



Application by H2Teesside Limited for an
Order Granting Development Consent for
the H2Teesside Project

Local Impact Report submitted by Redcar and
Cleveland Council

DCO Ref H2TS-ISP002

Summary

- RCBC accepts the description of the development and the application site and surroundings set out in the ES.
- RCBC confirms there is no recent significant planning history relevant to the development site.
- The Development Plan for the purposes of the Act is the Redcar and Cleveland Local Plan (May 2018) RCLP and the Joint Minerals and Waste Development Plan (Core Strategy and Policies and Sites DPD) September 2011. In addition, regard has been had to the South Tees Area SPD May 2018 and Landscape Character SPD March 2010.
- The DCO proposal has been assessed against a range of relevant policies in the Local Plan and RCBC confirms that, that in its view, the development is consistent with those policies and raises no policy conflict.
- The application is made to develop an industrial facility on land allocated for employment use in the RCLP (policy ED6). The site is previously developed land which is currently the subject of reclamation to prepare it for new investment. The development is consistent with locational policy in that it proposes development within the built-up area of Redcar (policy SD2 and SD3)
- The development broadly meets the requirement of RCLP planning policy in terms of general development principles (policy SD4) and policy related to; promotion of renewable energy development (policy SD6); flood risk (policy SD7); the South Tees Spatial Strategy (policy LS4); landscape impacts (policy N1) biodiversity and geological conservation (policy N4); archaeology (policy HE3) and transport (policy T1)
- In addition, the DCO development is consistent with the development principles set out in the South Tees Area SPD May 2018.
- In terms of the submitted ES, RCBC agrees with the general approach to assessment carried out by the applicant and the broad conclusions on each matter examined. It broadly agrees with the mitigation measures which are identified in respect of any impacts and that these mitigation measures are appropriately reflected, in planning terms, in the *requirements* set out in the draft DCO.

1.0 Site Description and Surroundings

1.2 The application site comprises an area of land located on the site of the former Redcar Steelworks and surrounding Tees employment area. The main development site is located to the eastern end of and area of land allocated for employment development under policy ED6 of the adopted Redcar and Cleveland Local Plan (RCLP) 2018. This allocation comprises land south and adjoining the River Tees and the Wilton industrial complex, it is also within an area identified as the *Teesworks* regeneration site a regeneration project managed by the South Tees Development Corporation (STDC) The main application site forms part of an extensive area of land which has, or is currently the subject, of ongoing reclamation and remediation to support the delivery of new development. In topographical terms the land is relatively flat and featureless, other than the site's coastal and river location the site does not lie in an area of sensitive landscape quality.

1.3 The submitted ES provides a fuller description of the DCO site, its surroundings and context in Vol 1 Ch3 Description of the Existing Environment and RCBC confirms it accepts this description as appropriate.

2.0 Details of the Proposal

2.1 The LPA accepts the description of the development as set out chapter 4 Vol one of the submitted ES

3.0 Relevant Planning History and any issues arising

3.1 The development site forms part of the now cleared Redcar Steelworks. The site and associated land is now owned and managed in a joint arrangement between Teesworks and the South Tees Development Corporation. Since the final closure of the steelworks in 2015 the focus has been on demolition, clearance and remediation of land in preparation for new investment, as such there is no recent planning history relevant to the current DCO application.

4.0 Development Plan Policy Context and Supplementary Planning Guidance

4.1 For the purposes of the Planning Act the Development Plan comprises;

- The Redcar and Cleveland Local Plan (May 2018) and the

- Joint Minerals and Waste Development Plan (Core Strategy and Policies and Sites DPD) September 2011.

5.0 Other Policy Documents

- South Tees Area SPD May 2018
- Landscape Character SPD March 2010

6.0 Redcar and Cleveland Local Plan (May 2018)

6.1 Local Plan Context

6.2 The plan was prepared within the context of the then NPPF for the purposes of the Act.

6.3 The RCBC area is located on the east coast in the north east of the UK, the largest borough in the Tees Valley. It has a population of around 130,000 and is an area of contrasts including industrial complexes of Wilton International, the steel industry and Teesport as well as the attractive coastal resorts of Redcar, Marske and Saltburn, the market town of Guisborough and scenic open countryside edging the North York Moors National Park.

6.4 Redcar lies to the immediate south of the DCO application site and is the largest town within the built up area. The urban area of Greater Eston, four miles west of Redcar, includes the settlements of Normanby, Ormesby, Nunthorpe, Eston, South Bank, Grangetown, Teesville and Lazenby, and immediately borders the Middlesbrough BC administrative area. Between Redcar and Greater Eston, the chemical plants at Wilton International and other heavy industries dominate. South of Redcar, Marske and Saltburn along the coast, are a number of smaller towns and villages in the rural area. Inland from the coast is Guisborough market town, which borders the National Park. Beyond the main settlements of the borough are a number of small villages, principally located within the East Cleveland countryside.

6.5 The coast area of the Borough supports special designations including Heritage Coast and , immediately to the east of the DCO site, South Gare and Coatham Sands SSSI, the Redcar Rocks SSSI, the Teesmouth and Cleveland Coast Ramsar site and Special Protection Area (SPA) protected by international legislation. The special cultural qualities of the area have been influenced by its past , particularly its industrial and maritime history which has influenced the growth of the area.

6.6 The focus of employment has traditionally been industrial however, over recent decades, there has been a decline in these industries which has impacted upon many communities in the borough and the north east, resulting in pockets of urban deprivation and a declining population. The chemical industry, mainly based at Wilton International, is a vitally important part of the local, regional and national economy. Despite the cessation of steel making in Redcar, the steel sector continues to be an important part of the local economy with works continuing to operate at Skinningrove and Redcar. Teesport is one of the largest freight ports in the UK, a major employer in the borough and a key economic asset for the Tees Valley. The port forms part of a wider logistics sector which has expanded in recent years.

6.7 In terms of demographics, the Borough as generally seen a declining population with net out-migration coupled with a low population natural growth and an increasing imbalance with an increase of those of state pension age and loss of the younger economically active. The population of the borough has grown slightly (c. 2k) over the past 10 years following significant decline over the previous 3 decades, however, this recent growth masks a continuing decline in working age population and a growth in the population of older people

6.8 Planning policy and other council strategies have been aimed at recovery from events that have, and continue to impact, the local economy and employment and private sector investment plays a key role in this. The RCLP notes that growth will be driven far more by low carbon technologies and manufacturing, increased social enterprise, tourism, adapting to increased flood risk, energy and food security, a rapid shift in consumption patterns and by efficient use of natural resources.

6.9 To this end the Council has implemented a number of regeneration projects including the delivery on an enhanced seafront at Redcar. The Council presently has a number of capital projects that have taken advantage of Government initiatives based around the *levelling up* agenda and the Council is active in all of its major settlements in this respect. In addition to the delivery of capital projects the Council works closely with the Tees Valley Combined Authority (TVCA) across relevant service areas such as transport, employment and training.

7.0 Application of Development Plan Policy – Redcar and Cleveland Local Plan 2018

7.1 Vision and Approach

7.2 The key vision of the RCLP is to meet the needs of communities in terms of jobs and prosperity, strengthen economic assets by building economic capacity; grow and diversify the

local economy and enhance the borough as a place of choice. Our workforce will be competitive, with high standards of employability and the skills that businesses need. Housing needs will be met to allow our younger and economically active people to remain in the borough, whilst the needs of a changing population will be met. These objectives will be met in the context of promoting sustainable development whilst protecting the natural environment and historic assets.

7.3 At the core of the Plan is the delivery of sustainable development, including the growth of a successful and resilient economy based on strengthening of economic assets, building economic capacity and growing and diversifying the local workforce. The Plan was aligned with the aims and objectives of the Corporate Plan 2015-17 which set priorities as;

- *grow our economy and create more jobs;*
- *develop great places to live; and*
- *improve quality of life*

7.4 Growth in the economy is based on; safeguarding existing businesses and supporting them to grow, securing inward investment and getting local people into jobs. The Plan recognised the importance of key local employment locations including Wilton and Teesport. The loss of the Redcar Steelworks in 2015 was a major blow to employment in the Redcar and Cleveland area and since that date the Council has committed to a range on employment policies and initiatives to offset the impacts of the closure. A key part of this strategy is the support, as both Council and Local Planning Authority, to the Teesworks regeneration project.

7.5 Sustainability and Design

7.6 The Plan promotes the delivery of sustainability in all design and planning decisions through;

- making the best use of resources, including land;
- reducing the need to travel;
- protecting and enhancing biodiversity and geodiversity;
- achieving sustainable levels of economic growth;
- maintaining good levels of air quality; and
- minimising the risk of flooding

7.7 The Plan recognises that good design is not just about the appearance of a development but about efficient use of resources, uplifting of communities and increasing to long term viability of development by delivering environmental and social benefits.

7.8 The DCO and relevant Local Plan Policy

7.9 **Policy SD1** of the Plan assumes a presumption in favour of sustainable development for development which accords with the NPPF and policy in the plan. RCBC considers that provided the DCO development meets the required policy objectives of the Plan, the development will be consistent with policy SD1.

7.10 **Policy SD2** (Locational Policy) provides that development will be directed to the most sustainable locations in the Borough with the majority of development being focused in the urban and coastal areas. The DCO application site is located in one of those areas defined as *Coastal – Redcar*. The policy prioritises the development of previously developed land is sustainable locations. The overall aim of the policy is to deliver 60% of all new development within the urban and coastal areas and 40% in the rural area. The policy highlights that the acceptability of a proposal will depend, inter alia, on Appropriate Assessment for any development that may impact Natura 2000 site. The locational policy is based on a defined of a settlement hierarchy. RCBC considers that the DCO development meets the required policy objective of SD2 being located within the urban area and previously development land allocated for employment development.

7.11 **Policy SD3** (Development Limits) is a policy which defines the urban areas from the rural hinterland and the DCO application site lies within the development limits for the urban area.

7.12 **Policy SD4** (General Development Principles) is a criteria-based policy and sets a standard to which all new developments are generally required to comply. The Council concludes that in respect of policy SD4 the proposed H2 DCO development;

(a) meets the requirements of the Locational Policy and accords with other Local Plan policies and designations;

(b) will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings;

(c) will not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are considered important to the quality of the local environment;

(d) does not involve the loss of agricultural land

(e) avoids locations that would put the environment, or human health or safety, at unacceptable risk;

(f) will not increase flood risk either on site or downstream of the development;

(g) will have access to adequate infrastructure, services and community facilities to serve the development; and

(h) will not result in an adverse effect on the integrity of a Natura 2000 site, either alone or in combination with other plans or projects.

(i) makes the most effective and efficient use of available land, creates and sustains an appropriate mix of uses, including (where appropriate) incorporation of green space and landscaping as part of development, and supports local facilities and transport networks;

(j) respects or enhances the character of the site and its surroundings in terms of its proportion, form, massing, density, height, size, scale, materials and detailed design features;

(k) takes opportunities to improve the character and quality of the surrounding area and the way it functions by establishing a strong sense of place, responding to local character and history..

(l) will be sustainable in design and construction, incorporating best practice in resource management, energy efficiency and climate change adaptation;

(m) can create a healthy, active, safe and secure environment;

(n) can be designed to minimise pollution including light and noise and vibration levels

(o) based on the ES assessment the development can respect or enhance the landscape, biodiversity, geological features, the historic environment and both designated and non-designated heritage designations that contribute positively to the site and the surrounding area;

(p) provide suitable and safe vehicular access and parking suitable for its use and location;

(r) will consider the needs of people with disabilities by encouraging inclusive design and accessible environments through site layout and design.

7.13 **Policy SD5** (Developer Contributions) sets out conditions in which the LPA may seek to deliver planning obligations linked to a development, further policy guidance in this respect is set out on the adopted Developer Contributions SPD December 2014. The current DCO application does not make provision for developer contributions to be secured under section 106 of the Act nor is RCBC at this stage seeking to secure such obligations.

7.14 **Policy SD6** (Renewable and Low Carbon Energy) states that renewable and low carbon will be supported and encouraged where the impact is acceptable and where the development complies with stated criteria. The DCO development is proposed to respond to the UKs energy needs and this is explained in full in the submitted ES. RCBC is satisfied that given the broad conclusions of the ES the DCO development complies with policy SD6 (a)-(k).

7.15 **Policy SD7** (Flood and Water Management) provides that the issue of flood risk will be taken into account at all stages of the planning process. Planning permission will only be granted where the proposal meets policy requirements, where a Flood Risk Assessment has demonstrated the development is safe and will not increase flood risk and incorporates appropriate drainage. The policy encourages flood mitigation and the use of SuDs. RCBC is satisfied as to the conclusions of the submitted Flood Risk Assessment and the DCO raises no policy conflict with policy SD7.

7.16 **Policy LS4 (South Tees Spatial Strategy)** is a policy which deal with development in a specific spatial area and includes Wilton International; South Tees Development Corporation (Teesworks) including the site of the former steelworks on which the DCO application is made. The policy has three themes; economy; connectivity and environment.

7.17 RCBC takes the view the DCO;

(a) can deliver significant economic growth and job opportunities through the South Tees Development Corporation;

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

(h) give the area an identity and make it attractive to inward investment;

- (l) will encourage clean and more efficient industry in the South Tees area to help reduce carbon dioxide emissions and risk of environmental pollution
- (x) will secure decontamination and redevelopment of potentially contaminated land;
- (y) will 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

7.18 **Policy ED6** (Promoting Economic Growth) is the key policy in respect of economic development and growth. The policy states that land and buildings in the areas shown on the policies map will continue to be safeguarded for employment uses. The policy provides that specialist uses, such as heavy processing industries and port logistics will be focused in three area including land at South Tees, the location of the DCO application.

7.19 The policy notes;

...Some of the above employment sites lie adjacent to, or are within, the proximity of protected landscapes and nature conservations sites. 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 either alone or in combination with other plans and programmes... any necessary mitigation measures must be secured in advance of the development in order to meet the requirements of the Habitat Regulations.

7.20 It goes on the state;

5.27 Specialist industries in the borough have specific locational requirements and will be focused at ...South Tees (ED6.2) Specialist uses are considered to include heavy industry and logistics, and industries such as steel, waste, chemical, refining, utilities, energy, manufacturing, engineering, process industries, port-related development and other uses which have specific locational requirements or large land-take, or would benefit from close location to these uses such as their supply chain or associated offices. A number of these specialist uses fall within a sui-generis use class. The Council will therefore support employment related sui-generis uses on sites. Other forms of sui-generis uses will not be supported. Taking advantage of the borough's unique assets, land will be safeguarded for these specialist uses. This will allow us to attract companies to develop, test and produce materials and processes which would be restricted elsewhere, including uses which may be potentially hazardous or polluting.

5.29 The South Tees Development Corporation (STDC) has been established to drive forward opportunities on a 1,820ha area, which includes the site of the former SSI steelworks in Redcar. This substantial area of economic opportunity has access to a deep-water port, excellent road and rail links, access to energy and utilities, and to a highly skilled and committed work force. It ranks amongst the best sites in Europe for export-orientated industrial production. Land at South Tees, Bolckow Industrial Estate and South Tees Freight Park fall within the proposed STDC boundaries. ED6 will be kept under review, and may require update, as the STDC progresses

5.41 The River Tees and its estuary contain a wildlife site of European importance protected by the Habitats Regulations. This site is known as the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site and consists of several different but supporting habitats, many of which are located close to industry. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of protected sites, alone or in combination with other development, plans or projects.

7.21 The DCO development is consistent with the allocation made in the Development Plan under policy ED6.

7.22 **Policy N1 Landscape** seeks to ensure that the value of landscapes and the impacts of development are fully considered in decision making on new developments;

We will aim to protect and enhance the borough's landscapes. Development proposals will be considered within the context of the Landscape Character Assessment, the Landscape Character Supplementary Planning Document and the Historic Landscape Characterisation. Developments will not be permitted where they would lead to the loss of features important to the character of the landscape, its quality and distinctiveness, unless the benefits of development clearly outweigh landscape considerations. In such cases appropriate mitigation will be required. Protection will be commensurate to the status of the landscape within the hierarchy.

7.23 RCBC confirms that the Landscape and Visual Assessment (LVIA) submitted as part of the DCO application is considered to be a robust and comprehensive analysis of the impact of the development in landscape terms and that the development raise no issue in respect of policy N1 that have not been fully addressed. RCBC recognises that there will be an indirect impact on the coastal area to the eastern boundary of the DCO site, identified as a sensitive landscape area but that the DCO includes appropriate mitigation to minimise those impacts.

7.24 Policy N4 Biodiversity and Geological Conservation seeks to ensure that the impact of new development in terms of ecology properly considers the impact of the development on sensitive environments;

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. Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative, should be avoided. Where this is not possible mitigation, or lastly compensation, must be provided as appropriate. Proposals will be considered in accordance with the status of biodiversity and geodiversity sites within the hierarchy.

7.25 The DCO application is supported by a comprehensive assessment of the impact of the development in terms of ecology. RCBC confirms that it accepts the approach taken in the relevant components of the ES in terms of the methodology of assessment is acceptable. The overall general conclusions of the ES in terms of ecology etc are accepted and no conflict arises in respect of policy N4.

7.26 Policy HE1 (Conservation Areas) HE2 (Heritage Assets) RCBC can confirm that no conflict arises and the conclusions of the ES in this respect are accepted.

7.27 Policy HE3 Archaeological Sites and Monuments seeks to ensure that an appropriate approach to the development of sites in terms of any archaeological resource is taken;

Development that may affect a known or possible archaeological site, whether designated or non-designated, will require the results of a desk-based assessment to be submitted as part of the planning application. An archaeological evaluation may also be required to identify the most appropriate course of action.

Development that affects a site where archaeology exists or where there is evidence that archaeological remains may exist will only be permitted if:

- a. the harm or loss of significance is necessary to achieve public benefits that outweigh that harm or loss. Harm or loss may be avoided by preservation in situ or refusal; or*
- b. where in situ preservation is not required, appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place before, or where necessary during, development. Where archaeological investigation, recording and reporting has taken place it will be necessary to publish the findings within an agreed timetable*

7.28 RCBC accepts the broad conclusions of the ES in terms of the impact of the development on the archaeological resource of the DCO development area. It notes the proposed mitigation measures to be employed in the delivery of the project and it takes the view that any remaining issues in respect of the impact of the development may be dealt with by appropriate planning conditions.

7.29 **Policy TA1 Transport and New Development** seeks to ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents' health and wellbeing. The Council will support the preparation and implementation of travel plans, travel assessments and other mechanisms to encourage the use of sustainable transport modes. RCBC confirms it accepts the conclusions in respect of the submitted DCO Transport Assessment, the development is one which it is considered can be accommodated on the local highway network in terms of construction and operation and the Council notes the intention to adopt traffic management plans to mitigate any effects.

8.0 South Tees Area Supplementary Planning Document Adopted May 2018

8.1 To support the work of the South Tees Development Corporation agreement was reached that a supplementary planning document would be prepared as part of a master planning exercise and the adoption of policy LS4 of the Local Plan. This SPD was adopted in May 2018. The SPD sets out a number of *development principles*.

8.2 RCBC has considered the development proposed the DCO in the context of the SPD.

8.3 The key vision of the SPD is;

The Vision for the South Tees regeneration programme is to see the area transformed into a hotbed of new industry and enterprise for the Tees Valley that makes a substantial contribution to the sustained economic growth and prosperity of the region and the communities it serves.

The Vision sees the creation of up to 20,000 new jobs. The focus is on higher skilled sectors and occupations, centred on manufacturing innovation and advanced technologies and those industries best able to deliver sustained economic prosperity for the Tees Valley and its people, while realising a jobs spectrum that offers opportunities for all. The Vision is underpinned by the aspiration for new development to make best use of existing infrastructure and available land and to deliver a high

value, low carbon, diverse and inclusive circular economy for the Tees Valley. The Vision sees an aspirational, modern industrial park, combining industrial, environmental, heritage and community assets in a well-designed development that is safe for all users and supported by a safe and efficient transport network, which delivers enhanced connectivity to the wider Tees Valley and beyond. It extends to realising a telling, positive change in the external perceptions of the South Tees Area and wider Tees Valley to potential inward investors, to achieving the remediation of land contamination and to safeguarding biodiversity and promoting and encouraging environmental improvement. In overall terms, the realised Vision for the South Tees Area will deliver an exemplar, world class industrial business park that is renowned as a destination for manufacturing excellence

8.4 The above vision is based on the 10 objectives;

- 1. Ensure strong alignment with UK Government's Industrial Strategy:** *Shaping the regeneration proposals to ensure the Tees Valley can make a telling contribution to the realisation of UK Government's aspirations for the Northern Powerhouse Initiative;*
- 2. Form strategic alliances with major operators so that the Tees Valley presents a coordinated, world class offer to the international marketplace:** *Collaborating with major land owners, industries and operators within the area to capitalise on synergies and symbiotic opportunities, seeking to avoid conflicts of use, realising true alignment and delivering mutually beneficial outcomes;*
- 3. Prioritise uses connected with advanced manufacturing and advanced and new technologies:** *Future-proofing the development and the long-term economic sustainability of the Tees Valley, while building an international-level brand for the South Tees Area that is built on innovation and manufacturing excellence;*
- 4. Promote and support development uses aligned with a low carbon, circular economy, while delivering redevelopment within a framework of reduced energy costs and waste minimisation:** *Thereby supporting the Tees Valley in becoming an exemplar, demonstrator region through the establishment of integrated supply chains in energy-intensive, high-tech prime sectors;*
- 5. Focus on highly-skilled employment generating opportunities, while balancing this with the need to create a wide spectrum of job opportunities:** *Creating opportunities for upskilling and an increase in both the mean salary levels and Gross Value Added (GVA) for the Tees Valley economy;*
- 6. Evaluate redevelopment proposals not only from a direct jobs perspective, but as potential catalysts for job creation across the wider Tees Valley:** *Capitalising on and harnessing opportunities for supply chains and support industries and optimising beneficial outcomes for the local economy and our local communities;*

7. Deliver efficient connectivity across the South Tees Area through enhanced on-site transport infrastructure and the creation of an integrated and safe transport network, which takes account of the needs of a variety of users and includes sustainable travel measures, to realise optimal functionality: *Delivering a truly integrated industrial and manufacturing zone with excellent intra-connectivity, where the benefits of excellent port facilities and beneficial neighbouring industrial operators can be fully harnessed;*

8. Deliver redevelopment in a way that provides long term sustainability, reduces pollution, manages the water environment, protects the historic environment, contributes to habitat protection, safeguards biodiversity and enhances green infrastructure, open space and landscape character: *Creating a destination that is an exemplar of how major industry and heritage and environmental assets can co-exist in a mutually-beneficial way, realised through genuine collaboration between new businesses and national and local environmental bodies;*

9. Ensure the regeneration of the South Tees Area makes a major contribution to improving education and skills across the Tees Valley: *Working with the Tees Valley Combined Authority and Local Enterprise Partnership, the South Tees Development Corporation, the education sector and local training and development initiatives to realise, through the redevelopment proposals, major opportunities for improving education attainment levels across the area and the skills base, to provide greater access to employment for a wide range of demographic groups;*

10. Use the regeneration opportunity to strengthen transport connections with Redcar town centre and other urban centres and to deliver economic and community benefits: *Capitalising on the significant increases in local employment afforded by the redevelopment of the South Tees Area to boost the visitor economy, help revitalise town centres and deliver improved benefits for the health and wellbeing of local communities.*

8.5 The DCO proposal is considered consistent with;

Development Principle STDC1(Regeneration Priorities) in that it meets the following objectives

- A strong alignment with the Government's Industrial Strategy;
- To present a co-ordinated world class offer;
- To prioritise uses connected with advanced manufacturing and advanced and new technologies;
- To promote and support uses and infrastructure connected to a low carbon and circular economy within a framework of reduced energy costs and waste minimisation;
- To focus on high-skilled employment opportunities;

- To deliver connectivity across the South Tees Area through enhanced on-site infrastructure and optimal functionality, making the best use of existing transport infrastructure and developing new or upgraded facilities when required;
- To reduce pollution, contribute to sustainable flood risk management and habitat protection and encourage biodiversity and long term sustainability;
- To ensure regeneration makes a major contribution to improving education and skills;
- To locate uses and development that encourage integration not separation;
- To support development which makes the best use of available land and existing infrastructure;
- To promote quality in new building and infrastructure and the provision of high quality public realm;
- To support the protection of heritage assets and the historic environment and the protection and enhancement of landscape character

8.6 The DCO is consistent with development principle STD3 (Phasing Strategy) in that development will take place on land which has been the subject of remediation and reclamation and is brought forward for development by the STDC / Teesworks as part of phased delivery strategy.

8.7 The DCO is consistent with development principle STD4 (Economic Development Strategy) which seeks to deliver economic development in line with local plan policy ED6 and LS4.

8.8 The DCO is consistent with development principle STD6 (Energy Innovation) which states;

The Council will, in partnership with the STDC and other partners, promote and support the development of new energy generation within the South Tees Area, including renewable energy development and the promotion of other innovative energy projects. Energy generation development which contributes to meeting the South Tees Area's assessed energy needs will be supported and should have regard to Development Principle STDC10 and the site specific development principles. All energy generation development should be appropriately sited and designed in order to avoid unacceptable adverse environmental or amenity effects.

8.9 The DCO is consistent with development principle STD7 (Natural Environmental Protection and Enhancement) in that in view of the conclusions of the ES the DCO proposal will have no significant adverse impacts in terms of biodiversity.

8.10 The DCO is consistent with development principle STD10 (Utilities)

8.11 In terms of specific development zones the DCO proposal is consent with development principle STDC 11 (North Industrial Zone) which states;

Within the North Industrial Zone, the Council, in partnership with the STDC, will encourage development proposals relating to port related industry, major space users/ large scale manufacturing, energy innovation, power generation and storage, bulk materials and mineral processing.

The Council will, in partnership with the STDC, will work with landowners and key stakeholders within the South Tees Area to proactively assemble land so as to maximise the development and regeneration potential of the North Industrial Zone, as set out in Development Principle STDC2. The potential for an open space recreation and heritage area, within the North Industrial Zone and incorporating the Redcar Blast Furnace is being explored by the Council, in partnership with the STDC. Development proposals which adversely impact upon the delivery of schemes identified within the Open Space Strategy for the area are unlikely to be supported.

Development proposals should be in accordance with Local Plan Policy N4 and the requirements set out within the forthcoming Environment and Biodiversity Strategy, which will consider the need for and definition of a buffer zone to protect existing environmental assets within and adjacent to the North Industrial Zone. Development proposals will be required to take account of flood risk in accordance with Local Plan Policy SD7. The layout and design of proposals should also have regard to the forthcoming Water and Flood Risk Management Strategy.

Development proposals should have regard to the forthcoming Ground Remediation Strategy for the South Tees Area and should, where necessary, be supported by a full gas risk assessment, incorporating any required measures to reduce landfill gas migration.

Any proposals on the site of closed landfill operations should be supported by a risk assessment to be undertaken in advance of these works to ensure there is sufficient land stability and no increased gas and leachate risk associated with the development.

9.0 Relevant Development Proposals under Consideration or Granted Permission but not Commenced or Completed

9.1 The submitted ES provides a comprehensive list of other developments within the 'search' area which are considered or not yet complete. RCBC accepts this as a comprehensive review of local projects. Since the list of projects may change during the consideration of the current DCO, the Council will assist in reviewing and updating the list with any changes or amendments of new projects where necessary before the final decision is made

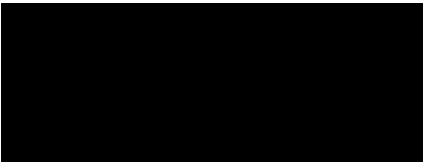
10.0 Consideration of the impact of the proposed articles and requirements within the draft Order in respect of all of the above

10.1 At this stage RCBC is content with the general ' requirements' set out in the draft DCO and sees no significant omissions; the Council recognises this is a work in progress which will be reviewed as part of the examination and RCBC will support the ExA and applicant in refining the requirements of the DCO.

Conclusions

The DCO proposes the development of hydrogen manufacturing facility and associated infrastructure. The development proposed is considered by RCBC to be generally compliant with Development Plan policy set out in the Redcar and Cleveland Local Plan (May 2018) The Council has reviewed the scheme against the relevant development plan policies and finds no unacceptable conflict, in view of this RCBC can confirm that it supports the application and the granting of the DCO.

Signed



Adrian Miller BA (Hons) Dip TP MRTPI
(Head of Planning and Development – Redcar and Cleveland Council)
11 Sept 2024

Note; No AI was used in the production of this document