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

**Date:** 18 August 2021  
**Our ref:** 63455/01/NW/JWoo/  
**Your ref:**

Dear Mr Pedlow,

## **Planning Application: South Bank, Teesworks Access Road**

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

*‘Proposed access road’*

## **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 3.3 hectares in size, is previously developed land.

## **Relevant Planning History**

The following planning history is considered to be of relevance to this application:

- R/2020/0357/OOM - Outline planning application for demolition of existing structures on site and the development of up to 418,000 sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class B1), HGV and car parking and associated infrastructure works all matters reserved other than access – Approved 03.12.2020

## **The Proposal**

The application seeks full planning consent for the erection of an access road, approximately 1.1km in length.

The site area is approximately 3.3ha. Around 4670m<sup>2</sup> of the proposed access road falls outside of the development area of the outline application R/2020/0357/OOM. The purpose of this application is to achieve full planning consent for the entirety of the access road.

## **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.

### **EIA Screening**

We have given consideration to the relevance of this application to The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The scheme falls within Paragraph 10F of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 which relates to construction of roads. This development comprises the construction of an access road with a site area of 3.3ha.

For Schedule 2 developments, EIA is required only in situations where the development could give rise to significant environmental effects due to the characteristics of the development, the environmental sensitivity of the area or the characteristics of the potential impacts. The documents enclosed with this application demonstrate that the scheme does not give rise to significant environmental effects.

The application site falls predominantly within the development area of application R/2020/0357/OOM. The outline application was EIA development and the environmental impacts of the proposal were thoroughly and robustly assessed and it was subsequently determined that the effects of the development would be negligible and kept to a minimum.

The site, which is the subject of this application, has a site area of 3.3ha of which approximately 4670m<sup>2</sup> falls outside of the development area of application R/202/0357/OOM. In the context of the size of the outline

development area (174ha), we are of the view that the addition of less than 0.5ha of access road would have a negligible impact and would not affect the conclusions of the aforementioned environmental statement.

As the site falls within the thresholds of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, we note that the Redcar and Cleveland Borough Council are required to formally screen the application on submission under the requirements of Regulation 6. We would appreciate it if the Redcar and Cleveland Borough Council could confirm in writing that it agrees with our view that the scheme is not an EIA development.

### **Principle of the Development**

The majority of the access road benefits from an extant outline planning consent, with the exception of approximately 4670m<sup>2</sup>. The access road is required to support the wider South Bank development which is considered to align with the aspirations of policy LS4 and the South Tees Spatial Strategy.

### **Transport**

The majority of the access road has been granted outline planning consent as part of application R/2020/0357/OOM. The outline application was EIA development and the transport implications were thoroughly assessed in the submitted South Industrial Zone Environmental Statement July 2020 Volume 2 Chapter C – Transport.

The aforementioned report considered the effect of the proposed development on the surrounding transport network, including the potential effects of the predicted traffic associated with the proposed development.

The report concluded that any residual effects would not be significant and an STDC transport strategy would mitigate any adverse effects.

Approximately 4670m<sup>2</sup> of the site area falls outside of the development area of the outline consent. It is not considered that the increase, in the context of the 174ha site, would result in a change to the conclusions of the Environmental Statement chapter. The road will be constructed to an acceptable standard with appropriate width, materials, and visibility, whilst the intensity of its use would be determined by the approved general industry, storage and distribution facilities.

### **Biodiversity**

The application is supported by a South Bank Access Road Ecology Report, prepared by Inca, dated July 2021.

The ecological impacts of the access road were considered in detail as part of application R/2020/0357/OOM which proposed the demolition of existing structures and redevelopment of approximately 174ha of land.

At its closest point the road would be almost 600m away from the Teesmouth and Cleveland Coast SPA and its constituent SSSI and 900m from the Teesmouth and Cleveland Coast Ramsar site.

The road would result in the loss of approximately 0.2ha of grassland habitat, which is of at least moderate quality. The remainder of the habitats which would be lost, which in total would be of the order of <1ha, are of poor quality.

Other than some limited potential for nesting birds, no protected or priority species were identified in the consented development as being present within the route of the proposed access road or in close enough proximity that they might otherwise be affected by the access road.

The loss of the aforementioned habitat would be accounted for as part of application R/2020/0357/OOM. The report makes two recommendations to ensure nesting birds would not be affected by the development and that precautions are taken with regard to Japanese Knotweed.

The report concludes that, subject to the aforementioned recommendations, the proposal would be acceptable from an ecological perspective.

## **Flood Risk and Drainage**

The application is supported by a Flood Risk Assessment and Drainage Strategy, prepared by BGP, dated 17.08.2021.

The site falls within Flood Zone 1 and is at very low risk of flooding with a less than 0.1% chance of flooding in any year. The proposed development, an access road, is identified as a water compatible form of development and is wholly appropriate in this location.

A cross section of the road (ref: LMWIN-BGP-XX-XX-DR-C-001) has been submitted which demonstrates that the road surface would incorporate a slight curvature to ensure water does not stand on the surface and is directed towards kerb drains. The surface water will be discharged via below ground drainage network into the new site drainage channel, being constructed as part of the wider South Bank development.

The new drainage channel has been sized to accept unrestricted surface water flows from the South Bank development, prior to discharge into the River Tees.

The system should be designed in order to prevent flooding to the proposed buildings or adjacent sites for rainfall events up to and including the 1 in 100-year rainfall event with an allowance of 40% for climate change.

The proposed surface water discharge will be equal to or less than the existing and the impermeable areas of the site will be positively drained via a proposed drainage network.

## **Ground Conditions**

The application is supported by South Bank Access Roads – Environmental Assessment Summary, prepared by Arcadis, dated 16 August 2021.

The report outlines the findings of ground investigations of the application site in 2020 and 2021 using trial pits, soil testing and chemical analysis for a variety of contaminants including asbestos.

The factual findings of the 2020 investigation found that there were no risks to human health based on the future end use of the site. With the exception of a single detection, the factual findings of the 2021 ground investigation concluded that there were also no risks to human health based on future end use with the exception of a single detection.

The report finds that soil identified to contain contaminants above the human health screening criteria and/or trace levels of asbestos would be suitable for the future end use as an access road below a clean cover system to break the inhalation exposure pathway. We consider the construction of a road, comprising hardstanding, to provide an appropriate cover system to break the exposure pathway, and on the basis would be acceptable for the future end use.

## **Summary**

To summarise, the application seeks full planning consent for the access road to the South Bank Teesworks area.

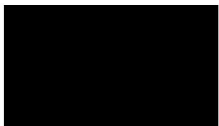
The application is supported by the following documents:

- Completed application form
- Application plans
  - Highway Proposals (ref: LMWIN-BGP-XX-XX-DR-C-001)
  - Proposed Longsections (ref: LMWIN-BGP-XX-XX-DR-C-002)
  - Site Location Plan (ref: LMWIN-BGP-XX-XX-DR-C-003)
  - Existing Site Plan (ref: LMWIN-BGP-XX-XX-DR-C-003)
- Cover Letter
- Flood Risk Assessment and Drainage Strategy, prepared by BGP, dated 17.08.2021
- South Bank Access Roads – Environmental Assessment Summary, prepared by Arcadis, dated 16 August 2021
- South Bank Access Road Ecology Report, prepared by Inca, dated July 2021
- South Industrial Zone Environmental Statement July 2020 Volume 2 Chapter C – Transport
- South Industrial Zone Environmental Statement July 2020 Volume 2 Chapter D – Biodiversity and Ecology
- South Industrial Zone Supplementary Environmental Statement September 2020 Volume 3 Technical Appendices (Section 3 Transport)
- South Industrial Zone Supplementary Environmental Statement September 2020 Volume 3 Technical Appendices (Section 4 Biodiversity and Ecology)

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