

The St. Nicholas Building 0191 261 5685
St. Nicholas Street newcastle@lichfields.uk
Newcastle upon Tyne NE1 1RF lichfields.uk

The St. Nicholas Building 0191 261 5685
St. Nicholas Street newcastle@lichfields.uk
Newcastle upon Tyne NE1 1RF lichfields.uk

David Pedlow
Redcar & Cleveland Borough Council
Redcar & Cleveland House
Kirkleatham Street
Redcar & Cleveland
TS10 1RT

Date: 17 August 2021
Our ref: 63455/01/NW/JW00/20051672v1
Your ref:

Dear Mr Pedlow,

Planning application: South Bank, Teesworks

We are pleased to submit, on behalf of our client South Tees Development Corporation ‘Teesworks’, an application seeking full planning permission for the following:

‘Proposed change of use of land to B2/B8 use, the laying of hardstanding, and the erection of boundary fencing’

The Site and Surroundings

The application site is located to the east of Smith’s Dock Road, on the southern bank of the River Tees. The site is accessed via a fourth limb of the Dockside Road/Smith’s Dock Road roundabout.

The site, approximately 1.3 hectares in size, is currently vacant land. Buildings on the site are absent but the majority of the site is hardstanding and can be classified as previously developed.

The Proposal

The application seeks full planning consent for the change of use of the site to B2/B8 use, along with laying of hardstanding across the site, and the erection of boundary fencing.

The hardstanding would be finished with stone, as opposed to the existing tarmac finish.

The fencing would be 2.4m in height with a 3mm diameter weldmesh. The topping of the fencing would be 0.5m vertical extensions with 3 lines of barbed/razor wire, resulting in a maximum height of 2.9m.

The application site would form the new ‘Freeport’ at Teesside providing an area designated by the Government with little or no tax in order to encourage economic activity.

Planning Policy Context

National Planning Policy Framework (NPPF)

The following sections are considered to be relevant to the proposal:

- NPPF Part 2 – Achieving sustainable development
- NPPF Part 4 – Decision-Making

- NPPF Part 6 – Building a strong, competitive economy
- NPPF Part 9 – Promoting sustainable transport
- NPPF Part 11 – Making effective use of land
- NPPF Part 12 – Achieving well-designed places
- NPPF Part 14 – Meeting the challenge of climate change, flooding and coastal change
- NPPF Part 15 – Conserving and enhancing the natural environment

Redcar and Cleveland Development Plan (May 2018)

The following sections are considered to be relevant to the proposal:

- Policy SD1 – Sustainable Development
- Policy SD4 – General Development Principles
- Policy sd6 – Renewable and Low Carbon Energy
- Policy SD7 - Flood and Water Management
- Policy LS4 – South Tees Spatial Strategy
- Policy ED6 – Promoting Economic Growth
- Policy N4 - Biodiversity and Geological Conservation

Planning Assessment

This section shall assess what are considered to be the main planning merits of the proposal against the relevant national and local planning policies.

Principle of the Development

The application site is located within the South Tees Development Corporation area (policy LS4) and within a Protected Employment Area (Policy ED6).

The development seeks to change the use of the land to B2/B8 use, employment uses which would be appropriate in this policy context. Furthermore, the site would be used as a designated 'Freeport', one of ten within the UK which brings unique opportunities to the wider area, and serves to satisfy the aspirations of policy LS4 insofar as supporting the wider regeneration of the South Tees Development Corporation area, and helping support the expansion and long-term protection of the port and logistics sector. The Freeport will give the area a unique identity in comparison to its competitors making it attractive for inward investment, as demonstrated through the LM Wind development proposal.

Visual Amenity

The application site is currently vacant land, absent of buildings but predominantly covered with hardstanding in the form of tarmac. The value of the land in amenity terms is considered to be low.

The proposal would result in little change visually. The hardstanding would be of a higher quality through a stone finish as opposed to tarmac. The proposed fence around the boundary of the site for security purposes would be constructed from mesh panels. In an industrial/employment setting, the hardstanding and fencing would appear entirely appropriate.

Flood Risk and Drainage

The application is supported by an Enabling Earthworks and Remediation Strategy Report, prepared by Arcadis, dated August 2021.

The report deals with flood risk, amongst other matters, and identifies the site is at very low risk of flooding with a less than 0.1% chance of flooding in any year.

The site is currently predominantly hardstanding and it is not therefore considered that the proposed development would result in an increased risk of flooding elsewhere.

The Wood “Flood Risk Assessment and Drainage Strategy Flood Risk Assessment and Drainage Strategy” (Ref. 41825-WOOD-XX-XX-RP-OW-0001_A_PO1) concluded that the potential import of up to 500mm mudstone onto the site did not increase the surface water flood risk.

Ground Conditions

The application is supported by an Enabling Earthworks and Remediation Strategy Report, prepared by Arcadis, dated August 2021.

The aforementioned report deals with contaminant distribution across the site and outlines the redevelopment and enabling works required which comprise of turning over the Made Ground to a depth of up to 2.5m below finished level. This will include removal and crushing of relic structures and obstructions, removal and treatment of environmental contamination as required and replacement of treated material to formation levels for development.

The report outlines a remediation strategy which is considered to be acceptable in ensuring the site is brought to an acceptable standard and reduces the risk of harm to human health by way of contamination.

Summary

To summarise, the application proposes a key element of the wider regeneration of the South Tees Development Corporation area in the form of the Freeport. Its development cements the region’s place as an area attractive for inward investment which in turn helps meet the aspirations of the Redcar and Cleveland Local Plan.

The application is supported by the following documents:

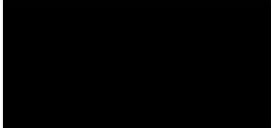
- Completed application form
- Application plans
- South Bank Early Remediation Area Red Line Boundary (ref: TSWK-STDC-SBK-ZZ-DR-C-0038)
- Supporting Information
- Proposed Fence Details
- Cover Letter
- Enabling Earthworks and Remediation Strategy Report, prepared by Arcadis, dated August 2021
- Memo, prepared by Arcadis, dated 16 August 2021
- Flood Risk Assessment and Drainage Strategy Flood Risk Assessment and Drainage Strategy (ref: 41825-WOOD-XX-XX-RP-OW-0001_A_PO1), prepared by Wood Environment & Infrastructure Solutions UK Limited, dated June 2019

The requisite planning application fee of £2,028 has been paid via the Planning Portal.



We trust that you have sufficient information to validate this application. If you require any further information or clarification, then please do not hesitate to contact me.

Yours sincerely,



Phil McCarthy
Associate Director

Copy