



LICHFIELDS

South Industrial Zone, South Tees

Design & Access Statement

July 2020

Contents

1.0	Introduction	06
2.0	Site and surrounding STDC area	10
3.0	Planning Policy Overview	36
4.0	Scheme Parameters	40
5.0	Development Proposals	44
6.0	Sustainability	50
7.0	Conclusion	54



This document is formatted for double sided printing.

Pod Newcastle
Toffee Factory
Lower Steenberg's Yard
Newcastle Upon Tyne
NE1 2DF

Email:
info@podnewcastle.co.uk

phone:
0191 495 7700



1.0 Introduction

Introduction

This Design & Access Statement has been prepared by Pod in support of an outline application for commercial and industrial development on Land at South Tees, Redcar. The proposed site is located approximately 6km to the west of Redcar and approximately 8km from the east of Middlesbrough. The site is bound by the River Tees to the North West of the site with two existing access points located on Tees Dock Road.

In order to attract key economic employers alongside providing jobs and employment for the surrounding areas, the application seeks to provide use classes including: B2 (General Industry), B8 (Storage or Distribution), and B1 (Office). These use classes can make a significant contribution to addressing the employment need.

This DAS sets out and highlights key design principles embodied within the proposal showing why they are appropriate in terms of use and scale, and how they respond to local context.

In line with good practice contained within various recent Government publications, this Design Statement is arranged into key sections as set out below. Each section is designed so as to touch upon or specifically address several key criteria outlined in the CABE document 'Design Statements. How to Write, Read and Use Them'.

- Introduction - (Section 1.0)
- Site and Surrounding Area - (Section 2.0)
- Planning Policy Overview - (Section 3.0)
- Scheme Parameters - (Section 4.0)
- Development Proposals- (Section 5.0)
- Sustainability - (Section 6.0)
- Conclusion- (Section 7.0)

Although the main body of this statement is arranged, for ease of use, into the above-mentioned sections, many topics and issues are highly interrelated and as a result are sometimes referred to in other sections of the document.



Site Location Plan



Surrounding Area Plan



2.0

Site and Surrounding
STDC area

SITE ANALYSIS

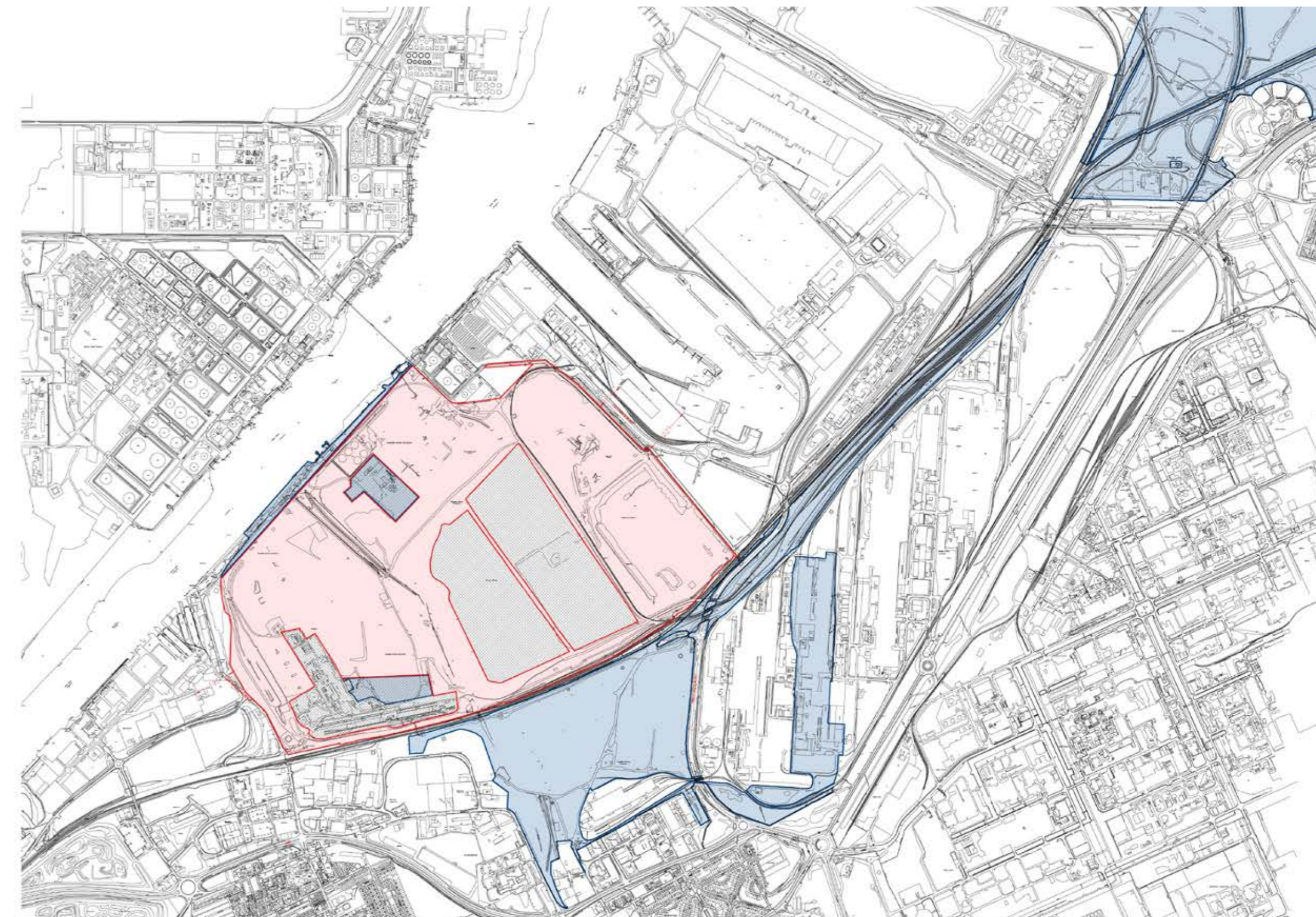
The site is approximately 174ha (430 acres) and is bound by the River Tees along the northern boundary and the railway line to the south. The site is currently used for industrial purposes with the majority of land used for storing mass material. There are currently two access points to the site located along the eastern boundary via Tees Dock Road. The diagram opposite illustrates the full extent of the redline boundary and the area of land within the proposed development site.

SITE LOCATION PLAN

The location plan on the following page illustrates the land included within the application. The site offers great potential for substantial development. Areas marked in grey have been omitted from the application although they could be included in future phases of the development. The blue areas marked on the plan also indicate land which the applicant has jurisdiction over and again be possibly involved in future development of the area.



Site Location Plan



- KEY**
- Development Site: 174 ha / 430 acres
 - Land Omitted from Planning Application
 - Other Land in Applicants Control



Key Views Diagram

SITE ANALYSIS

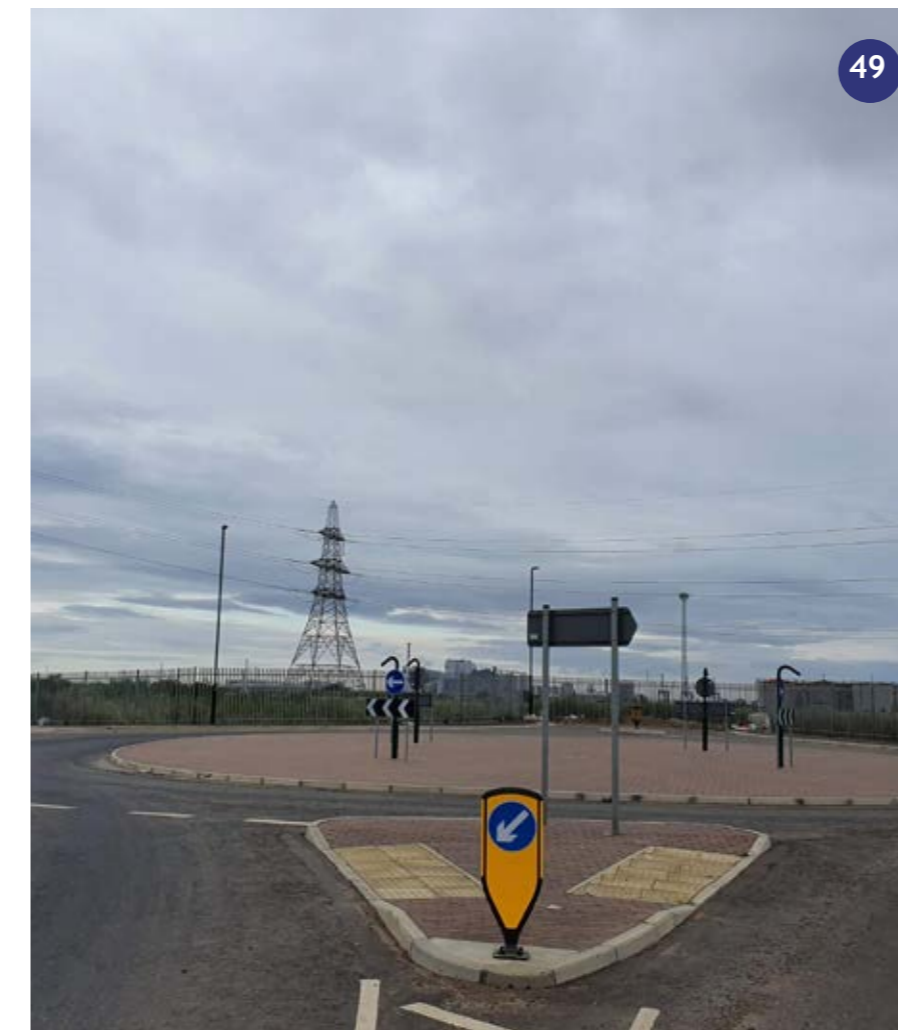
This section of the DAS documents the site through photography. The images help to build an overall picture of the full extent of the site and have been taken at various vantage points. The photographs have been numbered to correspond to the Key Views Diagram opposite to help identify where the views have been taken.

ACCESS

The main access point to the proposed site will be located along Dockside road travelling East towards the western site boundary. This new proposed access point will see the existing roundabout extended to create a new route off the roundabout and into the development site.

A secondary access point into the site will be an existing access point at Tees Dock Road under the pipe gantry as image 15 illustrates.

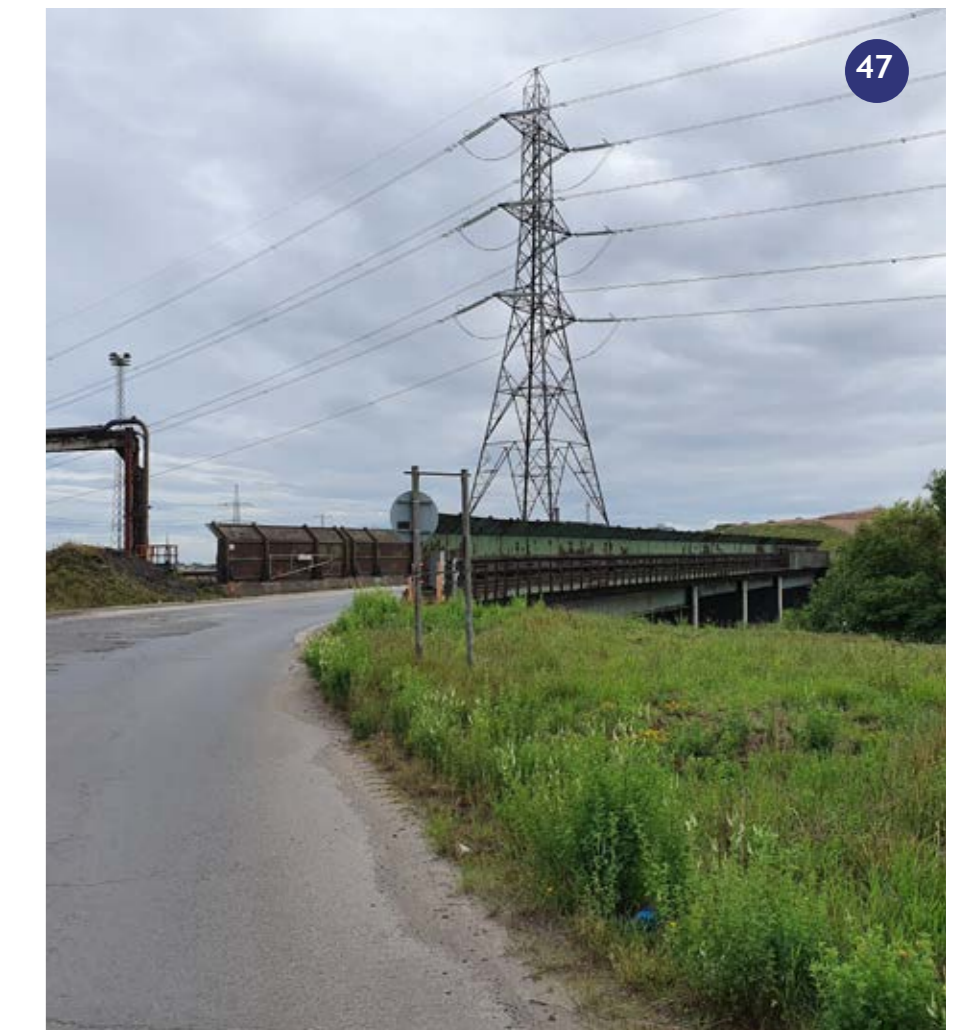
A tertiary existing access point on the southern boundary will provide access to the wider STDC site as image 47 shows.



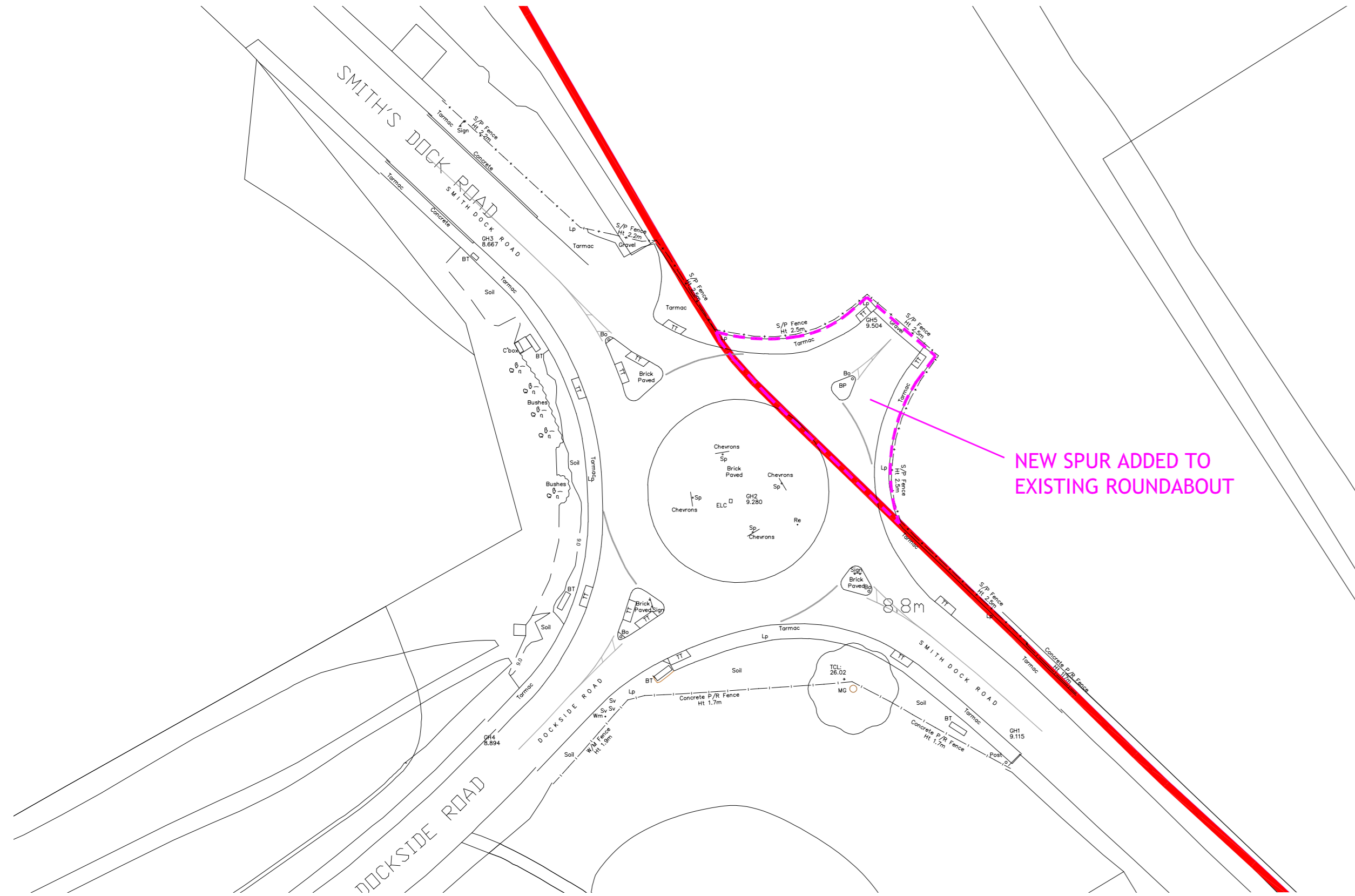
Main Access: Dockside Road



Secondary Access: Tees Dock Road

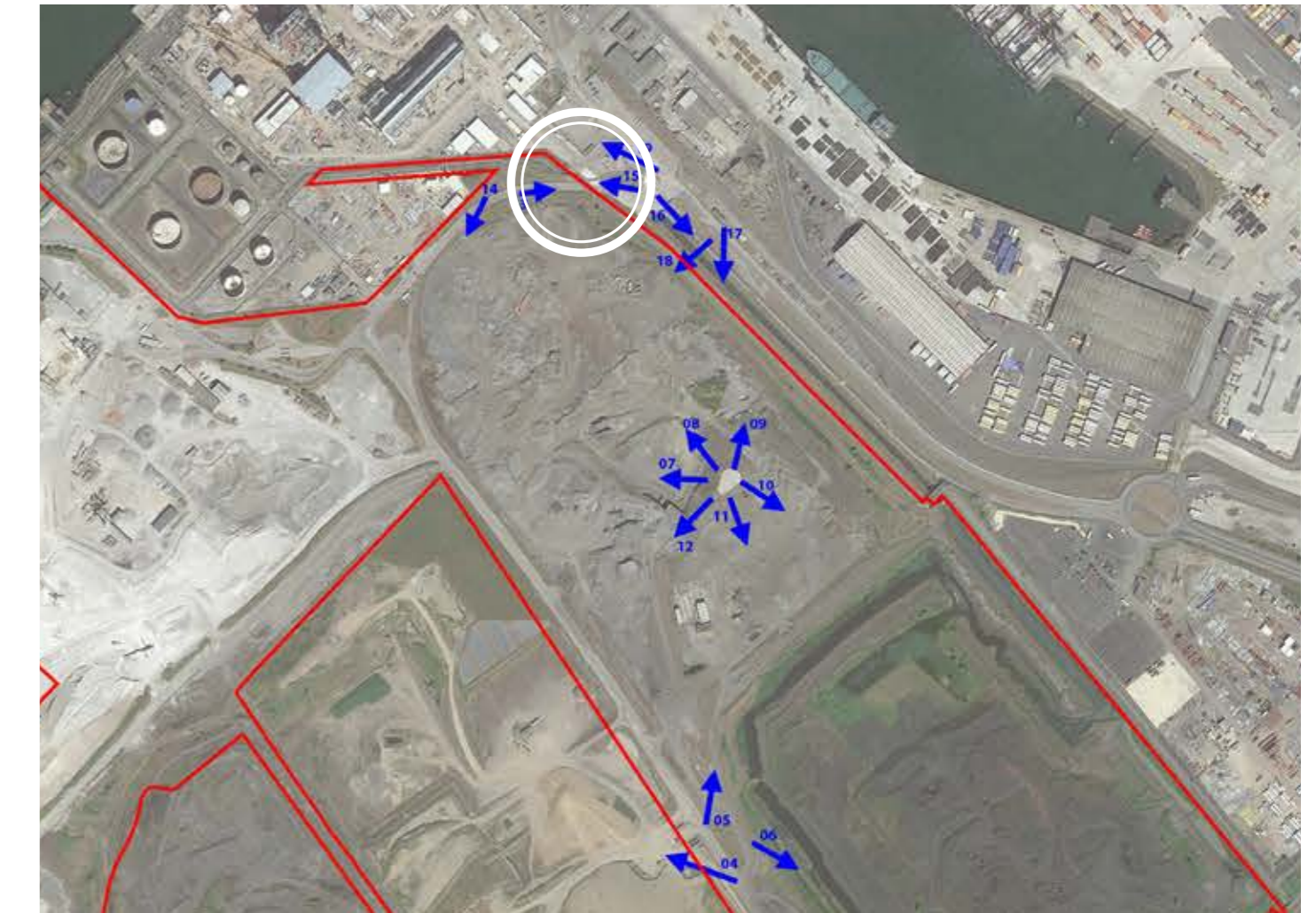
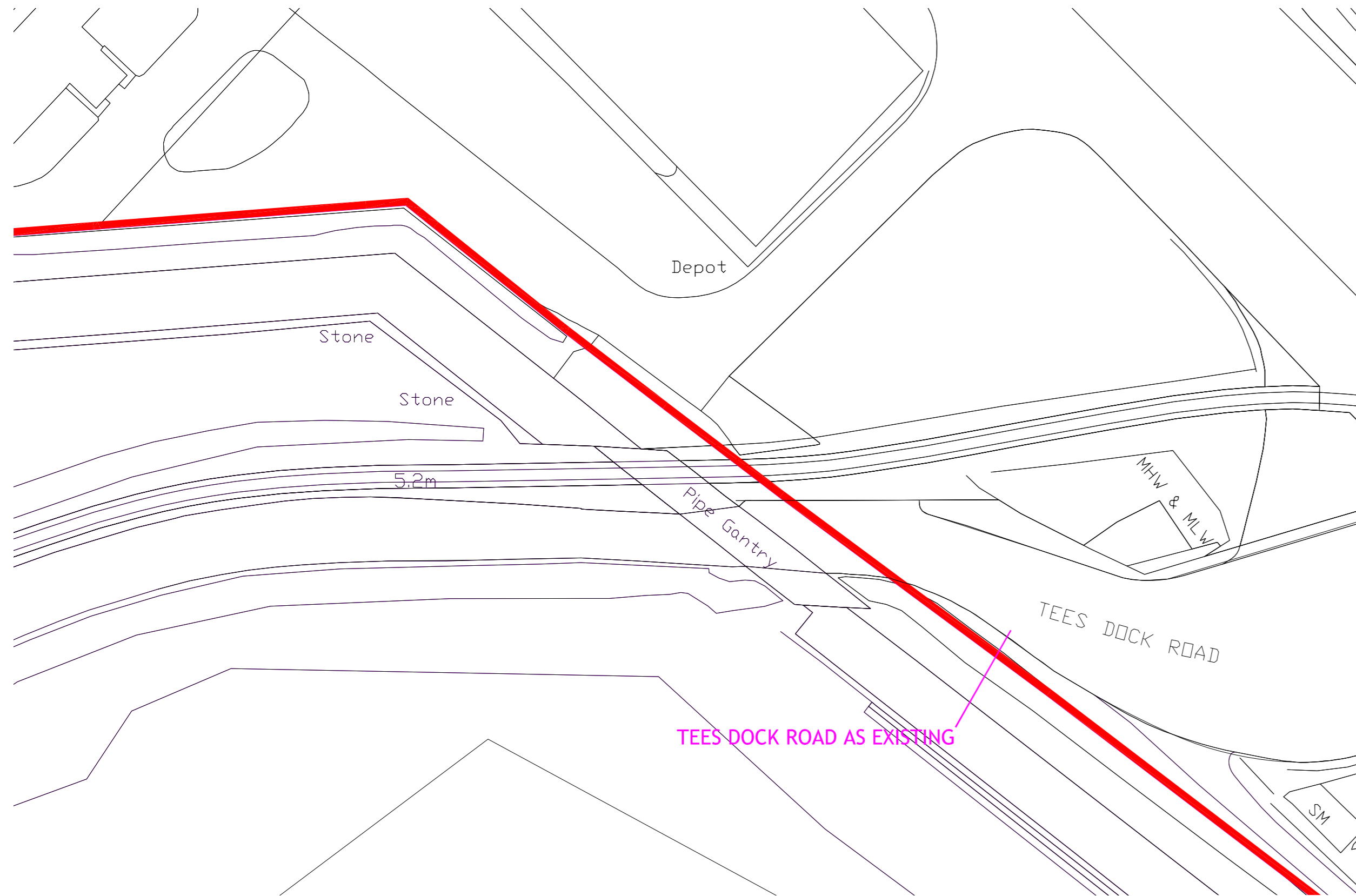


Tertiary Access: Tees Dock Road



MAIN ACCESS

The main access point to the proposed development will be taken from Dockside Road towards the eastern site boundary. As the image overlay demonstrates, the access will be taken from an existing roundabout which will be developed in order to provide access into the site via a new proposed spur and road. The exact location of the roundabout is indicated in the aerial above.

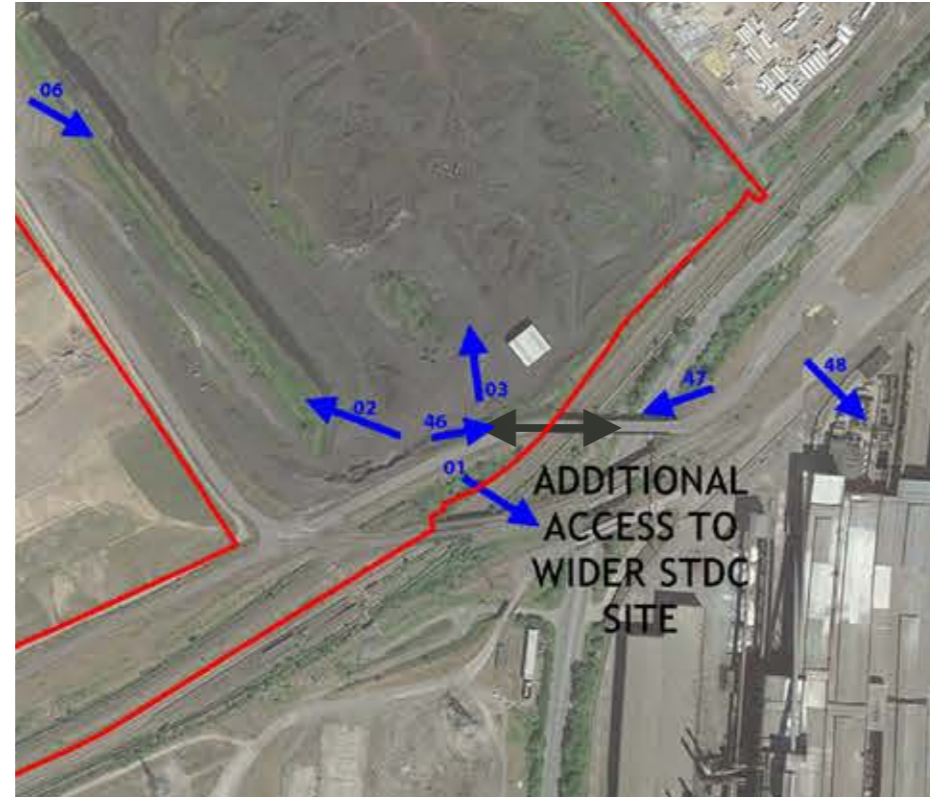


SECONDARY ACCESS

Secondary access to the proposed development will be taken from Tees Dock Road at the north eastern boundary. From the existing entry point a new proposed road will connect the secondary access point to the main access point, creating a clear route through the site. The location of the access point is indicated within the aerial above.

ACCESS TO WIDER STDC SITE

The images included on these pages document the journey into the proposed development site through the third access point. The road into the development passes over the railway line and enters via the southern boundary.





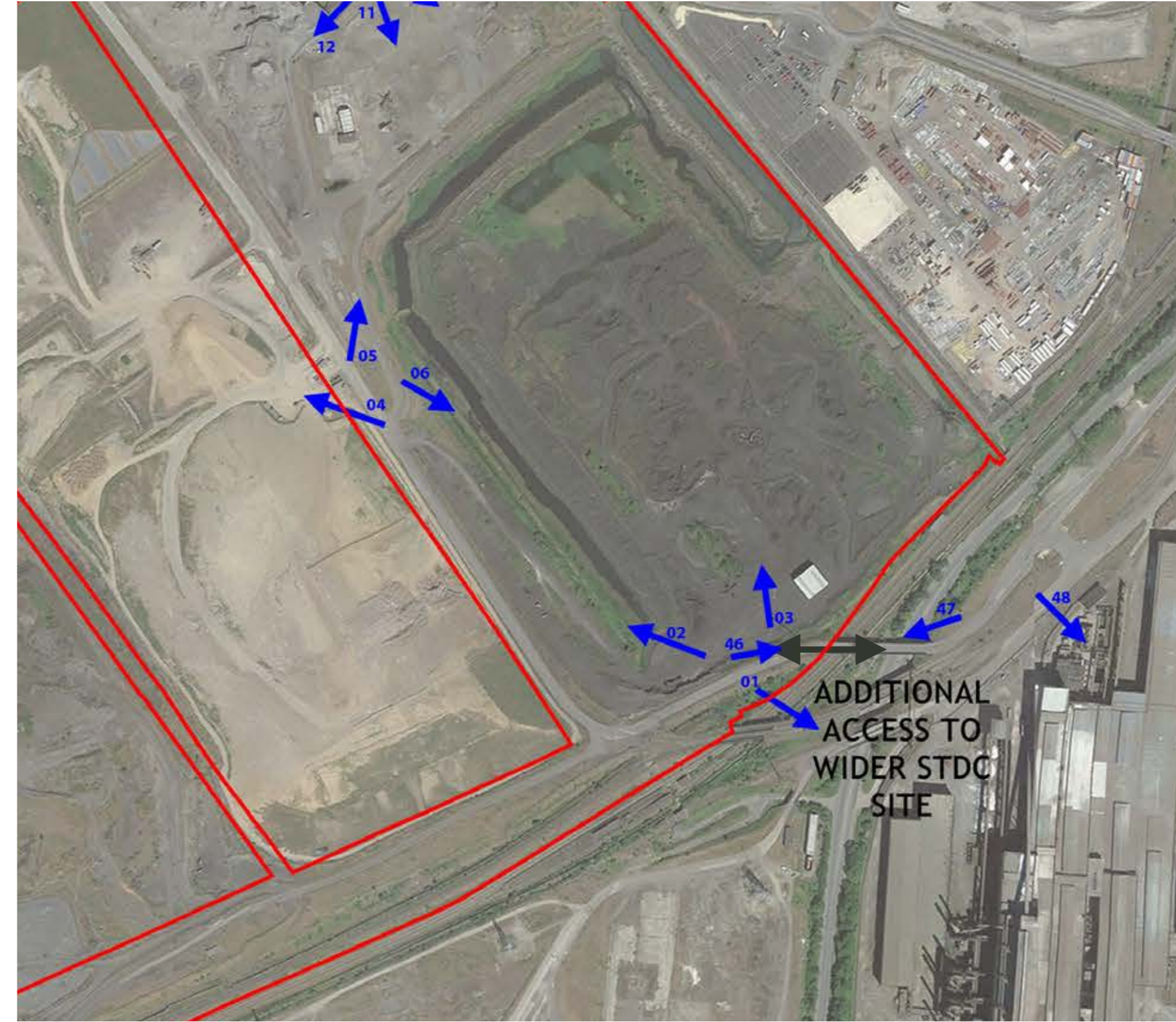
04



05



06



PHOTOGRAPHS 04-06

Photographs 04-06 show the existing access road running north from the access to wider STDC site linkage. To the West is the neighbouring Highfield environmental tip shown in view 04 with views 05 and 06 looking into the eastern section of the application site with large mounds of material. The Tees REP power station is visible on image 05 situated north of the application site.

PHOTOGRAPHS 08-12

Photographs 08-12 show the view from the existing high point within the eastern part of the application site. The images show the site is currently used for material storage with considerable earthworks ongoing. Image 09 shows the cranes at the PD ports facility at Teesport and its proximity to the application boundary.



07



08



11



12



09



10

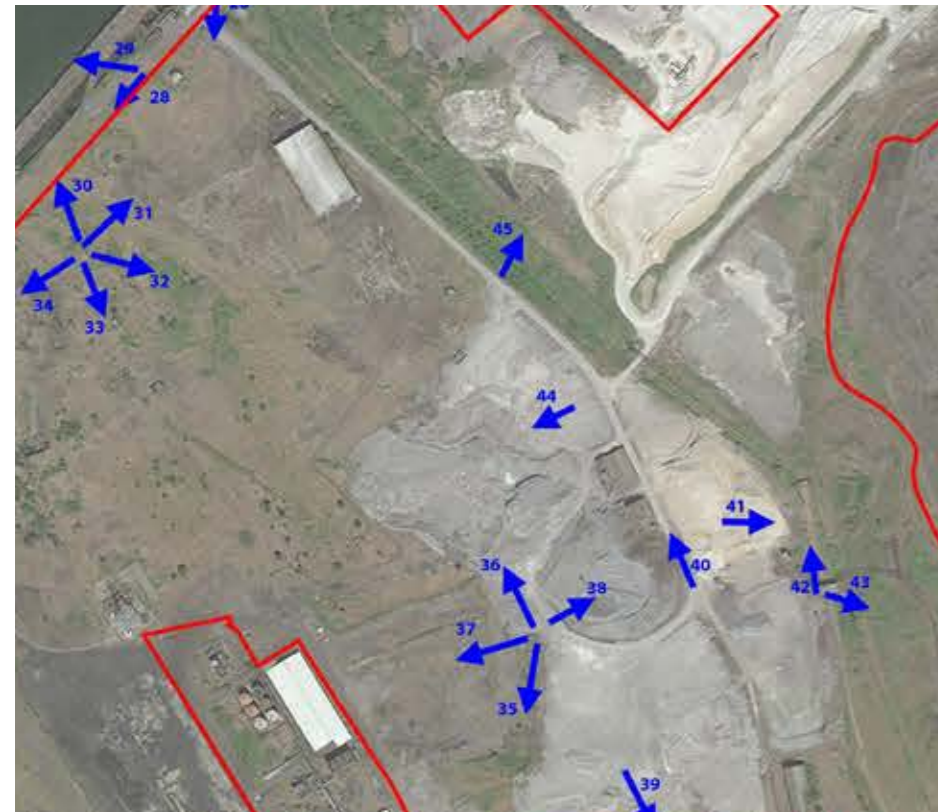




PHOTOGRAPHS 20-29

Photographs 20-29 show the sites proximity to the River Tees. This strip of land sits outwith the application boundary but shows that a future link to the river is possible.





PHOTOGRAPHS 35-44

Photographs 35-44 show the western part of the application site from 2 local high points. The images show the site is currently used for material storage including large amounts of gravel. Apart from the made ground the site is relatively flat creating a good building platform and easy site access. Image 44 shows the existing tarmac facility that is situated on an area of land to the north of the site.



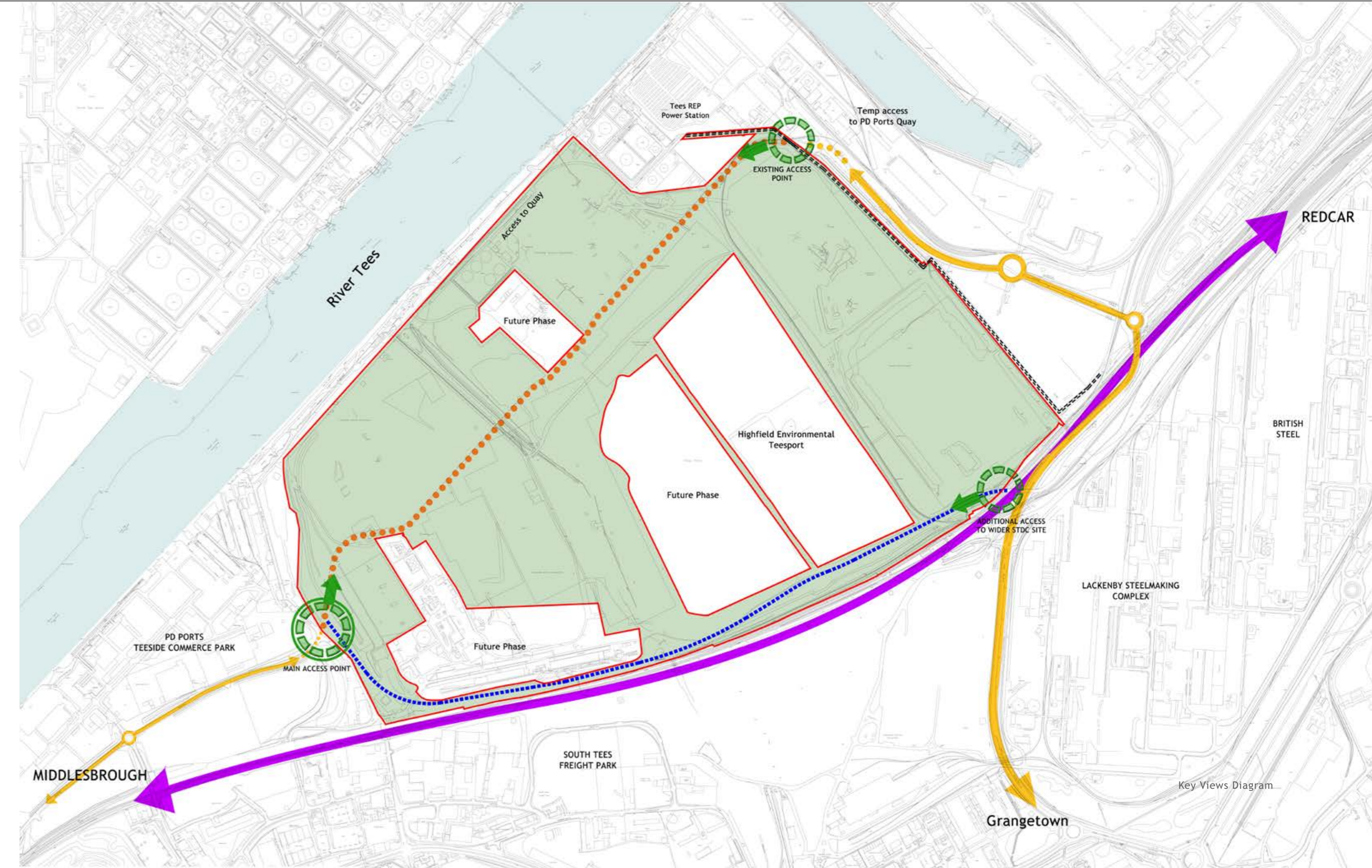
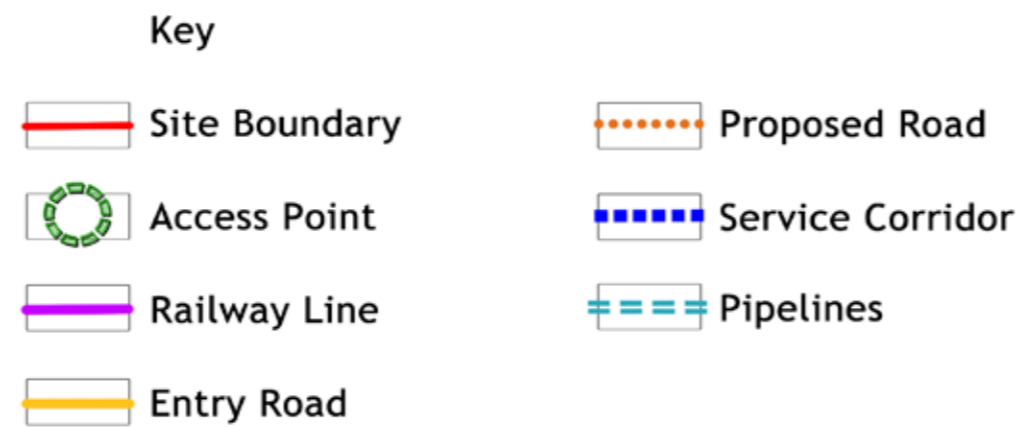
CONSTRAINTS AND OPPORTUNITIES

This section of the DAS analyses the opportunities and constraints that currently exist on the development site:

- The site is currently served by two existing access points with a proposed access point to the western boundary of the site.
- On the eastern boundary a pipe gantry frames the access off Tees Dock road resulting in the access point being a fixed point. Pipelines then continue to travel along the eastern boundary of the site resulting in an offset distance across that part of the development site.
- The existing road infrastructure provides good access to the existing and proposed access points. This in turn, provides a clear route through the site for a proposed new road across the site.
- The south of the site is bounded by the existing railway line.
- A proposed service corridor runs along the south of the site limiting development within that area.
- Certain areas of the site have been omitted from the application but have been marked as possible areas for future development.



Site Aerial with Redline Boundary



Key Views Diagram



3.0 Planning Policy Overview

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of the application must be made in accordance with the development plan unless material considerations indicate otherwise. In this case the relevant statutory development plan is the Redcar and Cleveland Local Plan (adopted May 2018).

The application site is designated in the adopted Local Plan as a Protected Employment Area (Policy ED6) to be developed for employment uses. There is, therefore, a clear and unequivocal presumption in favour of the grant of planning permission for the type of development proposed in the application, subject to there being no other material considerations which indicate otherwise.

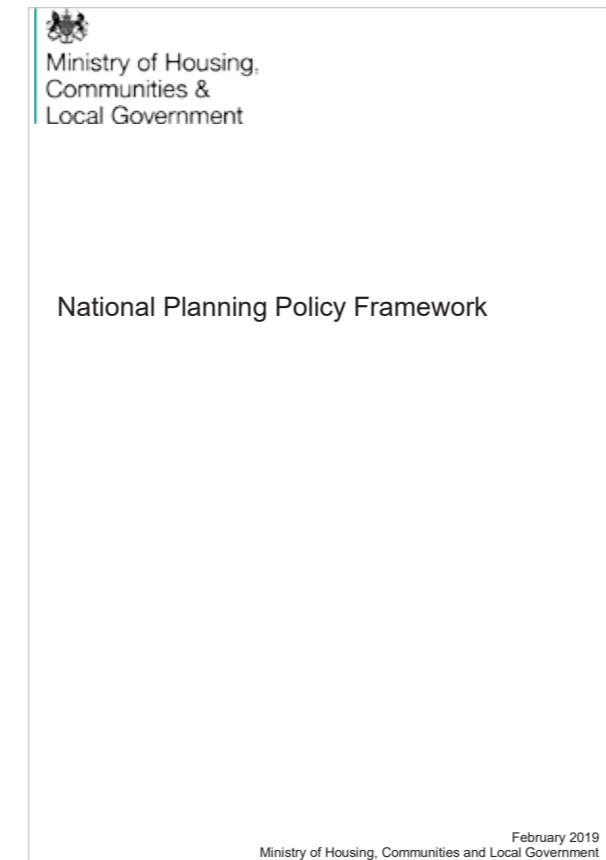
Policy ED6 notes that proposals within the South Tees Development Corporation area should have regard to the South Tees Area Supplementary Planning Document (SPD) and that proposals which positively contribute towards growth and regeneration will be supported. It goes on to note that where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites.

The South Tees Area SPD supports the economic and physical regeneration of the South Tees Area, setting out the vision and core objectives for the area and providing greater detail on how adopted planning policies will be interpreted. The SPD is supported by the South Tees Regeneration Master Plan. Development Principle STDC14 (South Industrial Zone) notes that the Council 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 on the application site.

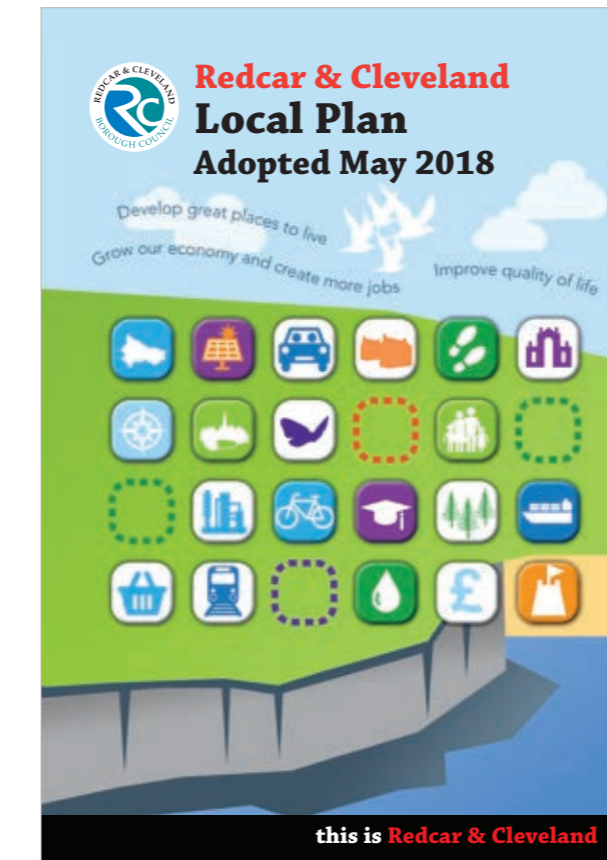
Other relevant Local Plan policies include the following:

- Policy SD 1 (Sustainable Development);
- Policy SD 4 (General Development Principles);
- Policy SD 5 (Developer Contributions);
- Policy SD 6 (Renewable and Low Carbon Energy);
- Policy SD 7 (Flood and Water Management);
- Policy N 1 (Landscape);
- Policy N 2 (Green Infrastructure);
- Policy N 4 (Biodiversity and Geological Conservation);
- Policy TA 1 (Transport and New Development);
- Policy TA 2 (Improving Accessibility within the Borough and Beyond);
- Policy TA 3 (Sustainable Transport Networks).
- Policy MWC 4 (Safeguarding of Minerals Resources from Sterilisation);
- and
- Policy MWC 8 (General Locations for Waste Management Sites).

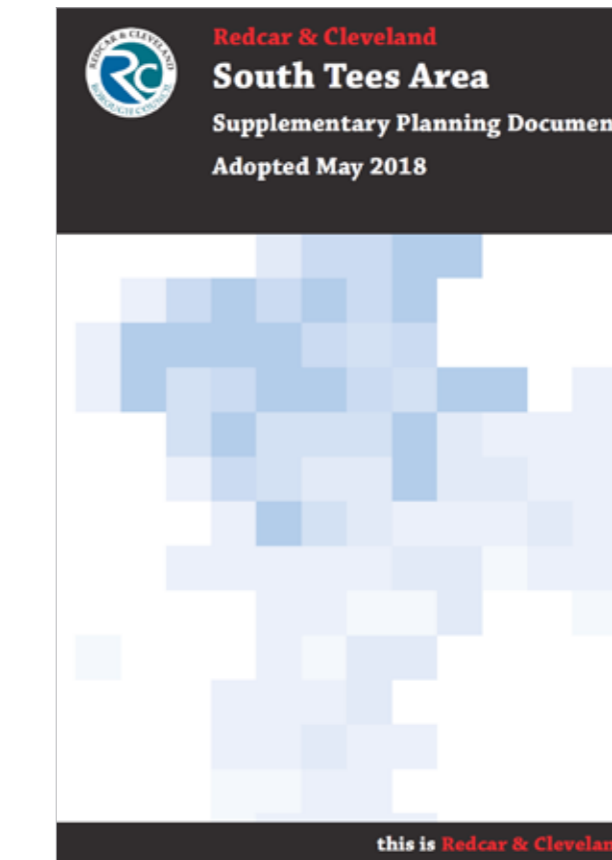
The National Planning Policy Framework ('NPPF') is also an important material consideration in the determination of this planning application.



National Planning Policy Framework



Redcar and Cleveland Local Plan



South Tees Area Supplementary Planning Document



4.0 Scheme Parameters

PARAMETER PLAN

The parameter plan opposite illustrates the following information:

As mentioned within previous sections of the DAS document, the proposed development site will have three access points:

- 1) Smiths Dock Road (Main Access)
- 2) Tees Dock Road (Secondary Access)
- 3) Tees Dock Road South (providing access to the wider STDC site)

Development on the site will be made up of three use classes:

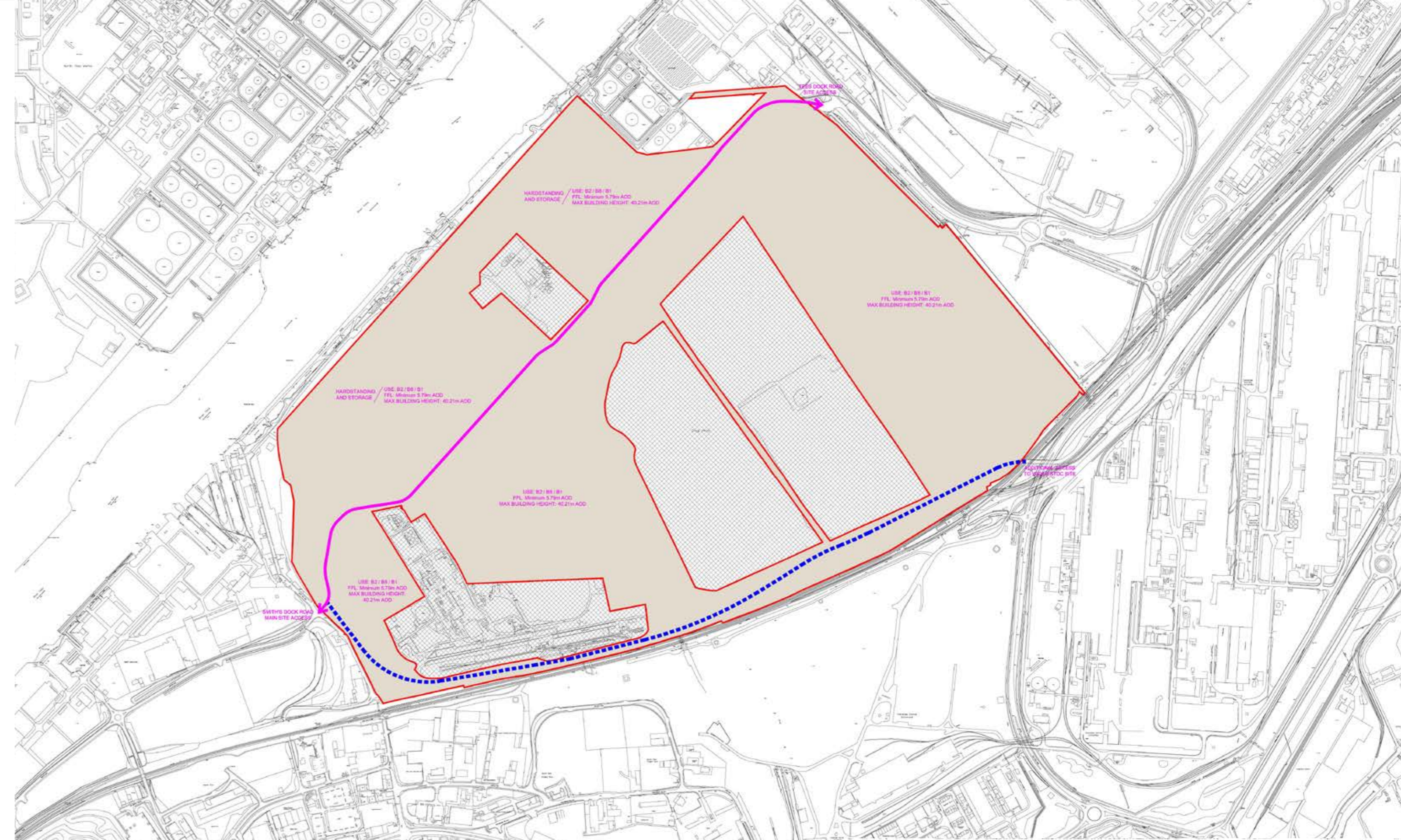
- B2 General Industry
- B8 Storage or Distribution
- B1 Business

These use classes are highlighted across all areas of the site in order to provide a good industrial development.

The Parameter Plan also illustrates a minimum floor level of 5.79m AOD and a maximum building height of 40.21 AOD across the entire site ensuring a uniform building infrastructure on the site.



Site Aerial with Redline Boundary



Development Parameter	Amount / Use
Use Class	B2 (General Industry) B8 (Storage or Distribution) B1 (Office) (maximum of 10% of overall floorspace)
Maximum Floorspace	418,000 sqm
Maximum Development Height	46m
Finished Floor Level	Minimum 5.79 AOD
Maximum Building Height	40.21m AOD
Access	3 access points: Smiths Dock Road (Main Access) Tees Dock Road (Secondary Access) Additional access to wider STDC site



5.0

Development
Proposals

DEVELOPMENT PROPOSALS

The illustrative layout shows up to 418,000 m² / 4,500,000 sqft footprint of:

- B2 (General Industrial)
- B8 (Storage and Distribution)
- B1 (Business)

The layout shows a range of sizes that could be designed for distribution centres, storage, manufacturing, assembly, industrial and others including ancillary offices (Areas on the illustrative masterplan exclude office space on mezzanine levels).

The illustrative layout has been designed to allow all proposed units to easily access the main internal road which in turn allows good access to the river, road and rail links.

The proposed development has the potential to offer a range of building sizes with heights up to a maximum of 40.21m AOD. This would be in line with the requirements for B2/B8/B1 uses. The Tesco Teesport distribution centre has a maximum height of 39m.

The material palette will reflect the aspirations of the Redcar South Bank site to be a modern, forward thinking high quality development whilst also reflecting the industrial heritage of the site. This could include insulated cladding, fibre cement cladding and metal cladding systems with brick elements that could include office accommodation.



Building Design and Materials

The designs of the buildings will vary across the site depending on location, use and site specific constraints. Generally a steel frame construction method will be adopted complemented with various wall cladding and roof panel systems.

Using a cladding panel system for the wall construction and a roof panel system offers a series of advantages:

Construction

Using a steel frame and cladding system offers a rapid build programme and design flexibility to enable buildings such as distribution centres to be operational as soon as possible.

Durability

A metal cladding system has the potential offer additional durability and give an industrial aesthetic. It can be more resilient to common causes of panel damage such as adverse weather conditions, chemical reactions and general wear and tear.

Aesthetics

Cladding systems offer multiple design solutions including a range of sizes, colours and textures. This enables a building to be designed to reflect a particular corporate image. This variation in colour and texture will help individual buildings stand out whilst still maintaining a coordinated and coherent development with a strong identity.





6.0

Sustainability

SUSTAINABILITY STRATEGY

The development team have adopted a number of strategies to achieve a sustainable development.

Contractors will consider using local suppliers, recycled materials and implement a Site Waste Management Plan (SWMP) which will be monitored throughout the construction phase.

External lighting has the potential to be designed to prevent light pollution. Internal lighting can be LED and equipped with PIR detection for energy saving. Rooflights will also help to maximise natural daylight within the proposed buildings.

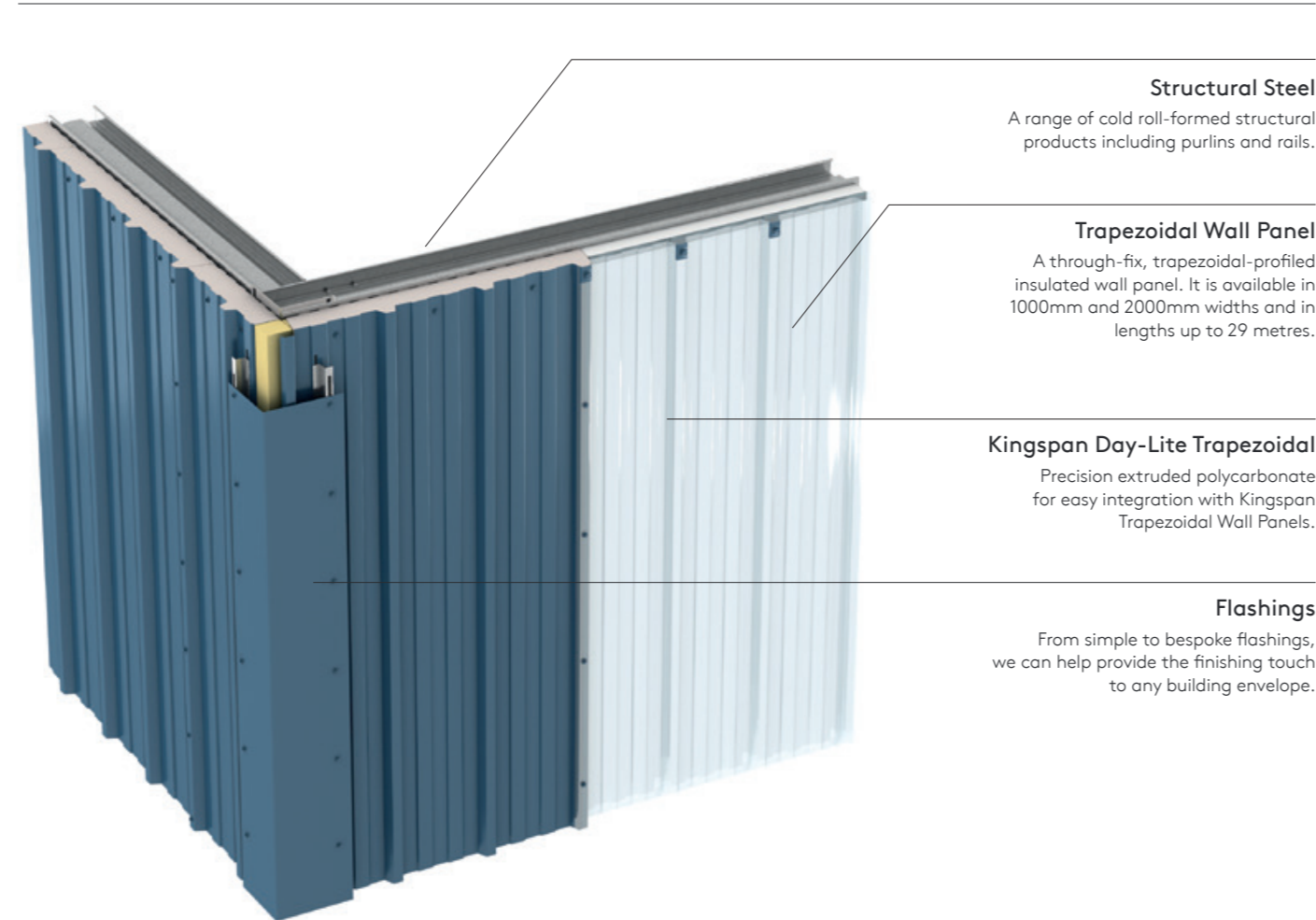
Refuse/Waste - Bin store provision will be provided for standard refuse collection and recycling. Occupiers will then be encouraged to work corroboratively to reduce and manage waste.

Choosing the right building materials can ensure a good thermal performance within the building resulting in reduced running costs in the long term. The material choice may also result in quicker build speeds allowing the business to commence working much quicker than originally planned. This allows businesses to quickly achieve a highly insulated building envelop which will ultimately save energy and maintenance costs across the life span of the building.

RW Wall System

Our popular RW Trapezoidal panel shows it's true versatility in that it can be used for both wall and roof applications and in both vertical and horizontal orientations. Added efficiencies can be realised during your build as the RW Trapezoidal panel is available in up to 2 metre widths as well as up to 29 metres in length.

Completing the RW Trapezoidal Wall Panel System is also a comprehensive, Kingspan-manufactured range of structural steel products and system accessories.



Structural Steel
A range of cold roll-formed structural products including purlins and rails.

Trapezoidal Wall Panel
A through-fix, trapezoidal-profiled insulated wall panel. It is available in 1000mm and 2000mm widths and in lengths up to 29 metres.

Kingspan Day-Lite Trapezoidal
Precision extruded polycarbonate for easy integration with Kingspan Trapezoidal Wall Panels.

Flashings
From simple to bespoke flashings, we can help provide the finishing touch to any building envelope.

Available cores:



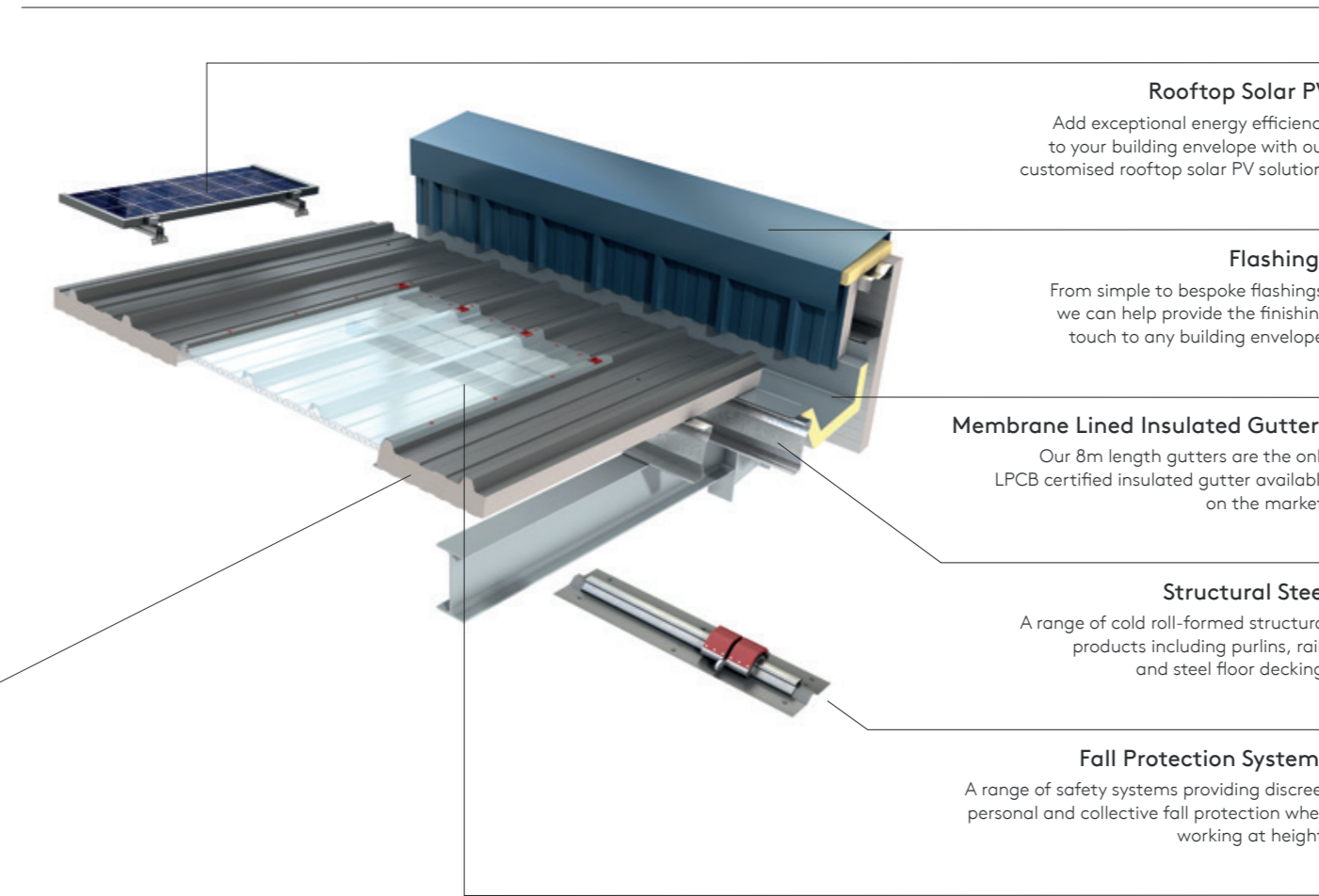
Example of a Kingspan Wall Detail

RW Pitched Roof System

Our popular RW Trapezoidal panel shows it's true versatility in that it can be used for both pitched roof and wall applications and in both vertical and horizontal applications. In roof applications the RW Trapezoidal panel can be installed on Kingspan's Structural Steel Products, fitted with Kingspan's LPBC-approved insulated gutter and detailed with our own flashings, corners, bullnoses, drip, ridge, verge and parapet profiles.

As part of the RW Pitched Roof System the panel integrates with Kingspan Day-Lite Trapezoidal and Upstand daylighting, Kingspan Fall Protection solutions and Kingspan Roof Mounted PV System. The RW Pitched Roof System is fully supported by our expert Technical Support team.

Available cores:



Rooftop Solar PV
Add exceptional energy efficiency to your building envelope with our customised rooftop solar PV solution.

Flashings
From simple to bespoke flashings, we can help provide the finishing touch to any building envelope.

Membrane Lined Insulated Gutters
Our 8m length gutters are the only LPCB certified insulated gutter available on the market.

Structural Steel
A range of cold roll-formed structural products including purlins, rails and steel floor decking.

Fall Protection Systems
A range of safety systems providing discreet personal and collective fall protection when working at height.

Kingspan Day-Lite Trapezoidal
Precision extruded polycarbonate for easy integration with Kingspan Trapezoidal Roof Panels.

Example of a Kingspan Roof Detail



Distribution centre for Waitrose in Milton Keynes using Kingspan products.



7.0 Conclusion

CONCLUSION

In conclusion, the scheme design takes account of the following key issues:

- A development of up to 418,000 m² / 4,500,000 sqft footprint made up of the following use classes:

B2 (General Industrial)
B8 (Storage and Distribution)
B1 (Business)

- A proposal which fully responds to the existing constraints and opportunities of the development site.
- A development which connects existing routes through the careful positioning of development blocks and provides a clear road infrastructure with 3 access points:

1) *Smiths Dock Road (Main Access)*
 2) *Tees Dock Road (Secondary Access)*
 3) *Tees Dock Road South (providing access to the wider STDC site)*

- A development which responds to its local surroundings preserving the industrial identity of the site. The material palette will reflect the aspirations of the Redcar South Bank site to be a modern, forward thinking high quality development whilst respecting the industrial heritage of the site. The proposed design has the potential to be contextual yet distinctive, with character areas responding to location, proportion and materiality.
- A proposal with the ability to offer a range of building sizes with heights up to a maximum of 40.21m AOD. This would be in line with the requirements for B2/B8/B1 uses.
- A development which provides employment potential within the area and possible future phases in the form of distribution centres, storage, manufacturing, assembly, industrial and ancillary offices.

The project team believe the proposed application will become a positive addition to the area.



