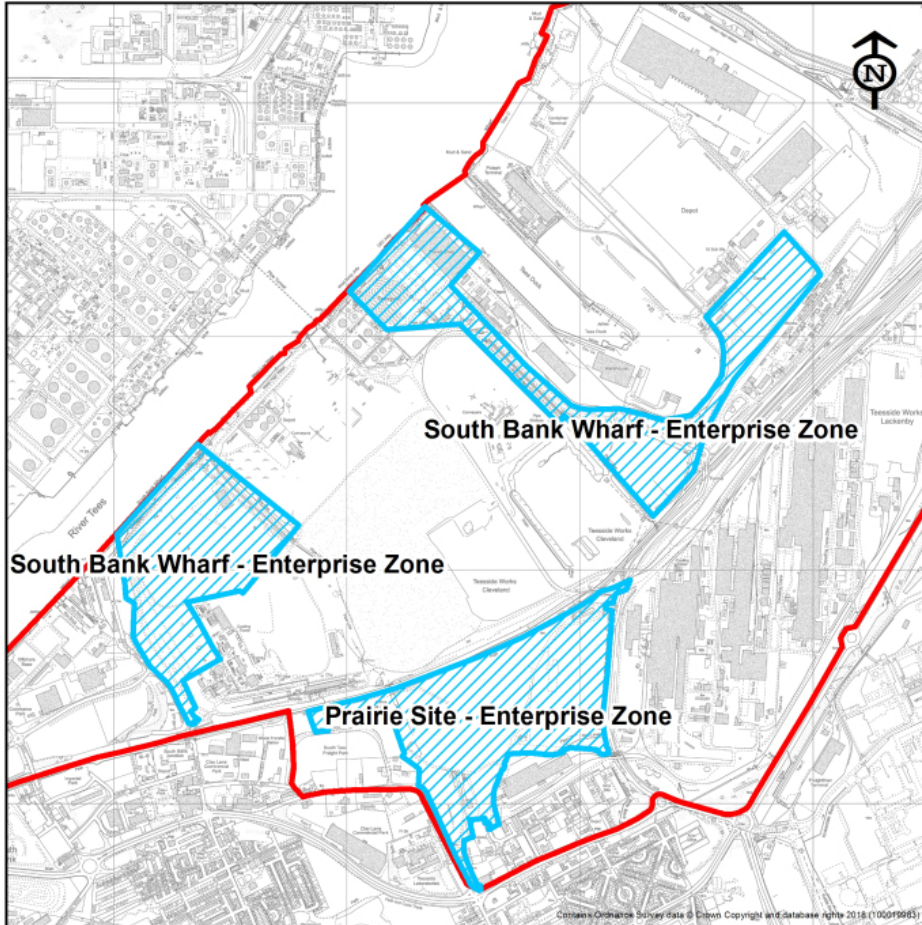


Figure 3: Enterprise Zones

Development Principle STDC5 - Transport Infrastructure

Development Principle STDC5: Transport Infrastructure

The Council will, in partnership with the STDC and transport operators, other stakeholders and developers, seek to improve and enhance the transport infrastructure serving the South Tees Area, as supported by Local Plan Policy LS4.

The Council will, in partnership with the STDC, secure the regeneration of the South Tees Area based on the development of the Infrastructure Corridor. The phasing of the delivery of all, or part, of the corridor will depend on the availability of funding and development and investment requirements. Development proposals which may adversely impact on the delivery of the Infrastructure Corridor will not be supported.

The Council, in partnership with the STDC and in consultation with other stakeholders, will consider off-site highway improvements that will enable improved connectivity with Redcar Town Centre and will explore the possibility of a new link road through Warrenby.

All new development proposals shall be in accordance with Local Plan Policies SD4 and TAI and will be required to have access to adequate infrastructure to meet their transport requirements. In addition, the delivery of the following transport infrastructure will be supported, subject to confirmation of the need for each project and the avoidance of unacceptable environmental or amenity impacts:

Highway

- The provision of a four-arm roundabout at South Bank, giving improved access from the A66, via Dockside Road;
- The provision of a second primary access to Teesport;
- The provision of a new spine road through the site, forming part of the Infrastructure Corridor;
- The provision of new collector and local roads, providing access across and between development zones; and
- The upgrading of the private highway link between Wilton International, Teesport and the wider South Tees Area.

Rail

- A new, multi-user modern rail yard within the Infrastructure Corridor, along the boundary with the Central Industrial Zone;
- Improved, strengthened rail links with Teesport and Redcar Bulk Terminal;
- The establishment of new rail connectivity at South Bank Wharf;
- Rail connections created in the South Industrial Zone, dependent on development typologies and needs;

- Improved connections with Wilton International, utilising the existing private rail link that presently connects Wilton to the Network Rail corridor within the Area to improve connectivity to the port facilities;
- The introduction of controlled crossings on the STDC estate, in lieu of grade separated interchanges, if operationally viable;
- Enhancements to the Redcar British Steel and South Bank stations, to meet the anticipated future travel demands; and
- Measures to improve connectivity to the Network Rail corridor in general;

Port

- The development of large-scale uses that maximise the unique combination of site size and deep water availability at Redcar Bulk Terminal; and
- The redevelopment of South Bank Wharf to bring this important river frontage back into beneficial use.

Footpaths and Cycleways

- The provision of new and enhanced footpath and cycleway network identified within the Transport Strategy;
- Improvements along the route of the England Coastal Path / Teesdale Way/ Black Path to provide an active travel spine for pedestrians and cyclists; and
- Any necessary and appropriate footpath diversions.

3.25 Ease of access to the employment opportunities created within the South Tees Area will be an essential component of the regeneration. The South Tees Area already benefits from good access to road, passenger and freight rail and port infrastructure and has public rights of way connections. The re-development of the South Tees Area will build on existing transport links and will include the provision of new, and the enhancement of existing, transport infrastructure to ensure that development profits from improved internal and external transport connectivity. Policy LS4 of the Local Plan supports the extension of the road network and these transport infrastructure improvements to unlock the development potential of South Tees.

3.26 The acceptability of infrastructure proposals will be determined through an assessment of the details of a development proposals, including its predicted beneficial and adverse impacts, and the extent to which any predicted adverse impacts can be satisfactorily addressed. Where a development proposal is supported by a statutory Environmental Statement and a formal EIA has been carried out, the

significance of likely residual impacts predicted by the applicant will be taken into account by the Council in determining the acceptability of such impacts.

- 3.27** Proposals include the establishment of a well-defined internal primary infrastructure network, delivered in a phased manner, that facilitates easy connectivity between land zones; ensures advantages from neighbouring business and operational interdependencies are fully realised; provides a greater range of options on site selection for end users and affords good access to the river and related port facilities.
- 3.28** Initial capital investment will be focused on securing infrastructure improvements with the greatest potential for providing for early occupation of the Area. Infrastructure projects with the greatest potential to add value by attracting significant developer investment during the early years of the programme, such as investment in improved marine infrastructure, will be prioritised. The Phasing Strategy for the Area will see the delivery of the reconstruction of South Bank Wharf and a new southern access gateway within the early stages of the redevelopment programme.
- 3.29** At the core of the primary infrastructure network is the inclusion of an “Infrastructure Corridor”, which will be a well-defined infrastructure spine for accommodating improved road, rail and utilities connections through the South Tees Area.
- 3.30** The new Infrastructure Corridor will be formed from the existing corridor running through the site, and will comprise five principal components;
- Either a two-lane single or a four-lane dual carriageway (or a mix of both depending on traffic projections);
 - A consolidated, future-proofed rail freight zone (or rail yard);
 - The existing Network Rail corridor;
 - A dedicated and, wherever possible, segregated major utilities corridor; and
 - Strategic linear landscaping, including, where relevant, Public Rights of Way.
- 3.31** The corridor is almost 4 miles in length (6.5km) and up to 100m to 120m wide in the central area, where the consolidated rail yard will be established. Major utilities such as the CATS pipeline are already accommodated within the existing corridor and the retention of the infrastructure corridor concept ensures the 15m CATS pipeline development exclusion zone is protected. Crossings of the freight railway infrastructure by the road corridor will likely be needed at one or two locations and bridges or underpasses are a possibility but at grade crossings are not ruled out at this stage. This will ultimately depend on the operational requirements of the South Tees Area.
- 3.32** The fact that a corridor exists already enables some early development to proceed without the need for early costly infrastructure investment to upgrade the corridor, meaning that this can be implemented in planned phases. The corridor is also wide

enough to enable continued operation during phased construction works. So in the early phase of development, the existing corridor will be utilised as a temporary solution for vehicular purposes, subject to some improved traffic management measures being implemented. Current rail needs can be met via the existing rail infrastructure assets enabling the establishment of new and upgraded rail facilities to be phased-in to cater for development growth and future demand.

Highway Infrastructure

3.33 Important to the infrastructure corridor concept and the proper functioning of the highways network as a whole, is the introduction of three strategic access points to the development, at Redcar, South Bank and, centrally, at Teesport; the latter providing the Port with a beneficial second means of vehicular access.

3.34 The highway proposals also see the extension of Eston Road off the A66 providing a direct access to the Prairie Site in the South Industrial Zone, via a new four-arm roundabout junction, with this link being extended, in a later phase of the development, to provide a second access to the South Bank site via a new bridge crossing of the Network Rail corridor. The existing Bessemer Gate to the Prairie Site is re-opened, helping integrate the Bolckow Industrial Estate (within the South Tees Area) into the wider STDC development, and delivering a direct link to the A66 off Whitworth Road. Centrally, a new highway access is proposed off the A66/ Tees Dock Road roundabout (via introduction of a fourth arm), into the Lackenby area of the South Industrial Zone, which is located at the interface with the existing highway corridor and so can be achieved relatively cost-effectively. At Redcar, the new internal highway network will connect to Tod Point Road at Warrenby, where consideration will be given to off-site highway improvements, to enable improved connectivity with Redcar Town Centre.

3.35 Based on an initial assessment, and while remaining cognisant of the need for flexibility in how infrastructure improvements will be triggered and realised, the early priorities in the plan are;

- The establishment of the new access at South Bank off Dockside Road;
- The re-opening of the existing Bessemer Gate access off the A66 into the Prairie Site; and
- The introduction of improved traffic management and highway maintenance measures within the existing internal highways network.

3.36 Other highways infrastructure proposals will be delivered in line with emerging development priorities and funding availability and will be identified through the Transport Strategy for the Area.

Rail Infrastructure

3.37 The existing freight rail infrastructure within the South Tees Area is under-utilised and poorly configured, however, there are existing rail links in place with the port facilities of Teesport and Redcar Bulk Terminal and connections to the Network Rail corridor that traverses the site – so the foundations are in place from which

to build into the proposals significant freight rail infrastructure improvements as the regeneration programme progresses.

- 3.38** The presence of the existing passenger railway running through the South Tees Area is a major attribute for development and a key opportunity for improving access to significant employment opportunities by public transport. The existing Redcar British Steel and South Bank railway stations are optimally located to serve the North/North East Industrial Zones and the South Industrial Zone respectively. This SPD supports enhancements to the Redcar British Steel and South Bank stations to meet the anticipated future travel demands of the development, including improved accessibility and the introduction of passenger timetable revisions to elevate the status of Redcar British Steel as a regular stop on the Darlington/Saltburn route. The re-opening of the intermediate railway station at Grangetown will also be supported.

Port Infrastructure

- 3.39** The river boundary to the South Tees Area is essentially made up of three components: river frontage at Redcar Bulk Terminal (RBT); the operational port infrastructure of Teesport and immediately upstream from the Teesport estate, around 1km of largely dilapidated river berth assets, including South Bank Wharf.
- 3.40** Proposals are already in the public domain that will see increased river berth capacity at RBT, immediately upstream of the existing deep-water terminal, providing in the region of 700 metres of new, deep-water river berth. The Teesport estate is operated and managed by PD Ports and improvements to port facilities here will be led by PD Ports in line with their own business plans, however, it is anticipated that the development proposals coming forward under the South Tees regeneration programme will be a primary influence on Teesport's future plans.
- 3.41** Redcar Bulk Terminal, the deepest berth in England, is a vital strategic asset, the future management of which is pivotal to the success of the redevelopment of the South Tees Area, especially the major Northern Industrial Zone. The combination of 930 acres of flat industrial land in a contiguous, regularly shaped block with deep water, rail and road access is capable of competing in the global market to attract significant inward investment into the UK at Redcar.
- 3.42** In the South Industrial Zone, at South Bank, development proposals will see the phased construction of new port infrastructure along the existing river frontage, potentially introducing around 1km of new, multi-purpose river berth. However, the proposals will be designed and developed to complement rather than compete with the existing, vitally important assets of Teesport and RBT. While there is further work to be undertaken in exploring the business case and feasibility of implementing such a proposal, it is seen, at this stage, as being essential to the realisation of the full development potential of the South Tees Industrial Zone and economic growth across the wider South Tees Area.

Footpaths and Cycleways

- 3.43** The England Coastal Path/Teesdale Way/Black Path Public Right of Way traverses the entire South Tees Area, providing a linear walkway route running from South Bank in the south all the way to South Gare in the extreme north. While this

represents a key opportunity for the South Tees Area, the route is difficult to navigate in places and there is work to be done in improving the footpath as part of a site wide Transport Strategy, in the interests of improving legibility and amenity. The Council considers that re-routing the corridor is acceptable in principle where any alternative route formed would maintain an equivalent level of accessibility and convenience or where any less convenient route can be justified by a demonstration that the benefits of the development outweigh any harm to users of the corridor.

- 3.44** Improvements to this key walkway also form part of an Open Space Strategy for the area and will also provide opportunity for the development of a heritage trail (see Development Principal STDC8).
- 3.45** With the closure of the steel works there is an opportunity to remove some of the footpath segregation measures that were necessary when the works were in full operation. There may also be opportunities to introduce some beneficial realignment (and possible widening) of the footpath, to make it more usable. Importantly, the footpath and cycleway will need to be improved from a safety and security perspective to encourage regular, unfettered use by the public. Ultimately, the aim is to integrate this public right of way into the main development. Given the industrial nature of the area and the heavy freight traffic passing through the site, care will be required to ensure the development of a safe network following Highways England Interim Advice Note 196/16.
- 3.46** The area wide Transport Strategy 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.
- 3.47** Proposals for transport infrastructure will be expected to avoid likely significant effects (LSE) on the Teesmouth and Cleveland Coast SPA and Ramsar site, and its proposed expansion, or significant harm to the South Gare & Coatham Sands SSSI. Unacceptable, adverse cumulative impacts from infrastructure proposals, existing development and relevant approved developments should also be avoided. Any infrastructure proposals giving rise to LSE on the SPA will need to be subject to an Appropriate Assessment (AA) by Redcar & Cleveland Council, or other competent authorities, prior to the determination of any related planning application.

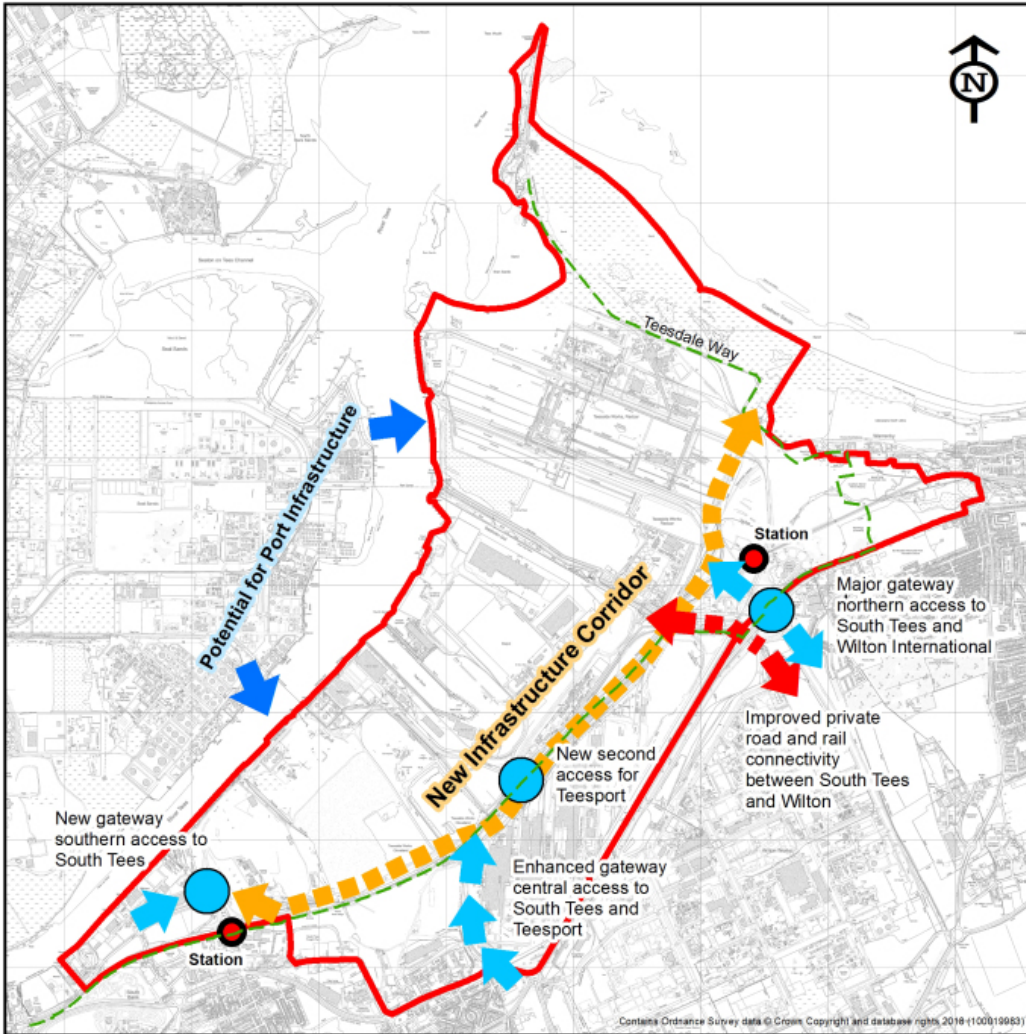


Figure 4: Transport Infrastructure Features

Development Principle STDC6 - Energy Innovation

Development Principle STDC6: Energy Innovation

The Council will, in partnership with the STDC and other partners, promote and support the development of new energy generation within the South Tees Area, including renewable energy development and the promotion of other innovative energy projects.

Energy generation development which contributes to meeting the South Tees Area's assessed energy needs will be supported and should have regard to Development Principle STDC10 and the site specific development principles.

All energy generation development should be appropriately sited and designed in order to avoid unacceptable adverse environmental or amenity effects.

- 3.48** The regeneration of South Tees Area offers the opportunity for it to become a benchmark exemplar for energy innovation on an international scale. Local Plan Policy LS4 supports the development of renewable energy projects and energy production industries in the area and the re-developed site will embody smart energy principles and solutions, providing opportunities for a broad array of energy generation and energy storage typologies, embracing latest and emerging technologies.
- 3.49** Provision for major on-site energy generation to a scale in keeping with the assessed energy demands of the densely developed, modern industrial park the South Tees Area aspires to become will be made within the planned development zones. This provision will include opportunity for the siting of nationally significant energy generators that connect to the grid as well as supporting the Area through private energy supply. Specific requirements relating to these zones are identified within the Site Specific Development Principles.
- 3.50** A fully-integrated energy network, across the site and serving all development zones, shall be attained, to serve the needs of developers and afford the opportunity potential for cheaper energy through private wire infrastructure; self-sufficiency in energy provision that is off grid. An Energy Strategy has been developed for the area and development proposals involving energy infrastructure should also have regard to the strategy and Development Principle STDC 10.
- 3.51** All energy generating developments will be expected to be sited and designed in order to avoid unacceptable adverse environmental or amenity effects and all proposals should be in accordance with Development Principle STDC7. The acceptability of proposals will be determined through an assessment of the details of a development proposals, including its predicted beneficial and adverse impacts, and the extent to which any predicted adverse impacts can be satisfactorily addressed. Where a development proposals is supported by a statutory Environmental Statement and a formal EIA has been carried out, the significance of likely residual impacts predicted by the applicant will be taken into account by the Council in determining the acceptability of such impacts.

Development Principle STDC7 - Natural Environmental Protection and Enhancement

Development Principle STDC7: Natural Environmental Protection and Enhancement

The Council will, in partnership with the STDC and investment partners and other key stakeholders, protect and, where appropriate, enhance designated and non-designated sites of biodiversity and geodiversity value and interest within the South Tees Area. The need to remediate known contamination, including to reduce environmental harm, and to redevelop the South Tees Area for productive uses is fully recognised and supported by the Council. In doing so it will be important for all development proposals to be in accordance with the requirements of STDC7 and to respond to their environmental setting, in particular to protect and, where possible enhance, biodiversity and geodiversity interests.

All proposals will be required to comply with Local Plan Policy N4 Biodiversity and Geological Conservation. Proposals with the potential to affect the Teesmouth and Cleveland Coast SPA should undergo a Habitat Regulations Assessment (HRA) with regard to the conservation objectives of the designation.

The Council will support the delivery of a strategy for the regeneration area which promotes the provision of green infrastructure, in accordance with Local Plan Policy N2, including a series of connected open, private and public spaces, using open space as connectors not barriers to development.

All proposals will be required to have regard to the forthcoming Environment and Biodiversity and Open Space Strategies and, where appropriate, the Redcar & Cleveland Teesmouth and Cleveland Coast SPA Recreation Management Plan, including in the mitigation of likely cumulative impacts on the natural environment. Net environmental gains should be provided where appropriate and viable, in accordance with Policies N2 and N4.

- 3.52** The South Tees Area encompasses extensive areas of former industrial land offering opportunities for major employment-generating redevelopment alongside significant land and water-based environmental assets, such existing habitats should be protected and enhanced wherever possible. Environmental habitat management will be given full consideration in the long-term management strategy of the South Tees Area, and will be informed by the preparation of an Environment and Biodiversity Strategy prepared in collaboration with key partners and specialist agencies.
- 3.53** The Environment and Biodiversity Strategy will be prepared to provide a coordinated strategy to link up designated and non-designated assets; to deliver net environmental gain to the regeneration of the South Tees Area and addressing the mitigation hierarchy (NPPF para. I 18) and to ensure the presence of invasive plant species is known, managed and eradicated.

- 3.54** The South Tees Area is important for biodiversity and benefits from close to 590 acres (240 hectares) of open space land under various environmental designations and environmental management regimes, including land at South Gare and Coatham Sands; Coatham Marsh and Bran Sands Lagoon. The South Tees Area includes, and is adjacent to, the internationally important Teesmouth and Cleveland Coast Special Protection Area (SPA). Further parts of the South Tees Area are also expected to be included in a proposed extension to the SPA which it is anticipated that Natural England will consult on in early 2018. Where schemes have potential to impact on European designated sites, the development proposals will be subject to Habitat Regulations Assessment by Redcar & Cleveland Borough Council prior to the determination of any related planning application.
- 3.55** Any proposals which could lead to increased recreation use of the SPA should also be informed by the Redcar & Cleveland Teesmouth and Cleveland Coast SPA Recreation Management Plan.
- 3.56** The nationally important South Gare and Coatham Sands SSSI is also partly located within the South Tees Area, and covers additional ground inland of the SPA/Ramsar site. Natural England are also expected to consult on an extension to this SSSI designation in early 2018.
- 3.57** Locally important designations include Coatham Marsh Local Wildlife Site and Eston Pumping Station Local Wildlife Site. Beyond these designated sites, other important areas of biodiversity exist across the site, including a number of priority habitats and species.
- 3.58** All proposals should comply with the requirements of Local Plan Policies N2: Green Infrastructure and N4: Biodiversity and Geological Conservation, including the provision of net environmental gain where appropriate and viable. This will be assessed taking into account the nature of the proposal, on-site remediation and contributions to other environmental improvements within the South Tees Area, where appropriate.
- 3.59** These assets provide an ideal opportunity for both environmental enhancement and reinforcement of long term management arrangements within the framework of the overall STDC regeneration programme. The Council and STDC will maintain a primary focus on the objective of realising, through the programme, transformational major employment-generating industrial development on an international scale, alongside encouraging and being supportive of long term, sustained habitat improvements in the South Tees Area . Further, this SPD wishes to see enhancement of these areas as beneficial community assets, whilst ensuring that any increased access is carefully managed to avoid detrimental impacts on designated sites, in accordance with the aims of the SPA Recreation Management Plan.
- 3.60** Following from initial Natural England consultation on an enlarged SPA, the STDC and Council are working with partners, including industry and other regulatory authorities, to agree a collective vision for ongoing management of the interests of wildlife and industry in the Tees estuary as part of a 'Tees Estuary strategic framework'. As part of this work, opportunities and mechanisms for the introduction of a Habitat Banking framework are being developed. This framework and activities

relating to the remediation of land from contamination may provide opportunities to achieve net environmental gain from development proposals and development proposals are encouraged to realise these opportunities.

- 3.61** One of the key aspirations of the STDC is to realise an integrated industrial park characterised by distinct themes and zones, with the structure and layout geared to encouraging integration over separation or segregation, discussed in more detail in Section 4. An important facet of this will be the way in which green infrastructure, including open and public space areas, are created.
- 3.62** This SPD will seek to use open space as connectors not barriers, to reinforce integration and help create the sense of a single, high quality destination. Open space may also be used as a buffer to protect important habitats and species. Given the scale and linear configuration of the South Tees Area, the plan is to develop the Teesdale Way / Black Path / England Coastal Path corridor as a spine through the site, linking new public open space and integrating industrial development zones with community zones. The proposals also promote the integration of heritage and nature within the Open Space Strategy, creating areas of interest focused on these two themes. It is anticipated that the area identified for waste management facilities operation, within the South Tees Industrial Zone, could ultimately be included in the fabric of the public open space, with plans to see the zone transformed, certainly in part, into an area of public parkland. This is in accordance with the Development Principle STDC I4 for the South Tees Industrial Zone. Areas of public open space will be developed to a high quality, consistent theme and standard, as part of the site wide Open Space Strategy.

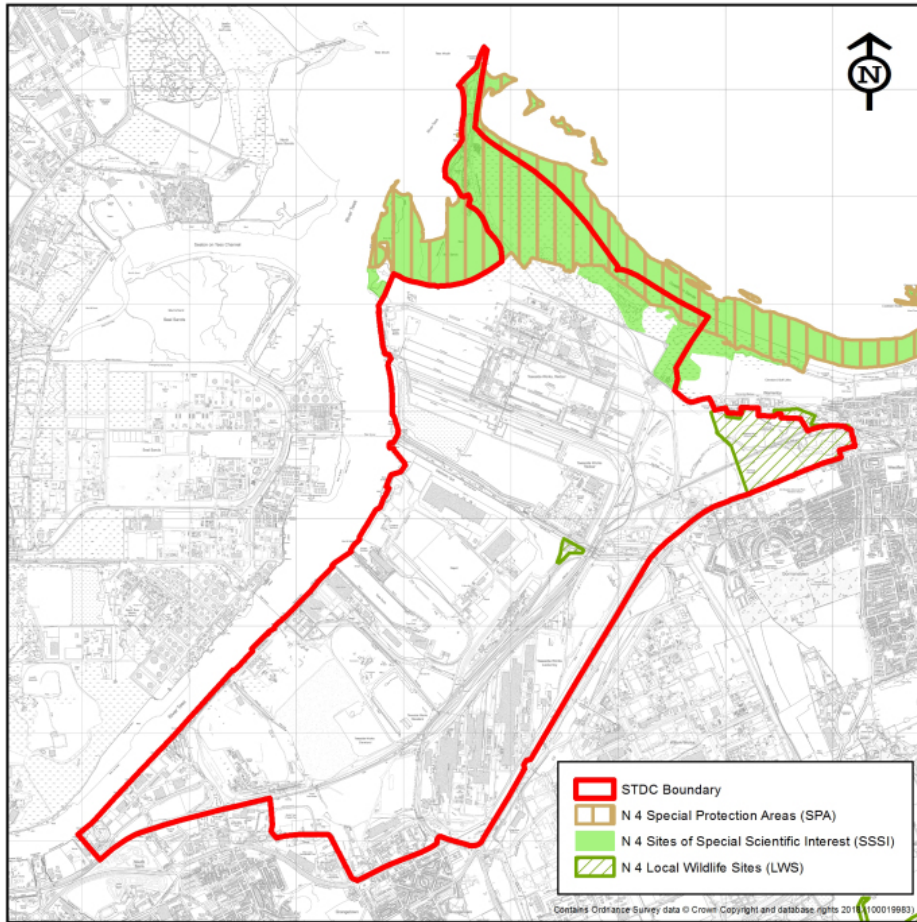


Figure 5: Wildlife Designations

Development Principle STDC8 - Preserving Heritage Assets

Development Principle STDC8: Preserving Heritage Assets

The Council will, in partnership with the STDC and in consultation with the local community and key stakeholders, seek to identify those industrial assets which it is appropriate and viable to retain as part of the development of an industrial heritage trail within the South Tees Area Open Space Strategy.

Development proposals which would result in unacceptable harm to the significance of specific retained assets of heritage or cultural importance, such as the ‘Dorman Long’ Tower, and will not be supported.

Proposals which contribute to the development of a heritage trail, utilising a new and enhanced network of footpaths and cycleways, will be supported.

Development proposals that will affect a designated or non-designated heritage asset, or its setting, should be in accordance with the requirements of Local Plan Policy HE2.

- 3.63** The closure of the steelworks marked the suspension and possible cessation of almost 170 years of iron and steel making across South Tees and the wider Teesside area, leaving an industrial legacy underpinned by a reputation for world class steelmaking.
- 3.64** Teesside steel has contributed to some of the most iconic and transformational projects ever undertaken around the world. There is, therefore, a tremendous amount to be proud of and whilst the majority of the iron and steelmaking industries have now gone there is a potential opportunity to preserve some of the area's industrial heritage through the SSI works, subject to the identification of discrete, financially viable projects that do not compromise the economic growth of the area. In this regard, it is acknowledged that asset retention may well mitigate the burden and cost associated with for example, demolition and remediation.
- 3.65** Critical to viability will be the identification of long-term management models for retention and alternative use of selected industrial assets. There are numerous examples around the world of where retention of heritage assets from iron and steelmaking industries have contributed to the overall success of regeneration programmes. Policy LS4 of the Local Plan identifies that the Dorman Long Tower at South Bank Coke Ovens is of heritage and cultural importance and further iconic structures and major artefacts that are of historic or cultural significance will be included within the overall Open Space Strategy for the STDC, which will also consider and explain the nature of the significance of identified assets.
- 3.66** The significance of a heritage asset relates to its integrity, contribution to historical understanding and the reasons why the assets is identified for retention. Development proposals should avoid unacceptable harm to the significance of the heritage assets that are to be retained.
- 3.67** The England Coastal Path/Teesdale Way/ Black Path Corridor traverses the site and it is intended that this route be utilised as a means of creating an industrial heritage trail through the site utilising the redundant steelmaking assets (e.g. ladles) as iconic features along the trail, sited at key nodes on the footpath. Consideration will be given to creating a themed route that tells the story of iron and steel making, subject to this being financially viable. This will likely be handled as a discrete project placed under the direct control of Redcar & Cleveland Borough Council working with local heritage groups.
- 3.68** Where specific requirements and opportunities relating to the heritage trail, and preserving and enhancing the area's industrial heritage assets have been identified for each development zone, these are included within the relevant Site Specific Development Principle.

Development Principle STDC9 - Site Remediation

Development Principle STDC9: Site Remediation

The Council supports the following approach to the remediation of land;

- Remediation will be proportionate, based on a risk assessment and respond to the development typology and its needs;
- Where appropriate, remediation of the site will provide for environmental betterment;
- The Ground Remediation Strategy will consider opportunities for the area of land identified as the Landfill Zone, subject to other regulatory requirements, to be used to support the remediation of STDC development land in the short term. Once the use of this area is no longer required it shall, itself, be the subject of a remediation scheme and may be made available for renewable energy or other appropriate development.

Development proposals should be in accordance with the forthcoming Ground Remediation Strategy and all remediation activities will be required to avoid adverse effects on the integrity, conservation objectives or qualifying features of the Teesmouth and Cleveland Coast SPA and Ramsar site, in line with Policy N4 of the Local Plan.

Development proposals and remediation activities will be required to avoid unacceptable impacts on water quality and contamination of the water environment.

3.69 As the site incorporates large areas of previously developed land with a history of industrial uses there will be a requirement to remediate land in advance of development. The approach is one that will match the degree of remediation with end user requirements, to this end, the remediation of the South Tees Area will respond to investment needs and the release of land for development.

3.70 A programme of advanced physical ground investigation works has been completed in early 2017 across a major part of the SSI Redcar Works complex. The majority of further ground investigations will be completed during 2018 on wider SSI land areas and will extend onto other land areas, including Tata Steel land. This will provide a more robust knowledge base from which to:

- Assess ground contamination liabilities and remediation requirements;
- Optimise land use planning and parcel configuration, to mitigate cost;
- Inform land valuation assessments;
- Determine essential cost data for the Financial Model and future public sector funding requirements;
- Deliver environmental betterment across the South Tees Area.

- 3.71** It is recognised that areas of land will be subject to different levels of contamination and the approach of the STDC will be to assess the degree of contamination and to adopt a Ground Remediation Strategy in order to deal with that contamination based on site delivery and viability. Wherever possible and following an appraisal of remedial options, remediation of the site will provide a degree of environmental betterment of site conditions. The Ground Remediation Strategy, which is being prepared for the South Tees Area shall be the subject of a phasing plan which itself will balance the need to incentivise development to secure early investment in development opportunities.
- 3.72** The area of land currently identified as the Landfill Zone (see Development Principle STDC14 - South Industrial Zone) is one which could be used to offset the costs of remediation of development sites once this site is no longer required, as utilising this area as a repository for residual, unsuitable materials from site preparation will save significant cost over offsite disposal. The site itself may be capped and remediated in accordance with the landscape strategy and is likely to be appropriate for future renewable energy development, or other forms of development, after it is capped. This approach will be considered in the site wide Ground Remediation Strategy.
- 3.73** Development proposals located in proximity to former landfill sites should be supported by a Gas Risk Assessment and should incorporate any necessary protection measures, such as those to protect buildings from landfill gas migration.

Development Principle STDC10 - Utilities

Development Principle STDC10: Utilities

The Council will, in partnership with the STDC and developers, statutory undertakers and other stakeholders, ensure that the South Tees Area and associated new development is adequately supported in terms of utilities and any necessary infrastructure. It will, in particular, support the development of strategies to ensure adequate energy supply, the management of flood risk and drainage, disposal of solid waste and industrial effluent and provision of telecommunications.

The Council, in partnership with the STDC, will seek to protect existing and permitted utility corridors and new development proposals should have regard to the location of existing and permitted major utilities.

The Council, in partnership with the STDC, will support, in particular, any development in terms of utilities and other infrastructure that secures the delivery of sustainable development and is in line with the site wide Water and Flood Risk Management Strategy, Materials and Waste Management Strategy, Energy Strategy and General and Industrial Utilities Strategies.

Wherever possible, proposals involving flood and water management infrastructure or alterations to existing water courses, should include biodiversity and/or landscape enhancement, in line with Policy N4 of the Local Plan.

In line with Policy MWPI of the Tees Valley Joint Minerals and Waste Core Strategy, new major developments should carry out a waste audit to identify the amount and type of waste which is expected to be produced by the development, both during the construction phase and once it is in use. The audit should set out how this waste will be minimised and where it will be managed, in order to meet the strategic objective of driving waste management up the waste hierarchy

The development of new infrastructure relating to energy generation, in line with the Energy Strategy, will be supported. Such new infrastructure includes:

- Infrastructure relating to two new private wire networks, including either 3-5 large substations or a larger number of smaller sub-stations;
- Power generation facilities utilising both conventional and renewable resource;
- Carbon Capture and Storage; and
- Energy storage facilities.

- 3.74** The Infrastructure Corridor to be provided through the site will incorporate an existing utilities corridor which will be retained, wherever possible in a dedicated, segregated major utilities corridor. This will give protection to existing major utilities, such as the CATS pipeline, and the retention of the infrastructure corridor concept ensures the 15m CATS pipeline development exclusion zone is readily protected

- 3.75** New development proposals will need to have regard to the location of existing major utilities crossing the site, including major pipelines. Requirements relating to the provision of new infrastructure are discussed below.

Energy Demand

- 3.76** An Energy Strategy has been developed for the STDC area. Power demands have been estimated and the power generation facilities required to support development are likely to include a mix of conventional and renewable sources dedicated to serve specific site areas. Ideally, new power plants would not only provide adequate power for build-out of this project but would have excess capacity connecting into the existing power grid. The primary power generation is currently anticipated to be a natural gas Combined Cycle Power Plant (CCPP), and /or Integrated Biomass Gasification Combined Cycle (IBGCC). Renewable technology such as wind, tidal, hydro, and solar are included in the strategy with energy storage supporting the private wire network as well as the regional grid. Opportunities for clean energy generation and storage developments, such as those relating to Carbon Capture and Sequestration (CCS) projects will also be explored.
- 3.77** The new power transmission for the project site will likely be divided into two private wire networks. One for the North Zone and a separate network for the South Zone, although both could potentially be owned and operated by the same entity and even connected into a single network. Each network will have substations sized adequately for the anticipated power demand within their service areas. Approximately 3 to 5 large substations are anticipated for the new development. Consideration may be given to using a larger number of smaller substations as this could provide a small improvement in reliability and may make for a more favourable capital cost outlay profile as development is delivered in phases over a long timeframe. Models for delivering construction, ownership and operation of the generation and distribution systems will require future consideration.
- 3.78** The existing grid power will continue to provide power to the project during the initial phases of construction. Upon completion of the new power plant, transmission, new substations and new medium voltage distribution, the power supply will transition to the new on-site system for all of the power demand of the site. The new power plant is also planned to be tied to the grid. This will allow sale of excess capacity to other users on the grid and would also allow the existing grid power to remain available for redundancy and partial backup power supply.
- 3.79** The strategy sets out conceptual energy plans and seeks to deliver energy balance across the site in meeting energy needs. In addition, and linked to the energy plan, is the possibility of developing beneficial by products such as the recovery of minerals from sea water (sea water mining) and carbon capture.

Flood and Water Management

- 3.80** A site wide Water and Flood Risk Management Strategy, addressing water supply needs and flood risk, drainage and effluent management will be produced. This will provide an overarching framework, taking into account the interactions with drainage in the surrounding area and complement those opportunities for biodiversity enhancement. As with the other technical supporting documents to be developed by the STDC, the Water and Flood Risk Management Strategy will

become a material consideration in the determination of planning applications and future development should be in accordance with this strategy.

- 3.81** The Water and Flood Risk Management Strategy for the area will include a strategy for stormwater drainage and a proposed stormwater management system that will include collection and conveyance, detention and retention and disposal of stormwater. The collection and conveyance will quickly move stormwater run-off from improved areas into various retention / detention systems to prevent flooding and nuisance ponding. The retention and detention systems will safely store and attenuate run-off from large storm events and provide water quality treatment prior to disposal. Disposal will include attenuated discharge to existing primary drainage networks in the area and overflow discharge into the River Tees. The stormwater management system will provide a flood protection level of service that meets industry standards generally accepted by insurance companies for protection of building structures and also meets government agency standards for flood protection of roads, parking areas, and habitable buildings.
- 3.82** Consideration will also be given to the water supply system required for the re-developed site in order to ensure that the development of the area is adequately supported in respect of supply, disposal of foul water and supplies for fire protection. New water supply infrastructure will be delivered in line with the Water and Flood Risk Management Strategy, which will deliver a fully-integrated strategy for addressing the wide spectrum of water needs on a major industrial development in a sustainable way, that is operationally cost-effective and future-proofed.
- 3.83** In order to properly plan the water supply system, a comprehensive water balance will be calculated. This water balance will include:
- Potable water demand;
 - Process water;
 - Potable quality process water demand;
 - Irrigation quality process water demand;
 - Other quality process water demand;
 - Cooling water demand;
 - Irrigation water demand;
 - Fire protection water demand;
 - Other water needs; and
 - Effluent production volume and rates.
- 3.84** With regards to waste water and effluent management, there is an existing wastewater treatment plant within the South Tees Area and it is anticipated that the plant will have sufficient capacity to serve the needs of the South Tees Area when fully redeveloped. However, an assessment of the current and projected needs in terms of waste water and industrial effluent will be considered within the Water and Flood Risk Management Strategy, which may include new waste water collection systems to minimise environmental impacts.
- 3.85** The development of a drainage system and flood management infrastructure across the site will provide opportunities to provide biodiversity enhancement and increased amenity value. Measures such as diverting or de-culverting existing water courses and providing sustainable drainage systems can also create potential for

biodiversity and landscape enhancements and future developments should make the most of these opportunities.

Solid Waste Management

- 3.86** A thorough investigation and assessment of the volume and types of solid waste from the various industry types will be required. The results of the assessment will be used to develop a comprehensive waste management plan for the South Tees Area.
- 3.87** The Materials and Waste Management Strategy will provide the following recommendations on waste management:
- Institutional and administrative arrangements
 - Implementation of a waste recycling and minimisation program
 - Storage, collection and disposal of wastes
 - Collection of wastes on industrial sites
 - Storage and collection of wastes from public spaces
 - Collection of construction, demolition and excavation wastes
- 3.88** New developments should be in line with Policy MWPI of the Tees Valley Joint Minerals and Waste Core Strategy, which requires that major developments carry out a waste audit to identify the amount and type of waste which is expected to be produced by the development, both during the construction phase and once it is in use. The audit should set out how this waste will be minimised and where it will be managed, in order to meet the strategic objective of driving waste management up the waste hierarchy.

Telecommunications

- 3.89** The telecommunications systems are expected to be delivered through a combination of underground fiber-optic network and wireless services throughout the development. Communication between the development and central telecommunication service provider point of presence locations will be handled by each service provider separately.
- 3.90** A telecommunications plan, within the utilities strategies will be developed that:
- Includes a thorough inspection and assessment of the existing telecommunications facilities within the site to determine the condition of the facilities and their suitability for use in the overall development's telecommunication system;
 - Establishes entities to Construct, Own, and Operate the system;
 - Determination of the initial and anticipated future service needs;
 - Establishes the size and general layout of underground ducting; and
 - Establishes Tower, Hub, and Central Office locations within the South Tees Area.

4 Site Specific Development Principles

- 4.1** The realisation of the long term vision for the South Tees Area will see the development of a single, world class exemplar industrial business park. However, evidence and analysis gathered in the preparation of this SPD concludes that this vision can best be achieved through the early zoning of the site in a manner that enables identified unique selling points and opportunities to be fully harnessed, and that ensures key constraints are accommodated, so mitigating the risk of incurring disproportionate abnormal site preparation costs, in turn impacting individual project viability.
- 4.2** A series of development zones of varying sizes and characteristics have, therefore, been identified. Each of these areas has a geographical boundary and the SPD sets out the broad potential development options and key constraints and opportunities for these areas.
- 4.3** The following five principal zones have been established, shaped by anticipated occupier requirements (ie for size of sites/accommodation and to be located in proximity to complementary industries/businesses) location, scale, typology of uses, development themes, interdependencies and physical constraints. These are:
- North Industrial Zone
 - North East Industrial Zone
 - Central Industrial Zone
 - South Industrial Zone
 - Coastal Community Zone
- 4.4** The development zone layouts within this SPD are indicative and it may not be appropriate for there to be a hard edge of development on the limits of each zone. Land outside of the identified development zones primarily relates to existing developments to be retained, such as Teesport and South Tees Freight Park or infrastructure linking the development zones, such as the 'Infrastructure Corridor'. Development proposals within and outside of the identified zones will also be considered against the Strategic Development Principles.

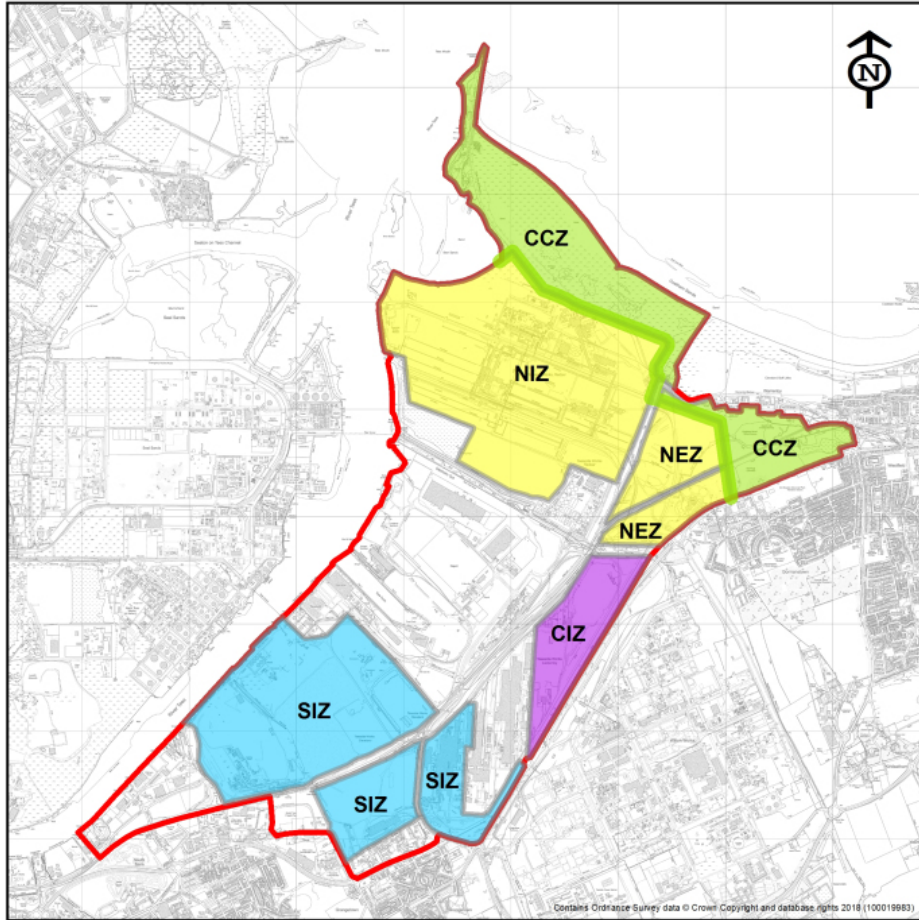


Figure 6: Development Zones

Development Principle STDC11 - North Industrial Zone

Development Principle STDC11: North Industrial Zone

Within the North Industrial Zone, the Council, in partnership with the STDC, will encourage development proposals relating to port related industry, major space users/ large scale manufacturing, energy innovation, power generation and storage, bulk materials and mineral processing.

The Council will, in partnership with the STDC, will work with landowners and key stakeholders within the South Tees Area to proactively assemble land so as to maximise the development and regeneration potential of the North Industrial Zone, as set out in Development Principle STDC2.

The potential for an open space recreation and heritage area, within the North Industrial Zone and incorporating the Redcar Blast Furnace 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 should be in accordance with Local Plan Policy N4 and the requirements set out within the forthcoming Environment and Biodiversity Strategy, which will consider the need for and definition of a buffer zone to protect existing environmental assets within and adjacent to the North Industrial Zone.

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 South Tees 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.

- 4.5** The North Industrial Zone is formed principally from the Redcar Works complex and Redcar Bulk Terminal. This provides a development area approaching 930 acres (376 hectares). Integrating these two major land areas is essential to realising the full potential of this zone and the deep-water port facility it provides, the importance of which is recognised in Development Principle STDC4. Segregation would compromise the flexibility, range of uses and development layouts possible in this area.
- 4.6** To this end, development proposals for the North Industrial Zone will be considered against Strategic Development Principle STDC2, which seeks to resist piecemeal developments that conflict with the achievement of the objectives for the SPD and the South Tees Area.

- 4.7** Establishing a zone of this scale provides the South Tees Area with an opportunity to accommodate advanced manufacturing uses with a very high land take, while leaving sufficient land available for support industries. Alternatively, it lends itself to clustering of linked manufacturing uses. It is envisaged that this zone is characterised by advanced manufacturing uses that can benefit most from the availability of large land areas and close proximity to excellent port facilities. Uses include bulk materials handling, which has been a mainstay of the Redcar Bulk Terminal (RBT) facility over past decades.
- 4.8** The energy-intensive uses planned for the area will place a huge demand on power, and the ability to establish and offer energy self-sufficiency for the industrial park – security of supplies and cheaper energy - will be a very important USP for the regeneration programme. Major on-site power generation will therefore be critical for successful redevelopment of the South Tees Area. The North Industrial Zone is the ideal location for this, especially given the availability of an existing consent and the related infrastructure for essential water abstraction from the river and the availability of an existing cooling water outfall to the sea that once served the SSI Redcar Power Station. The energy theme is further reinforced in this zone by the inclusion of uses connected with energy innovation.
- 4.9** The ability to significantly expand river berth capacity upstream of RBT presents a major opportunity for the South Tees Area and it is important that the typology and scale of uses in the North Industrial Zone support, or are compatible with, future port expansion.
- 4.10** The North Industrial Zone contains the former Redcar Blast Furnace, which has the potential to be considered to be an industrial heritage asset of importance to the borough and wider Teesside area. The potential for the Redcar Blast Furnace to be retained and incorporated into a heritage trail and open space recreation area will be explored and identified within the wider Open Space Strategy. Development within the North Industrial Zone should have regard to Development Principle STDC8.
- 4.11** The presence of important areas for biodiversity within the North Industrial Zone and its location adjacent to the river corridor, Bran Sands Lagoon and Coatham Sands and the Teesmouth and Cleveland Coast SPA and Ramsar site (and its proposed expansion areas) means that development within this zone, especially, has the potential to result in significant adverse effects upon biodiversity interests. Such effects should be addressed using the mitigation hierarchy defined within the NPPF (2012) at paragraph 118 and in accordance with STDC7 - Natural Environmental Protection and Enhancement.
- 4.12** The Council, in partnership with the STDC, will explore opportunities for environmental enhancement and protection for this zone within a wider Environment and Biodiversity Strategy. This will also include consideration of the built development boundary of the North Industrial Zone and any protection required for Bran Sands and environmental assets in the adjacent Coastal Community Zone. Development proposals should also be in accordance with the requirements included within the forthcoming strategy, as required by Development Principle STDC7.

- 4.13** The North Industrial Zone also incorporates the historic ex-ICI closed landfill site at Bran Sands. The landfill site ceased accepting waste in 2004; however, there remains a risk involved with the site and potential landfill gas migration. Development in the area will be required to have regard to Development Principle STDC9 and any forthcoming remediation strategy. Local Plan Policy SD4 requires development to avoid locations that put the environment, or human health or safety, at unacceptable risk and, therefore, land stability and gas and leachate risk assessments and measures to reduce the migration of landfill gas into buildings may be required.

Development Principle STDC12 - North East Industrial Zone

Development Principles STDC12: North East Industrial Zone

Within the North East Industrial Zone, the Council, in partnership with the STDC will encourage development proposals relating to advanced manufacturing, research & development, testing & laboratory services and industrial & technology training.

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 for the removal and reuse of materials from former landfill areas should have regard to the forthcoming Ground Remediation Strategy and will be subject to a full chemical and geotechnical characterisation. Any excavation, movement and reuse of materials should be controlled through an appropriate Materials and Waste Management Strategy.

Development proposals should be in accordance with Local Plan Policy N4 and Development Principle STDC7 and should have regard to the forthcoming Environment and Biodiversity Strategy, which will consider the need for and definition of a buffer zone to protect existing environmental assets within and adjacent to the North East Industrial Zone.

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.

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.

- 4.14** This zone is formed largely from land within the ownership of Tata Steel. The total land area amounts to 230 acres (93 hectares) and it is bisected by the existing Network Rail corridor, which is considered a fixed constraint in the Master Plan. The two parcels are linked by both highway and rail.
- 4.15** The main area is made up of the 'Teardrop Site' and neighbouring former landfill area (CLE31). Realisation of the development potential of the area will require the removal of the CLE 31 landform. There has been some initial market interest shown in the landfill facility, given the extensive slag content and its removal is therefore

expected. The reuse of materials from the landform will be subject to a full chemical and geotechnical characterisation. Any excavation, movement and reuse of materials should be controlled through an appropriate Materials and Waste Management Strategy and Ground Remediation Strategy, including Risk Assessment.

- 4.16** The area to the south of the railway corridor, and close to the Redcar entrance, has a focus on the existing Steel House office complex. The future intentions for Steel House will be largely market driven. The site offers in the region of 265,000 sq. ft. of gross internal floor area and a total land area of some 38 acres (15 hectares). Located at one of three primary gateway entrances for the STDC area, and in close proximity to the rail halt at British Steel, the site offers high potential.
- 4.17** This zone is characterised by uses connected with advanced technology and innovation, and, as an example, it lends itself to the establishment of an incubator industrial and advanced technology park or campus (in the Steel House area). As the innovation nerve centre for South Tees, such a use would facilitate the forging of strong links with academia and research and development institutions and it would help support an employment shift towards skilled technology based manufacturing. The remainder of the zone is ideally located for the siting of a dense array of manufacturing support industries for the larger-scale uses in the North Industrial Zone.
- 4.18** The North East Industrial Zone also includes and is adjacent to environmental assets, including a proposed expansion area for the Teesmouth and Cleveland Coast SPA and Ramsar Site. Development within this zone especially, will have significant potential to have adverse effects upon biodiversity and designated sites. The need for a 'buffer zone' to protect assets within the adjacent Coastal Community Zone will be considered in the Environment and Biodiversity Strategy and all development proposals will be expected to comply with the requirements of Local Plan Policy N4 and should have regard to Development Principal STDC7.
- 4.19** The North East Industrial Zone also incorporates the Teardrop and Warrenby Landfill sites. While this is a closed landfill area, there remains a risk involved with the site and potential landfill gas migration. Development in the area will be required to have regard to Development Principle STDC 9 and the forthcoming Ground Remediation Strategy. Local Plan Policy SD4 requires development to avoid locations that put the environment, or human health or safety, at unacceptable risk and, therefore, land stability and gas and leachate risk assessments and measures to reduce the migration of landfill gas into any buildings may be required.

Development Principle STDC13 - Central Industrial Zone

Development Principle STDC13: Central Industrial Zone

Within the Central Industrial Zone, the Council, in partnership with the STDC, will encourage development proposals relating to the rail industry or requiring a location with direct access to rail infrastructure, large equipment manufacturing and repair, metals related industries and fabrication and assembly.

4.20 The Central Zone is formed from potentially residual British Steel land, sized at 197 acres (80 hectares). The land is presently utilised for open storage and realisation of this opportunity would necessitate alternative, consolidated storage arrangements for the current business. Investor interest in establishing rail industry related operations at South Tees has been strong. The Central zone sits adjacent to an extensive array of largely non-utilised existing rail freight infrastructure, offering connectivity to multiple rail spurs. It is therefore the most suitable location for accommodating rail related industries or those requiring direct access to rail infrastructure; the Central Zone also offers strong potential for the siting of further metals and heavy equipment manufacturing industries.

Development Principle STDC14 - South Industrial Zone

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.

- 4.21** The South Zone is comprised of three areas – South Bank, Grangetown Prairie and the Lackenby steelmaking complex – the latter including an area of land fronting Tees Dock Road and the Trunk Road, offering an opportunity for a gateway commercial and/or mixed use development.
- 4.22** The total development area on offer amounts to 880 acres (356 hectares). The zone includes river frontage extending to over 1km in length at South Bank Wharf. Virtually the entire length of this frontage is dilapidated yet it makes up almost 30% of the entire river frontage of the South Tees Area. The establishment of new port facilities along this stretch of river represents a major infrastructure opportunity for the regeneration programme and is seen as essential to realising the full development potential of the South Industrial Zone. The zone is characterised by recycling and manufacturing uses, largely reliant on good access to multi-purpose port facilities and the availability of existing rail connections. The retention of the steelmaking facilities at Lackenby offers opportunity for future metals manufacturing. Consideration is therefore given to raw materials storage and processing within the South Zone. With new port facilities, the zone lends itself to offshore energy

industries manufacturing, a use supported by early investor interest in the South Tees Area.

- 4.23** While the extensive river frontage of the South Industrial Zone provides significant opportunity for port related development, it also leads to significant potential for development proposals to have an adverse effect on biodiversity and important habitats. In addition, the proposed expansion to the Teesmouth and Cleveland Coast SPA and Ramsar site, includes the river corridor. Development proposals which have the potential to result in a likely significant effect on European Sites should be subject to a HRA screening in accordance with Development Principle STDC7 and Local Plan Policy N4. Adequate mitigation or compensation will be required to address any likely significant effects or harm to wider biodiversity interests.
- 4.24** This zone also includes areas of biodiversity interest and the Council, in partnership with the STDC, will explore opportunities for environmental enhancement and protection for this zone within a wider Environment and Biodiversity Strategy. Development proposals should also have regard to any schemes and requirements included within the forthcoming strategy, as required by Development Principle STDC7.
- 4.25** The South Industrial Zone incorporates the Dorman Long Tower at South Bank Coke Ovens, which has been identified in Local Plan Policy LS4 as being of heritage and cultural importance. The potential for these structures to be retained and incorporated into a heritage trail and open space recreation area will be explored and identified within the wider Open Space Strategy. Development within South Industrial Zone should have regard to Development Principle STDC8.
- 4.26** The South Industrial Zone also includes a significant area that is given over to landfill operations and waste treatment. The zone includes three landfill sites, known as Teesport 1, Teesport 2 and Teesport 3, which are currently operational and include provision for hazardous waste, and a metals recovery area. Proposals being investigated for this 'Landfill Zone' include the retention of the zone as waste management facilities, with eventual completion and capping as part of a wider Open Space Strategy. Potential proposals for future uses also include utilising a substantial part of the Landfill Zone primarily for alternative energy generation, such as energy from landfill gas or solar photovoltaics. Opportunities to selectively rework material from the existing tips are also being examined.

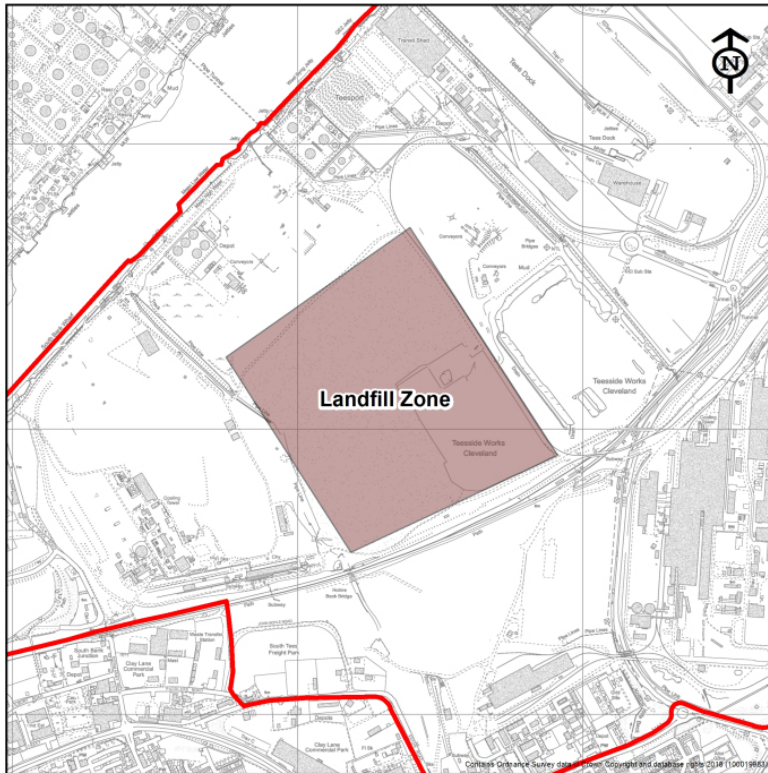


Figure 7: Landfill Zone within the South Industrial Zone

Development Principle STDC15 - Coastal Community Zone

Development Principle STDC15: Coastal Community Zone

Within the Coastal Community Zone, the Council, in partnership with the STDC, will support proposals for environmental enhancement, small-scale leisure and community uses and improved public access, where such proposals comply with the requirements of Local Plan Policy N4 and Development Principle STDC7.

Opportunities for renewable energy generation and energy storage will be explored.

Any proposals for leisure or community use should also be in accordance with the Redcar and Cleveland Teesmouth and Cleveland Coast SPA Recreation Management Plan.

Development proposals should be in accordance with Local Plan Policy HE2 and STDC8: Preserving Heritage Assets.

- 4.27** In addition to the four zones identified for employment generating development, there is, at the northern end of the South Tees Area, the environmentally-important assets of South Gare / Coatham Sands and Coatham Marsh, collectively amounting to a land area in the region 530 acres (215 hectares).

- 4.28** It is proposed that a link between the two areas, providing a defined Coastal Community Zone, will be created that will offer opportunity for environmental enhancement and habitat improvement, improved, controlled accessibility to the public and the introduction of discrete leisure uses. Importantly, it is envisaged that the greater utilisation of these assets by nature and the public will be in a controlled and regulated manner. The plan is that these assets be transferred into a suitable environmental management body for long-term stewardship.
- 4.29** The majority of this zone is within the Teesmouth and Cleveland Coast SPA and Ramsar site and its proposed expansion area and the zone also incorporates nationally important SSSI designations and the locally important Coatham Marsh Local Wildlife Site. Any proposals within the Coastal Community Zone should have regard to Development Principle STDC7 and should comply with the requirements of Local Plan Policy N4. In addition, any proposals for leisure or community use should be in accordance with the aims of the Redcar & Cleveland Teesmouth and Cleveland Coast SPA Recreation Management Plan.
- 4.30** The Grade II Listed South Gare Lighthouse is located within the Coastal Community Zone. This lighthouse is located on South Gare breakwater, off Tod Point Road, and was constructed in 1884. Development proposals within this area should have regard to the setting of this heritage asset and should be in accordance with Local Plan Policy HE2.
- 4.31** The geology in this area and beneath the sea bed provides optimal conditions for the implementation of energy storage, utilising sandstone caverns to store compressed air produced from residual electricity generation in periods of low demand; that can be released and converted back into electricity in times of high demand, augmenting the self-sufficient energy strategy for the South Tees Area. The potential for energy generating proposals to be located within the Coastal Community Zone is currently being explored; however, any such proposals will also be subject to the requirements of Policy N4.

5 Implementation and Delivery - The Next Steps

- 5.1 Collectively, the policies of the Redcar & Cleveland Local Plan and this SPD will form the basis for decision making on new development proposals to facilitate delivery of this significant project.

Planning

- 5.2 In its role as the Local Planning Authority, the Council will welcome early dialogue on proposals within the South Tees Area and to discuss the form and content of the planning applications (and other forms of consents) that will be required.
- 5.3 Development proposals should seek to be in line with the Local Plan and the Development Principles of this SPD.
- 5.4 Planning applications will need to provide information in accordance with national and local validation requirements and the Local Planning Authority are happy to enter into discussions regarding validation requirements.
- 5.5 It is a requirement that all development proposals falling within Schedule 2 of the Environmental Impact Assessment Regulations must under go screening, either prior to the submission of a planning application or before its validation, to establish whether an Environmental Impact Assessment is required to support an application. Whilst the Local Planning Authority screens all applications on receipt for the requirements of the Environmental Impact Assessment Regulations, any person proposing to carry out development can submit a screening request to the Local Planning Authority to ascertain whether, in its opinion, an Environmental Impact Assessment is required.
- 5.6 Any screening request for EIA should include a plan identifying the site, details of the proposal (including plans) and sufficient information to allow for a screening assessment to be undertaken. This level of information will vary on a site by site basis and by proposal but information relating to ecology, flooding and drainage, heritage and archaeology, landscape and visual impact, ground conditions and transport could be required. This list is not comprehensive and the submission of additional information may be necessary.

Infrastructure and Viability

- 5.7 The Council, working in partnership with the STDC, the Tees Valley Combined Authority and other infrastructure providers will actively seek public sector funding to support infrastructure development in line with the SPD.
- 5.8 The Council has not adopted a Community Infrastructure Levy, so necessary off-site infrastructure contributions would be sought through Section 106 planning obligations or through the use of 'Grampian' planning conditions. The specific obligations will depend upon the detail and viability of the proposal being considered. It is likely that the obligations will include:
- Physical works or contributions towards highway measures to mitigate the transport impacts of the development;

- Management and maintenance arrangements for sustainable drainage features, and any publicly accessible areas of the site that are not to be adopted by the council;
- Maximising opportunities for local employment and training; and
- Environmental mitigation.

5.9 The Council fully recognises the viability challenges facing the South Tees Area, hence an open book approach to viability appraisal will be required to inform the approach to Section 106 planning obligations and their phasing over the life time of development (if appropriate). Subject to detailed viability appraisals the Council will, if necessary, consider a phased approach to planning obligations to maximise development viability throughout the development of the South Tees Area. This is fully in line with the Local Plan's policy on developer contributions (Policy SD5).

Future Proofing this Supplementary Planning Document

5.10 Given the scale of site assembly, demolition and remediation and infrastructure works envisaged, the regeneration of the South Tees Area will materialise over the next 20 years (beyond the 2032 period covered the adopted Local Plan). To ensure the SPD remains relevant and effective throughout the project life cycle, it must be flexible and capable of responding to changes in circumstances at the international, national and local level. As such, the content and implementation of the SPD will be monitored and kept under review.

5.11 It is intended this SPD's first review point will be within the first 12-18 months from the date of adoption. This will primarily capture and refine within a single document the more finer grain detail arising from further Market Demand Analysis and the technical supporting documents that the STDC will be preparing throughout 2018.

6 Appendix A - Relevant Local Plan Policies

Local Plan Policy	Related Strategic Development Principle
Policy SD1: Sustainable Development	All
Policy SD2: Locational Policy	STDC1, STDC
Policy SD3: Development Limits	STDC1
Policy SD4: General Development Principles	All
Policy SD5: Developer Contributions	STDC1
Policy SD6: Renewable and Low Carbon Energy	STDC1, STDC6, STDC10
Policy SD7: Flood and Water Management	STDC1, STDC10
Policy LS4: South Tees Spatial Strategy	All
Policy ED6: Promoting Economic Growth	STDC1, STDC4
Policy N2: Green Infrastructure	STDC1, STDC5, STDC7, STDC8
Policy N3: Open Space and Recreation	STDC1, STDC7, STDC8
Policy N4: Biodiversity and Geological Conservation	STDC1, STDC7
Policy HE2: Heritage Assets	STDC1, STDC8, STDC15
Policy TA1: Transport and New Development	STDC1, STDC5
Policy TA2: Improving Accessibility within and beyond the Borough	STDC1, STDC5
Policy TA3: Sustainable Transport Networks	STDC1, STDC5, STDC7, STDC8

This document is available in alternative formats and in different languages on request. If you need support or assistance to help you read and/or understand this document, please contact the Council on 01642 774774.



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