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Redcar and Cleveland Borough Council
Redcar and Cleveland House
Kirkleatham Street
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TS10 1RT

Date: 9 September 2022

Our ref: 63262/01/AGR/HO/25590867v1

Your ref:

Dear David

Detailed Planning Application: Park and Ride at Steel House, Redcar

We are pleased to submit on behalf of our client, South Tees Development Corporation (“STDC”) (hereafter “Teesworks”), an application seeking detailed planning permission for the following:

“Formation of hardstanding, buildings, access roads, associated facilities and landscaping works in association with the creation of a parking facility”

Located in the north east of the Teesworks area, the site is immediately north east of the existing Steel House office buildings and part of the wider Steel House site.

Application Background

STDC, known as Teesworks, was created in 2017 with the objective of delivering area wide, transformational economic regeneration within its constitutional area, to augment the wider economic growth plans of the Tees Valley. Representing the largest single regeneration opportunity in the UK, Teesworks’ regeneration programme will be pivotal in transforming the South Tees area into a national asset for new industry and enterpriser, making a substantial contribution to the economic growth and prosperity of the region.

As part of this transformation, it is essential that sufficient parking areas are provided to support the workforce operating in the Teesworks area. The development proposed by this application forms a key part of the parking solution for the Teesworks area, both during the construction of new development and once developments are operational.

The Application Site

The site comprises approximately 14.2 hectares of land located to the east and north of the former Steel House car parks and includes a section of the A1085 (Trunk Road) as defined on the accompanying Site Location Plan. The site is free from built structures and currently comprises a series of landscaping mounds approximately 8 - 10m above

prevailing ground level which is around 4 to 5m AOD. In terms of ground cover on the site, the majority of the site is bare earth, however, there are trees, grassland and scrub around the eastern, southern and western parts of the site.

Planning permission is sought separately (Ref. R/2022/0494/FFM) for the removal of the aforementioned mounds to create a level site with a minimum ground level of 5.1m AOD. It is anticipated that this permission will be implemented prior to any works starting on the scheme which is subject of this application.

The site is all within Flood Zone 1, and contains no waterbodies, although it does contain a short section of watercourse which connects Steel House Lake to the Fleet Beck, which lies to the north of the site beyond the railway line. Steel House Lake, which is located to the west of the site, immediately beyond the Steel House office buildings, is fed by the Ash Gill Beck, which flows to the south west of the site under the A1085 into a short open channel before discharging into the lake.

Teesdale Way Long Distance Route runs along the A1085 within the south of the site and then heads north through the eastern edge of the site.

The site is bound by the former car park to the Steel House offices to the west, the A1085 trunk road (and its southern verge) to the south, the Darlington to Saltburn railway line to the north, and by open grassland to the east.

Proposed Works

The development proposed is for a new park and ride car park to serve the Teesworks area. Specifically, the development comprises:

- A car park, with the following number of spaces:
 - 1,254 No. car parking spaces;
 - 30 No. motorcycle parking spaces;
 - 45 No. mini bus / van parking spaces;
 - 30 No. disabled parking spaces;
 - 150 E.V. Charging spaces;
 - 80 No. Cycle spaces in 8 No. shelters; and
 - 14 No. staff parking spaces.
- A new access road off the A1085 Trunk Road;
- Works to the Ennis Road, Trunk Road junction;
- Internal roads which include access barriers, drop off/pick up points and two roundabouts;
- Security office and induction building;
- Amenity building;
- Electricity Sub-station and IT building;

- Bus shelters, bus stops and holding bus spaces;
- Landscaping; and
- Drainage infrastructure.

The car park will be accessed via a new signalised junction connecting the A1085 Trunk Road with the site access road. The Ennis Road/Trunk Road junction will remain left in/left out and a new slip road will be provided as part of the proposals.

The intention is for the car park to be used by people employed within the Teesworks area, whether temporarily (i.e. during construction) or permanently (i.e. once new developments are operational). Whilst public bus stops and public pick up/drop off points are shown on the Layout Plan these are intended for use by workers travelling to the park and ride facility by public transport or being dropped off/picked up, rather than for use by the general public.

The security office and induction building will be used for general security and site management, and as an induction facility for people working in the Teesworks area for the first time, whilst the amenity building provides toilets. The contemporary design of the buildings respond architecturally to their industrial setting. Details of the final materials that are to be used in the construction of the buildings and other structures has not yet been determined, and details will be submitted to the Council for approval once known.

The layout plan shows a range of structures, for which detailed design is not yet known. It is proposed that a condition(s) is attached to any grant of planning permission requiring submission of the detailed design of these structures prior to their erection on site. This approach is proposed for the following types of structure:

- 1 Bus Shelters;
- 2 Cycle shelters;
- 3 Access barriers; and
- 4 Boundary fences;

As shown on the Illustrative Landscape Site Plan, a comprehensive landscaping scheme is proposed including a tree lined access road and a native woodland buffer around the edges of the site, along with the retention of existing woodland on the western side of the site adjacent to the existing Steel House car parks.

Further details are available to view on the accompanying technical documents and suite of plans submitted as part of this application.

Assessment against Planning Policy

The statutory development plan for the proposed development site comprises

- Redcar & Cleveland Local Plan (adopted 2018); and
- The Tees Valley Joint Minerals and Waste Development Plan Documents, comprising:
 - i Minerals and Waste Core Strategy DPD (adopted September 2011); and

ii Minerals and Waste Policies and Sites DPD (adopted September 2011).

Alongside the Local Plan, RCBC prepared the South Tees Area Supplementary Planning Document (“SPD”) (also adopted in May 2018) to support economic and physical regeneration of the South Tees area and provide guidance on the interpretation of local planning policy documents. The SPD was informed, and is supported, by the South Tees Regeneration Master Plan which was originally adopted by STDC in 2017.

The Master Plan was subsequently updated, most recently, in November 2019. It sets out the vision for transforming the STDC area into a world-class example of a modern, large-scale industrial business park by providing a flexible development framework where land plots can be established in a variety of sizes to meet different occupier needs in the most efficient manner possible.

We have, therefore, assessed the proposal against the above documents.

Principle of Proposed Development

Different parts of the site are subject to different Local Plan policy designations as follows:

- 1 All of the site falls within the area designated as the South Tees Development Corporation Area (Policy LS4/ED6), within the 6km Special Protection Area (‘SPA’) buffer zone (Policy N4) and within the Restoration Landscape designation (Policy N1).
- 2 The majority of the site, with the exception of the north western corner, is designated in the Local Plan as a ‘Green Wedge’ (Policy N2), a ‘Restoration Landscape Area’ (Policy N1) and lies outside of the development limits (Policy SD3), as defined on the Local Plan proposals map.
- 3 The eastern edge of the site is subject to the same designations as those set out under point 2 and lies within the Coatham Marsh Local Wildlife Site (‘LWS’) (Policy N4) and Coatham Marshes Primary Open Space (N3).
- 4 The north western corner of the site, falls within an area designated in the Local Plan as a Protected Employment Area (Policy ED6).
- 5 The southern part of the site falls within an area designated as a Strategic Landscape Area (Policy N2).

Planning policies relevant to the principle of the proposed development are set out below. Other policies relevant to technical matters at the site are summarised at the end of the section.

Policy SD 3 (Development Limits) restricts development to a list of specified exceptions though does not include development activities related to car parking. The supporting text explains that the purpose of defining development limits is ‘*to contain future development and to make a clear distinction between the urban area and the countryside*’. The aim of the approach is to prevent uncontrolled urban sprawl and deliver sustainable development.

Given the nature of the proposed works and the fact that this particular area beyond the limits to development is characterised by the former industrial uses that have taken place there, the proposals would not undermine the general objective of keeping separate the urban area from countryside. Furthermore, the remainder of the Green Wedge allocation to the north and east of the application site, will continue to serve to control new development coming forward.

It is, therefore, considered that the proposed development in this specific area beyond the defined limits to development will not undermine the overall purpose and objectives of Policy SD3 for defining 'development limits'.

Policy N2 (Green Infrastructure) describes green wedges as '*...open areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; are valuable for local amenity, recreation and wildlife.*' In this context, it is considered that the proposed development would not significantly undermine the green wedge allocation.

Policy N2 states that "*Development within green wedges will only be allowed where:*

- i it would not result in physical or visual coalescence of built-up areas;*
- ii it would not adversely impact on local character or the separate identity of communities;*
- iii it would not adversely impact on recreational opportunities;*
- iv it would not adversely impact on biodiversity; and*
- v proposals are in accordance with Policy SD3."*

The application proposals will provide a surface car park and associated infrastructure in a location that has historically been characterised by industrial operations. The application does not propose any form of development that would change this character. The area will remain inaccessible to the general public for recreation purposes and therefore, does not contribute to recreational opportunities. Impacts upon biodiversity are addressed in the accompanying documentation and summarised below. As such, the proposed development satisfies all criteria of the policy with the exception of criterion (v). However, as discussed above, the proposed development will not undermine the purpose of development limits, and thus the weight that should be placed on any failure to meet this criterion is diminished.

It should also be noted that the size of the overall Green Wedge allocation is 217ha, and the part of the application site which encroaches into it is circa 11.6 ha, which is in the order of 5% of the total area.

Policy N2 states that Strategic Landscape Areas, particularly along key transport corridors will be protected with enhancements supported. Whilst the proposals include some minor alterations to the A1085 for junction arrangements, it will not affect the quality of functionality of the Strategic Landscape Area designation. The proposals are therefore in alignment with this part of Policy N2.

Policy N4 (Biodiversity and Geological Conservation) states that priority will be given to protecting internationally important sites including the Teesmouth and Cleveland Coast SPA. Any development that is likely to have a significant effect on the SPA will be subject to an Appropriate Assessment. Development requiring an Appropriate Assessment will only be allowed where it can be determined that, taking into account mitigation, the proposal would not result in an adverse effect on the SPA's integrity, either alone or in combination with other plans and projects.

With respect to LWSs, Policy N4 states that development that is likely to have an adverse impact on LWSs will only be approved where the benefits clearly outweigh any adverse impact on the site, no reasonable alternatives are available, and mitigation, or where necessary compensation, is provided for the impact.

A Shadow HRA is submitted with the application, which includes an Appropriate Assessment which concludes that the development will not cause adverse effects to the integrity of the SPA and Ramsar sites, either alone or in combination with other plans and projects.

An Ecological Impact Assessment is submitted with the application which assesses the impact on Coatham Marsh LWS and other designated sites. Subject to mitigation being secured planning condition(s), the development will not result in significant harm to any designated sites, Priority Habitats or Priority Species.

Policy N3 (Open Space and Recreation) states that redevelopment of primary open space will only be allowed where there is a proven excess of such provision and the loss won't result in a shortfall in the plan period or where recreational facilities within the LWS will be enhanced or where the community would gain equivalent or greater benefit from the provision of alternative open space, and in all cases, the loss would not harm the character and appearance of the surrounding area.

The Redcar and Cleveland Open Space Assessment (2016) which formed part of the evidence base for the Local Plan identifies that across the borough there is 3.3ha of generic open space per 1,000 population, which exceeds the minimum local standard of 1.2ha per 1,000 population and within Redcar there is 4.3ha per 1,000 population. Notably, the Coatham Marsh open space, which is a Natural Space into which the development encroaches is approximately 54 hectares in size, and the proposed development would lead to the loss of only circa 0.5ha of this. Therefore, the development meets the required criterion on Policy N3 as there is a proven excess of open space, both in Redcar and the Borough and therefore the loss of circa 0.5ha will not lead to a shortage in supply. As discussed above the development would not harm the character and appearance of the surrounding area which is largely industrial in nature.

Policy LS 4 (South Tees Spatial Strategy) of the adopted Local Plan sets out a series of key economic, environmental and connectivity objectives for the South Tees area. Those of particular relevance include the following:

a. deliver significant growth and job opportunities through the South Tees Development Corporation and Tees Valley Enterprise Zone at Wilton International and South Bank Wharf;

b. support the regeneration of the South Tees Development Corporation area through implementing the South Tees Area Supplementary Planning Document;

k. enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;

n. support the extension of the road network to unlock the development potential of South Tees;

s. maintain and improve public transport connectivity with settlements in the Borough and beyond;

u. maintain and enhance walking and cycling routes from nearby towns to the South Tees employment areas; and

y. protect European sites, and safeguard and improve sites of biodiversity interest particularly along the River Tees and the estuary and encourage integrated habitat creation and management.

The proposed park and ride scheme will contribute to and help to realise all of the above objectives and, therefore, comply with the wider spatial strategy for the area and Policy LS 4 of the Local Plan.

Policy ED 6 (Promoting Economic Growth) of the Local Plan protects land within existing industrial estates and business parks, including 'Land at South Tees', which includes the north western corner of the application site, for employment uses. The policy expects proposals within the STDC Area to have regard to the South Tees Area SPD, and states that "*Proposals which positively contribute towards growth and regeneration will be supported*". Policy ED6 also requires that, where appropriate, development proposals 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.

Whilst the proposed scheme does not directly provide employment uses, it will positively support the development of such uses within the rest of the Teesworks area and therefore contribute to unlocking the significant regeneration potential therein. As discussed elsewhere, the Habitat Regulations Assessment and Appropriate Assessment report demonstrates that the proposed development, will not adversely affect the Teesmouth and Cleveland Coast SPA and Ramsar site. It is therefore entirely compatible with the aims and requirements of Policy ED 6 of the Local Plan.

Policy N1 (Landscape) aims to protect and enhance the Borough's landscapes and resists developments that would lead to the loss of features important to the character of the landscape, its quality and distinctiveness. In relation to Restoration Landscapes, the policy encourages developments to take opportunities to repair or reinstate the landscape structure. The policy designation encompasses most of the Coatham Marsh area, however, the site is functionally separate from the majority of the Coatham Marsh area. The proposed works will not lead to the loss of features important to the features of the landscape character such as wetlands, ponds and reedbeds. The proposed development does not include any large scale buildings or anything else that would introduce features which are incongruous to the landscape character. It is therefore considered that the proposed development does not conflict with the aims of Policy N1.

The South Tees Area SPD includes a number of Strategic Development Principles intended to guide planning applications associated with the redevelopment of the Teesworks area. With regards to transport infrastructure, STDC5 states that the Council will, in partnership with STDC (Teesworks) and transport operators, other stakeholders and developers, seek to improve and enhance the transport infrastructure serving the Teesworks area. The Council will not support development proposals that would adversely impact on the delivery of the Infrastructure Corridor and will ensure that all new developments will be required to have access to adequate infrastructure to meet their transport requirements.

When considering a planning application's conformity with the development plan, it is necessary to determine whether the proposal accords with the development plan on the whole and not each and every policy within it. A breach of one policy does not necessarily result in a proposal failing to accord with the plan. It is a planning judgement as to whether, on balance, the proposal conforms with the development plan on the whole and whether any policy failure would undermine the overall development plan strategy.

In this regard, given the industrial characteristics of the application site in the area beyond the limits to development and in the Green Wedge, the proposals would not undermine the objectives and purposes of these designations and, therefore, the proposal's conformity with wider policies of the Local Plan should be afforded greater weight and lead to the conclusion that, on balance, the application proposals accord with the development plan on the whole.

Transport

A Transport Assessment (TA), prepared by Arup, accompanies this planning application. The TA assesses the likely impact of the development on the highway network, focussing on its use by construction workers for the Net Zero Teesside (NZT) project, as it is anticipated that this will be initial use of the car park.

The TA considers the impacts of 1,000 vehicles arriving for the morning construction shift and leaving in the evening, alongside a small number of trips in the counter peak direction, and 48 bus trips per hours in each direction. The TA also includes an assessment of the proposed site access junction.

The TA concludes that the likely impacts of the proposed development can be adequately accommodated on the local road network and that the proposed junction will operate satisfactorily.

Ground Conditions

Due to the presence of the landscaped mounds (see above), it has not yet been possible to undertake ground investigations on the site below prevailing ground level. A note, prepared by Arcadis, has been submitted as part of the application which sets out the proposed approach to assessing the soils that will remain in situ following the removal of the mounds. The results of these ground investigations will be reported to the Council and will include an assessment of risk to human health and environmental receptors as a result of the proposed development. Should any unacceptable risks be identified, further assessment or a remedial strategy will be prepared and submitted to the Council.

The report provides assurance to the Council that the ground conditions will be sufficiently investigated to understand and mitigate, as required, any the risk to human health and environmental receptors likely to arise as a result of the development proposed.

The proposals are, therefore, in accordance with Local Plan Policy SD 4 (General Development Principles) and Development Principle STDC1 (Regeneration Priorities) of the South Tees Area SPD.

Ecology

An Ecological Impact Assessment prepared by INCA accompanies this planning application which incorporates the results of a desk based study and on-site habitat surveys to inform its findings.

Policy N4 of the adopted Local Plan seeks for the following:

*'Biodiversity and geodiversity should be considered at an early stage in the development process, with appropriate protection and enhancement measures incorporated into the design of development proposals, recognising wider ecosystem services and providing net gains **wherever possible.**'*

The approach is similarly echoed in Development Principle STDC 7 (Natural Environmental Protection and Enhancement) of the South Tees Area SPD, which states that 'net environmental gains should be provided where **appropriate and viable**' (*Lichfields' emphasis in bold*)

Whilst the application proposal includes significant areas of landscaping, after assessing the BDU value of the scheme it has been concluded that the development would still result in a net loss of biodiversity. Whilst, in isolation, the works proposed will result in a net loss, STDC is committed to bringing forward opportunities to compensate for this loss through the implementation of the site-wide Environment & Biodiversity Strategy, currently being prepared to identify habitat enhancement schemes across the STDC area and beyond.

STDC does, therefore, have a strategy for the compensation of habitat loss that would occur through the works set out in this application; works which are essential if the regeneration objectives of STDC are to be achieved.

Policy N4 also requires that development ‘...which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment.’ and that, in such cases, development will only be allowed where ‘it can be determined through Appropriate Assessment at the design stage that, taking into account mitigation, the proposal would not result in adverse effects on the site’s integrity, either alone or in combination with other plans or projects.’

The accompanying Habitat Regulations Assessment (HRA), including an Appropriate Assessment concludes that the proposed development will not cause adverse effect to the integrity of the Teesmouth and Cleveland SPA and Ramsar site either alone or in combination with other plans or projects.

Flood Risk, Below Ground and Surface Water Management

A Flood Risk Assessment (FRA) and Drainage Strategy (DS) have been prepared to accompany the planning application. The FRA and DS consider the proposals against the relevant national and local policies and make appropriate recommendations.

Archaeology and Heritage

A Written Scheme of Investigation (WSI) has been submitted with the planning application, which is based upon the Desk Based Assessment (DBA) undertaken for an outline planning application (ref: R/2020/0823/ESM) which had a very similar site area, and the associated consultee comments made by NEAR (archaeological advisors to Redcar and Cleveland Borough Council). The DBA identified potential archaeological remains under the site relating to medieval salterns and World War II anti-tank defences.

The WSI states that initially the excavation of geotechnical test pits will be monitored by an archaeologist, and that the results of this will determine the need for and potential scope of trial trench evaluations. A methodology for the potential trial trench evaluation is also included within the WSI, including details of proposed recording, processing and reporting.

Adherence to the WSI will ensure that any archaeological remains found under the site are subject to the appropriate investigation, recording and reporting procedures, and therefore the development is in accordance with Policy HE3 (Archaeological Sites and Monuments).

Arboriculture

An Arboricultural Constraints Survey, prepared by EcoSurv is submitted with the planning application. The Survey presents the results of an arboricultural survey of the site, identifying the quantum and type of trees that will be removed with the proposed development, and the types of protection measures that will need to be put in place to protect any trees to be retained and to protect any bats and birds in trees to be removed.

EIA

We have given consideration to the relevance of this application to the Town and County Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (hereafter ‘the EIA Regulations 2017’). The scheme falls within Paragraph 10 (b) of Schedule 2 of the EIA Regulations 2017 which relates to Urban Development Projects including car parks where the overall area of the development exceeds 5 hectares.

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.

As the site falls within the thresholds of Schedule 2 of the EIA Regulations 2017, we note that the Council are required to formally screen the application on submission under the requirements of Regulation 8. We would appreciate it if the Council could confirm in writing that it agrees with our view that the scheme is not an EIA development.

Conclusion

The proposed facility will provide a key part of the infrastructure required to support the construction and operation of the transformational economic regeneration planned in the Teesworks area. The proposal accords with the relevant adopted Local Plan policies and aligns with the aspirations for the area set out in the South Tees SPD. The application should therefore, be approved without delay.

Application Submission

The application submission comprises the following documents:

- This covering letter;
- Completed Application Forms and Ownership Certificates;
- Design and Access Statement, prepared by Lichfields
- Transport Assessment (ref: 001), prepared by Arup;
- Shadow Habitats Regulations Assessment: Stage 1: Screening and Stage 2 Appropriate Assessment (ref: INCA 2022-41), prepared by INCA;
- Ecological Impact Assessment (ref: INCA 2022-42), prepared by INCA;
- Flood Risk Assessment and Drainage Strategy, prepared by JBA;
- Arboricultural Survey, prepared by TreeSurv;

- Written Scheme of Investigation (ref: STDCo3-02), prepared by Prospect Archaeology
- Ground Investigation note (ref: 10035117-AUK-XX-XX-CO-ZZ-0582-01-P&R GI Memo), prepared by Arcadis;
- Site Location Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000001), prepared by Atkins;
- Existing Topographic Survey (Sheet 1 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000011), prepared by Atkins;
- Existing Topographic Survey (Sheet 2 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000012), prepared by Atkins;
- Existing Topographic Survey (Sheet 3 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000013), prepared by Atkins;
- Existing Topographic Survey (Sheet 4 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000014), prepared by Atkins;
- Existing Utilities Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000020), prepared by Atkins;
- Engineering Layout (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000030), prepared by Atkins;
- Typical Cross Sections (Sheet 1 of 2) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000031), prepared by Atkins;
- Typical Cross Sections (Sheet 2 of 2) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000032), prepared by Atkins;
- General Arrangement (sheet 1 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000033), prepared by Atkins;
- General Arrangement (sheet 2 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000034), prepared by Atkins;
- General Arrangement (sheet 3 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000035), prepared by Atkins;
- General Arrangement (sheet 4 of 4) (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000036), prepared by Atkins;
- Landscape Proposals Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000040), prepared by Atkins;
- Landscape Existing Conditions Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000041), prepared by Atkins;
- Landscape Demolition and Protection Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000042), prepared by Atkins;
- Landscape Schedule of Areas Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000043), prepared by Atkins;
- Landscape Illustrative Plan (ref: STDC_HWY-ATK-LDC-SHPR-DR-CH-000045), prepared by Atkins;
- Security and Induction Centre Elevations as Proposed (TSWK-STCD-STH-PR-DR-C-0001), prepared by South Tees Development Corporation;

- Amenity Centre Elevations as Proposed (TSWK-STCD-STH-PR-DR-C-0002), prepared by South Tees Development Corporation;
- It & Electric Substation Elevations as Proposed (TSWK-STCD-STH-PR-DR-C-0003), prepared by South Tees Development Corporation; and
- It & Electric Substation as Proposed (TSWK-STCD-STH-PR-DR-C-0004), prepared by South Tees Development Corporation;

Based on a total gross floorspace of 631sqm to be created by the development, the requisite application fee payable directly to RCBC is £4,158. This fee has been paid by Teesworks via the Planning Portal (ref. PP-11496012).

We trust that the application can be validated and advanced to determination at the earliest opportunity and will contact you in due course to discuss the progress of the application and anticipated timescales for its determination.

Should you have any queries in the meantime, please do not hesitate to contact either myself or my colleague Phil McCarthy.

Yours sincerely



Heather Overhead
Senior Planner