pod

Design & Access Statement

LICHFIELDS

Lackenby, Teesworks

Design & Access Statement

December 2020

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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 the Lackenby Site at South Tees, Redcar. The proposed site is located approximately 6km to the west of Redcar and approximately 5km from to east of Middlesbrough. The site is currently the location of the Southbank Steel Making Plant and is bound by the British Steel Buildings to the East, the A66 road to the south, Tees Dock Road to the west and an existing private road and rail corridor to the north. The site is within close proximity to the River Tees.

In order to attract key economic employers and provide jobs and employment for the surrounding areas, the application seeks to provide use classes including: B2 (General Industry), B8 (Storage or Distribution), and E (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'.

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

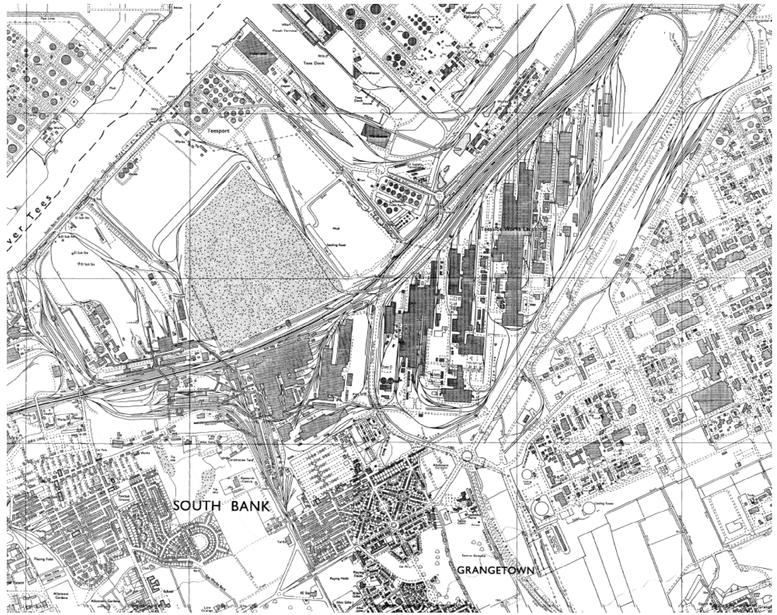
Surrounding Area Plan

2.0 Site and Surrounding STDC area

SITE HISTORY

The Teesside steelworks formed a continuous stretch along the south bank of the River Tees from the towns of Middlesbrough to Redcar. At the height of production there were 91 blast furnaces within a 10-mile radius of the area. By the late 1970's only one was left in operation in Teesside. Opened in 1979 and located near the mouth of the River Tees, the Redcar blast furnace was the second largest in Europe. The majority of the steelworks, including the Redcar blast furnace, Redcar and South Bank coke ovens and the BOS plant at the Lackenby site closed in 2015. The Teesside Beam Mill and some support services still operate at the Lackenby part of the site.

The Lackenby site is extensively occupied by the former SSI BOS and CONCAST steel-making facilities and former Tata Steel's vacant coil plate mill. Lackenby works and the Redcar Blast Furnace formed the majority of the Redcar integrated steelworks. The works were established by Engineering company Dorman Long to produce steel, primarily for their own projects. As part of the nationalization of the steel industry the works were incorporated into the British Steel Corporation and were privatized once again in the 1970s. The Lackenby works was a Basic Oxygen Steel-making (BOS) and Continuous Casting (ConCast) plant. It took iron produced in the Redcar Blast Furnace to produce steel. Scrap steel was also recycled as part of the process. There was no prior industrial activity on this site; the land was open fields up to the mid-1950s.



Lackenby

Lackenby - 1978

Lackenby

A view of Lackenby works from Cleveland Works side Teesdock Road showing Diesel locomotive and 'torpedoes' working between Clay Lane furnaces and BOS Plant, Concast, Plate Mill and No2 Primary Mill

3.0 Site and Surrounding STDC area

SITE ANALYSIS

The site is 35.8 ha (88.5 acres) and is bound by the British steel buildings to the East, the A66 road to the south, Tees Dock Road to the west and an existing private road and rail corridor to the north. The site is within close proximity to the River Tees.

The existing site is dominated by a series of large industrial buildings and chimneys occupied by the former SSI BOS and CONCAST steel-making facilities and former Tata steel's vacant coil plate mill. All buildings and structures are now disused and scheduled for demolition and remediation.

There are currently 3 access points to the site. Access point 1, an existing vehicular bridge to the south west linking to the Dorman Point site, access point 2 via the British steel entrance and access area 3 to the northern boundary linking to the existing vehicular and rail corridor.

The diagram opposite illustrates the full extent of the redline boundary and the area of land within the proposed development site. An additional access point is proposed to the south linking to the A1053, Trunk Road roundabout.

SITE LOCATION PLAN

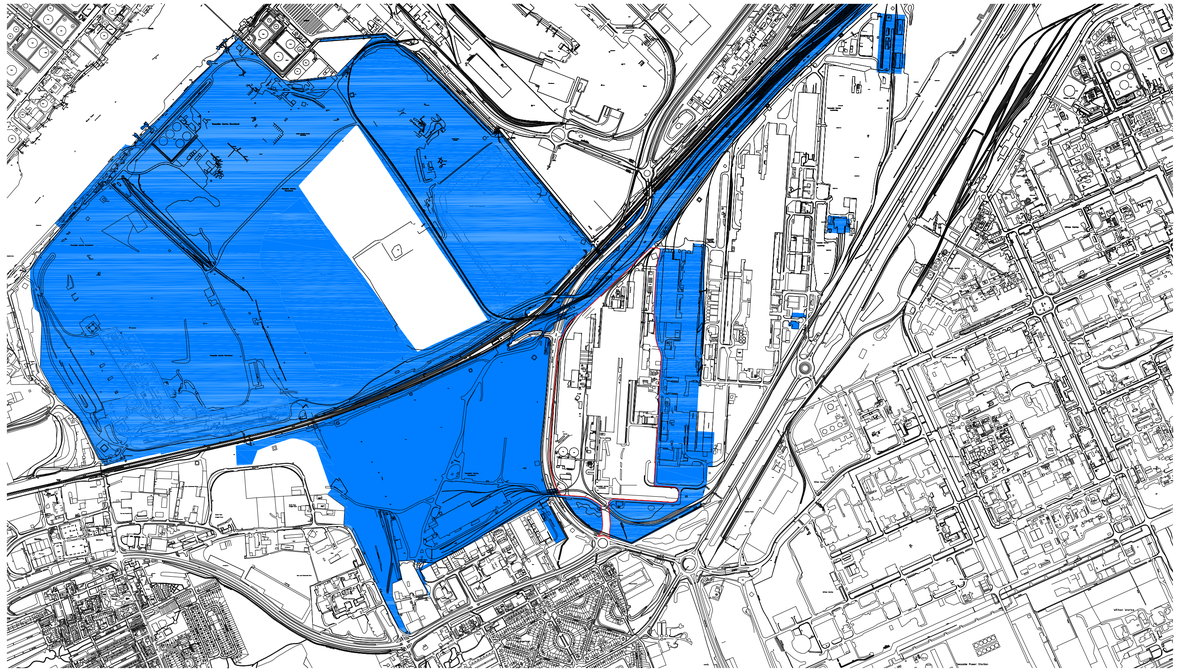
The location plan on the following page illustrates the land included within the application. The site offers great potential for substantial development.

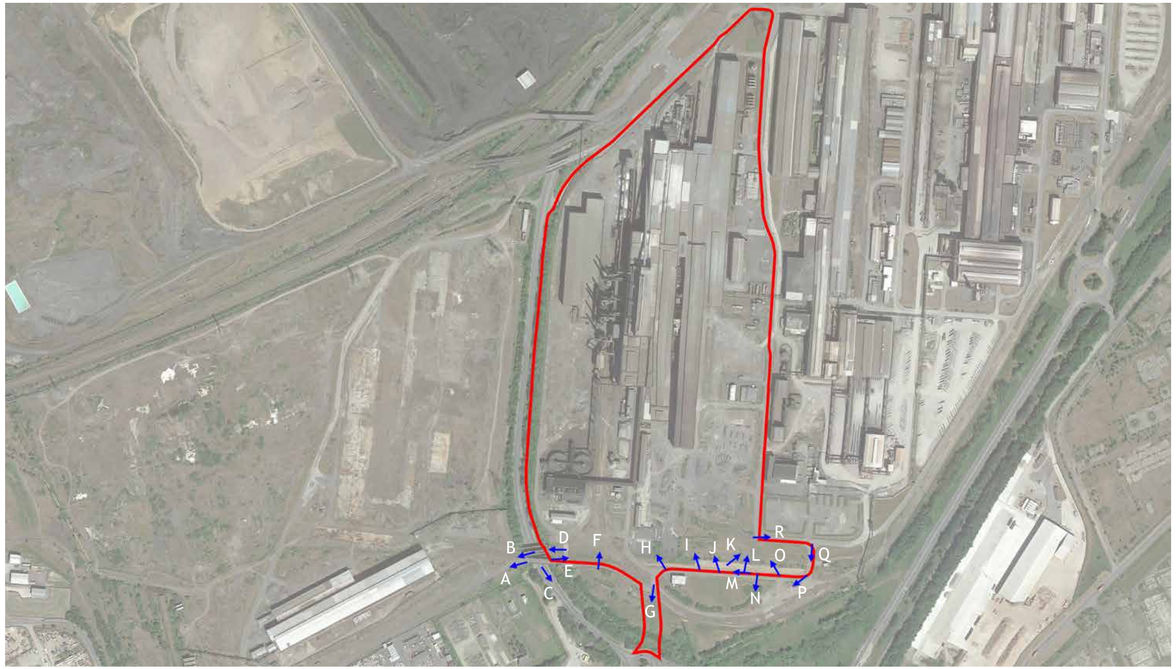
Site Location Plan

KEY

Development Site: 35.8 ha / 88.5 acres

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.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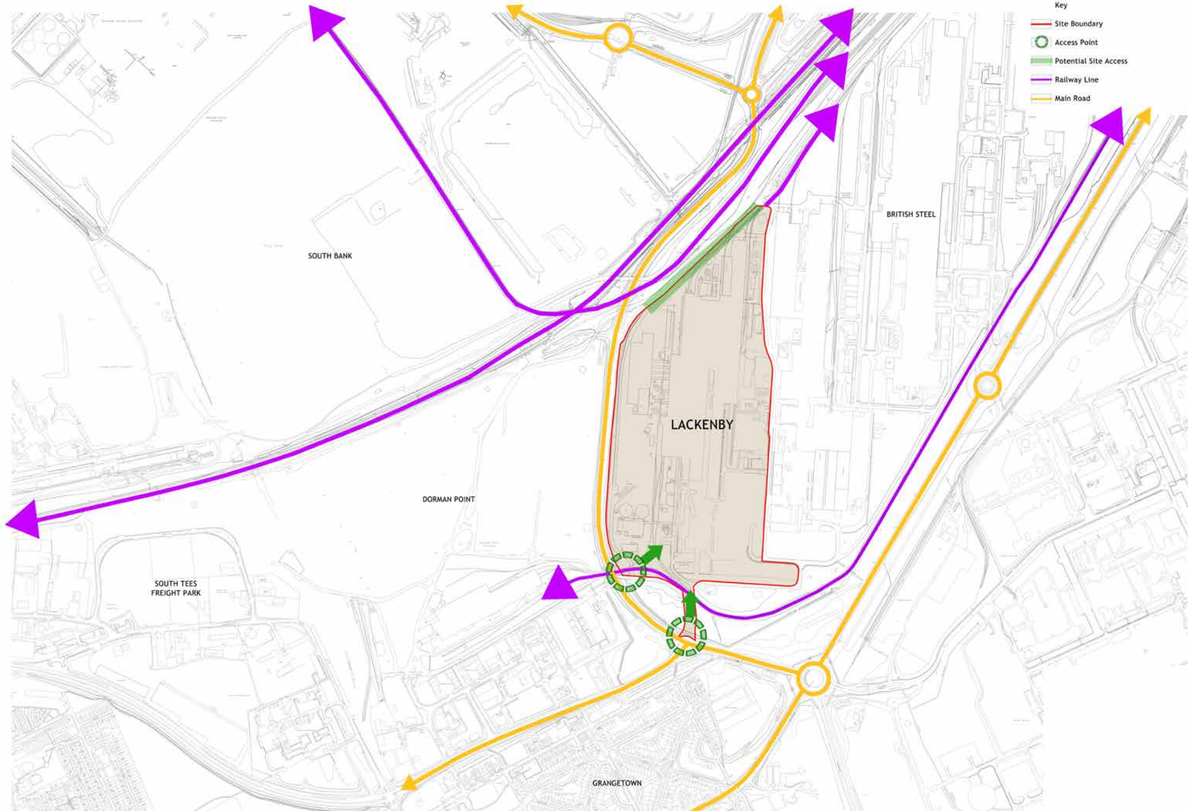
CONSTRAINTS AND OPPORTUNITIES

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

- The site is currently served by access points to the south west and along the northern edge.
- Two primary access points are proposed including a new one linking to the A1053, Trunk Road roundabout.
- The site provides good access to existing public and private transport infrastructure including roads, rail and docks.
- On the western boundary the tree lined Tees Dock road bounds the site, which provides separation from the Dorman Point site.
- The North of the site is bound by the existing rail and road corridor serving the wider industrial site.
- The site is predominantly flat offering a good base for development.

Site Location Plan



4.0 Site Access

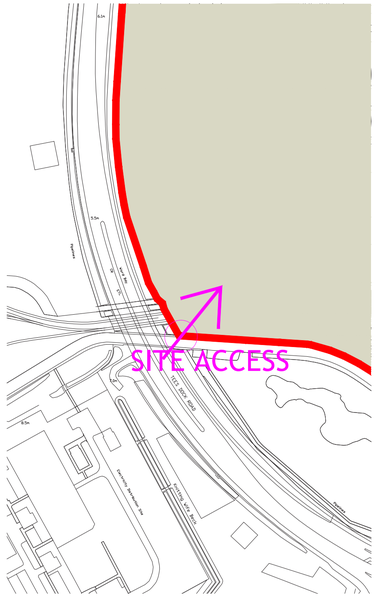
SITE ACCESS

Three potential site access points have been identified within the Lackenby Site application. These have been chosen to offer greatest flexibility for the occupiers.

- **Access one - Existing vehicular bridge to the south west linking to the Dorman Point site**
- **Access two - Proposed road to the south linking to the A1053, Trunk Road roundabout.**
- **Access three - Along the northern boundary linking to the existing vehicular and rail corridor**

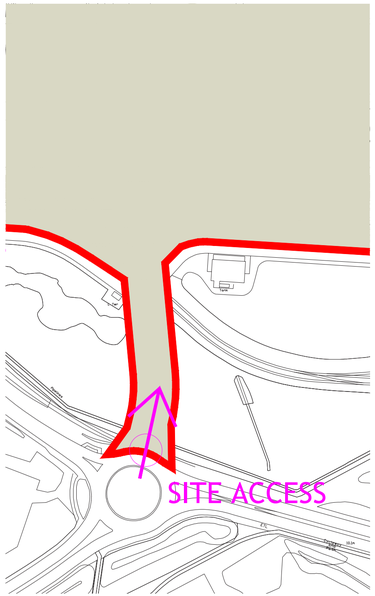
Site Access One

Access one - Existing vehicular bridge to the south west linking to the Dorman Point site



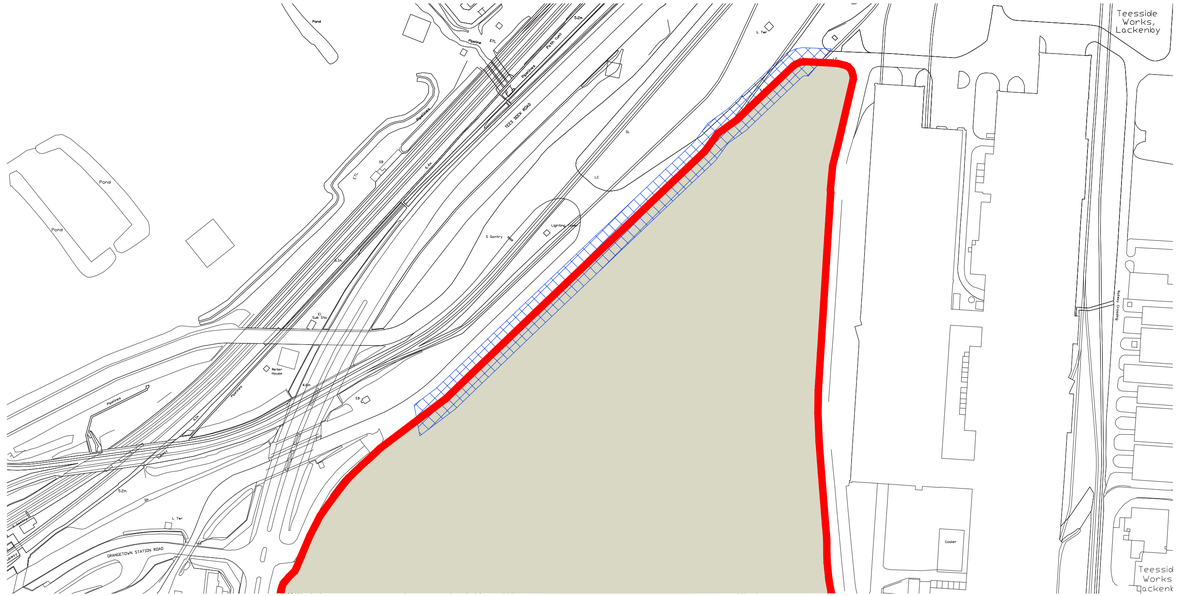
Site Access Two

Access two - Proposed road to the south linking to the A1053, Trunk Road roundabout.



Site Access Three

Access three - Along the northern boundary linking to the existing vehicular and rail corridor



5.0 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.

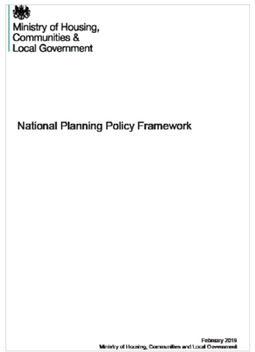
Policy ED6 notes that proposals within the South Tees Development Corporation area should have regard to the South Tees Area Supplementary Planning Document (SPD) and that proposals which positively contribute towards growth and regeneration will be supported. It goes on to note that where appropriate, 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

6.0 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 potential access points:

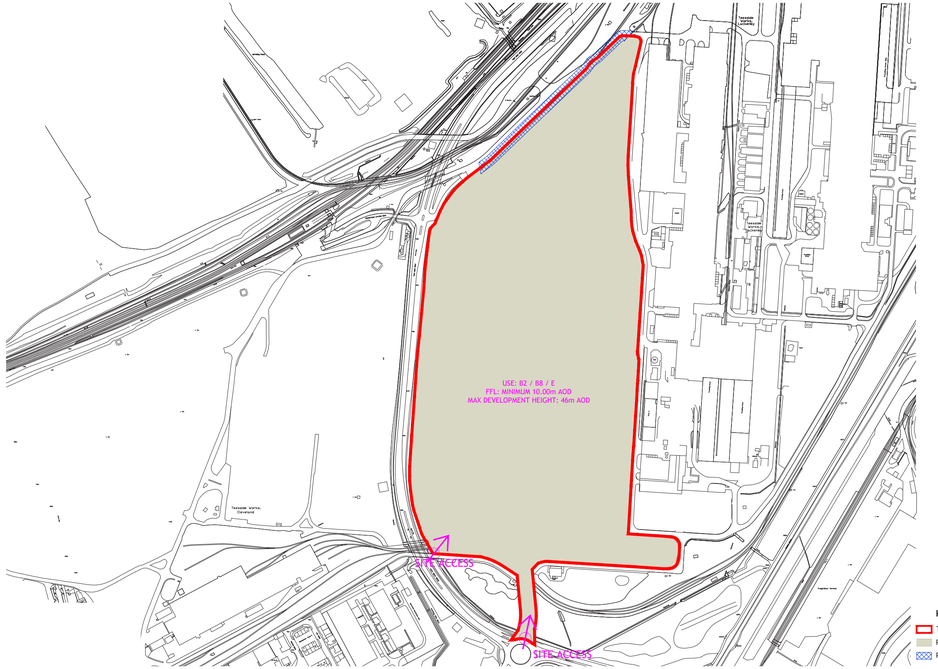
Development on the site will be made up of three use classes:

- **B2 General Industry.**
- **B8 Storage or Distribution.**
- **E Commercial, business and Service (maximum 10%).**

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 floor level of 10.00m AOD and a maximum development height of 46.0m 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) E (Office)(maximum of 10% of overall floorspace)
Maximum Floorspace	92,903 m^2 / 1000,000 sqf
Maximum Building Height	36m
Finished Floor Level	Minimum 10.00m AOD
Maximum Development Height	46m AOD
Access	Access is reserved and details will be submitted at the Reserved Matter stage of the planning process. An indicative location is shown on the Parameters Plan



7.0 Development Proposals

DEVELOPMENT PROPOSALS

The Illustrative layout shows up to 92,903 m2 / 1,000,000 sqf footprint of:

- B2 (General Industrial)
- B8 (Storage and Distribution)
- E (Commercial, business and Service)

The layout shows a range of sizes that could be designed for distribution centres, storage, manufacturing, assembly, industrial and others including ancillary offices.

The illustrative arrangement plan has been designed to demonstrate how buildings of a range of scales could be arranged across the site, showing a huge flexibility with good road and rail links.

The proposed development has the potential to offer a range of building sizes with heights with a maximum development height of 46m AOD. This would be in line with the requirements for B2/B8/E uses. This is in line with existing buildings on neighbouring sites.

The material palette will reflect the aspirations of the Redcar Lackenby 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. Steel frame construction has the potential to be adopted, which would be 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.

8.0 Sustainability

SUSTAINABILITY STRATEGY

The development team have identified a number of potential 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 collaboratively 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.

Available cores:

PIR FIRE*safe* ECO*safe*

POWERED BY QuadCore TECHNOLOGY

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.

Example of a Kingspan Wall Detail

RW Pitched Roof System

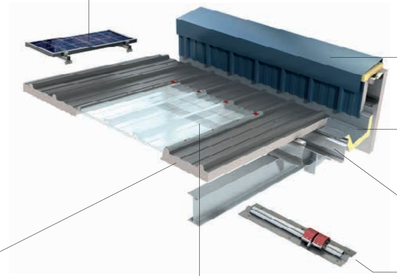
Our popular RW Trapezoidal panel shows it's true versatility in that it can be used for both pitched roof and wall applications and in both vertical and horizontal applications. In roof applications the RW Trapezoidal panel can be installed on Kingspan's Structural Steel Products, fitted with Kingspan's 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:

PIR FIRE*safe* ECO*safe*

POWERED BY QuadCore TECHNOLOGY



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.

9.0 Conclusion

CONCLUSION

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

- A development of up to 92,903 m2 / 1,000,000 sqf footprint made up of the following use classes:
  - *B2 (General Industrial)*
  - *B8 (Storage and Distribution)*
  - *E (Commercial, business and Service) maximum 10%*
- 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 three potential access points.
- A development which responds to its local surroundings preserving the industrial identity of the site. The material palette will reflect the aspirations of STDC 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 46m AOD. This would be in line with the requirements for B2/B8/E 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.

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Design & Access Statement