

DERWENTSIDE DISTRICT COUNCIL



**RECLAMATION AND
INDUSTRIAL REGENERATION: POST 1980**

April, 1984

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1. PROBLEM

- 1.1 The Council is now tackling the major and difficult task of reclaiming the site of the former Consett Steelworks, one of the largest such projects in the U.K. Considerable progress has been made to date, but problems of adequate funding have now arisen, caused by annual allocation of grants with no provision for circumstances where contracts must inevitably extend over more than one year.
- 1.2 **The allocation of £1.5m for this work during 1984/85 is totally inadequate to enable the Council to proceed with the next and largest phase of the scheme. Without very early resolution of this problem of funding needing to extend for a period of two or more years it seems very unlikely that the Council can, with confidence, enter into any contracts for the next phases of the scheme. Guarantees or assurances are now urgently needed from Government that sufficient resources will be made available during the next two/three years in order that contracts may be let for the completion of the whole of the reclamation project. Section (6) following describes the difficulties of the remaining phases.**
- 1.3 Reclamation of the Steelworks complex forms a major part of the industrial and economic regeneration strategy which has been successfully pursued since 1980. Derwentside District Council is most concerned that any failure to secure total reclamation within a reasonable time-scale may result in a loss of momentum in the attraction of new industry into the area and jeopardize the successful achievements to date.

2. BACKGROUND

- 2.1 The British Steel Corporation announced at the end of 1979 their intention to close the Consett Steelworks in 1980. Recognizing the catastrophic effect this would have on the district's employment and economic prospects, the District and County Councils pressed for a co-ordinated package of urgent, remedial measures.
- 2.2 This led to a joint delegation of District and County Council members meeting on 13th February, 1980, four Government Ministers representing the Departments of Industry, Employment, Transport and the Environment. The delegation presented a strongly argued case for urgent remedial measures, including:-

new factory building,
the reclamation and redevelopment of the Steelworks complex
the improvement of road communications
manpower development and re-training

Attention is drawn to the papers presented at the meeting.

- 2.3 On 19th June, 1980, Sir Keith Joseph, then the Secretary of State for Industry, announced in Parliament that the Government would provide derelict land clearance grants of up to £10m in the three to four years beginning in 1981-82 for approved reclamation schemes at Consett (and to the limited extent relevant at Scunthorpe). The Secretary of State also announced provision of £19m to the English Industrial Estates Corporation (now English Estates) to enable increased building over the next five years - about two thirds to Consett.
- 2.4 Immediately following this announcement, an all-out effort was commenced to re-build the area's employment and economic base. The Derwentside Industrial Strategy Committee was established to co-ordinate these efforts and to avoid unnecessary duplication. Represented on this Committee were the local authorities involved, B.S.C. (Industry) Ltd., B.S.C., Departments of Industry and the Environment, M.S.C. and English Industrial Estates Ltd. The Committee defined its terms of reference as:-

'To consider inputs to the evolving Industrial Strategy for Derwentside and in relation to these to co-ordinate the expertise and resources of all organisations working towards the industrial regeneration of Derwentside focusing particularly on Consett and its immediate environs.'

and

- '(i) Industrial promotion.
- (ii) Identification and Assessment of land and property for Industry.
- (iii) Provision of premises.
- (iv) Financial and Manpower resources.
- (v) Support services to new and expanding industry'

2.5 The evolving industrial strategy for Derwentside embraces all aspects of working and living environments and sets out to:-

- (i) Ensure an adequate and continuous supply of factories and other industrial buildings and ready availability of serviced, industrial land.
- (ii) Reclamation and redevelopment of Steelworks complex.
- (iii) Maximise investment opportunities and resources.
- (iv) Improve communications.
- (v) Seek to reduce unemployment levels to at least the County average and preferably to national average.
- (vi) Improvement of environmental conditions.
- (vii) Manpower re-training.

2.6 Since the Steelworks closure, the District has been hit severely by further job losses through closure or redundancies and it is estimated that since June 1980 over 7,700 jobs have disappeared. At March 1984, some 7,571 persons were registered unemployed (23.8% overall, 28.4% males). (Based on present data collecting system operating from October, 1982). In addition, it is estimated that in excess of 1300 people are engaged on temporary employment schemes.

2.7 The escalation of job losses was specifically referred to in a further joint delegation meeting with Sir Keith Joseph, the Secretary of State for Industry, on 8th December, 1980. Attention is also drawn to the paper presented at that meeting.

2.8 It is vital therefore that the drive to attract new industry and new jobs into the area continues at full force in order to mitigate the continuing very high levels of unemployment, the increasingly long periods of unemployment and the continuing rate of job losses in established firms.

3. THE NEED TO RECLAIM THE STEELWORKS COMPLEX

3.1 Consett is a hill-town standing some 900 ft. above O.D. The Steelworks dominated the town and was also prominent in middle and long-distance views. The scale of the works, extending to some 760 acres, the huge ugly structures of the works itself and particularly the massive spoil heaps rising in places to almost 300 ft. in height were always obtrusive and visually objectionable. If left abandoned they would have presented a prominent and permanent appearance of the utmost dereliction. (See photographs).

3.2 The Government recognised this fact in the 19/6/1980 announcement when making derelict land grant specially available under Section 73 of the Local Government Planning and Land Act 1980 (Project of national or Regional Importance).

3.3 As Government is aware, clearance of Steelworks as with much other heavy industry presents problems but the Consett reclamation scheme has proved particularly difficult. Major problems in demolition have been encountered and overcome, many areas of severe contamination and pollution have been identified and the nature and content of the spoil-heaps themselves present a major challenge.

- 3.4 Nevertheless, **relying on the availability of derelict land grant within the period announced**, design work started immediately and a reclamation scheme was drawn up which enabled work to commence in phases as demolition being carried out by B.S.C. proceeded and as land could be released and acquired. Where necessary, specialist advice was obtained from the County Council and other outside sources to deal with the unique problems presented by this huge and heavily contaminated site.
- 3.5 Problems of large areas of made-up ground, massive foundations, toxicity etc. (As detailed in sections 4 & 6 following) have inevitably reduced the area suitable for redevelopment and the after-uses proposed for the land reflect the problems inherent in the site. Even so, the amount suitable for redevelopment for industrial or other building purposes has been maximised. See Plan No.2 attached for proposed after-uses. **Throughout, from commencement of the scheme, the Regional Office of the Department of the Environment has been kept fully informed both as to phasing and timing.**
- 3.6 In spite of the difficulties outlined, work on reclamation - as distinct from demolition - commenced within eight months of the announcement of grant aid. This evidence of reclamation work actually starting was of great assistance in bolstering local morale and demonstrating to both potential industrialists to the area and to existing firms, the re-building and re-shaping of the district's employment future.

4. **THE STEELWORKS COMPLEX AND ITS PROBLEMS**

- 4.1 The Steelworks complex extends to some 760 acres. See Plan No.1 attached. The site slopes naturally to the west from Consett into the Derwent Valley. Tipping has taken place over the site for some 120 years to such an extent that some 50% of the site now contains filled ground. Slag heaps occupy the western part of the site and encroach into the Derwent Valley, an area of high landscape value. Almost vertical cliff faces of slag are formed at this point which are in places almost 300 ft. high.
- 4.2 The complex extends almost to the Consett Town Centre, straddles the A.692, the main access road to Consett from the west, and abuts on to major housing areas to the south west.
- 4.3 The area surrounding the Steelworks consists of gently undulating topography dipping slightly eastwards. The lack of any decisive natural landscape element tends to throw emphasis on to the permanent man made features in the area. The B.S.C. tip dominates the skyline from all western access roads and can be seen from up to 15 miles away on approaches to the Town.
- 4.4 The total site is divided from east to west by the A.692 road and is further divided from north to south by the now disused railway line which runs from Blackhill through the site and circles the Plate Mill in the south.
- 4.5 The physical features of the road and railway divide the Steelworks area into five main areas:-

4.5.1 The Grove Heaps

An area of some 96 acres in the south west corner of the site. This was an area of extensive tipping of a mixture of chemical waste and slag with individual areas of high toxic waste. Tipping had taken place over many years and had intruded into the attractive Hownsgill Valley commencing at the A.692 and extending to the Hownsgill Viaduct, a structure listed as being of Architectural and Historic Interest.

4.5.2 The Coke Works/Byproducts Plant

An area of 113 acres in the south east corner of the site consisting of the Coke Works, Byproducts plant, an area of coke stocking and a reservoir. Again there was extensive tipping with a high percentage of toxic materials in certain parts of the site. The area abuts the A.692 and extends almost to the centre of Consett.

4.5.3 Hownsgill Plate Mill

An area of 66 acres to the south of the site. It consists of the former Plate Mill building; a building some 670 yds. long x 130 yds. wide x 59 ft. to the eaves height, and surrounding land. This area is not included in the reclamation proposals at the present time as the building is being considered for conversion into smaller, multi-purpose use industrial units.

4.5.4 The Main Steelworks Area

An area to the north of the A.692 comprising some 274 acres, the site of the Blast Furnaces, Rolling Mills and main Steelworks buildings. The site extends from the A.692, intrudes into the Derwent Valley and extends to the east into the centre of Consett. In the west it abuts major housing development in the Grove area. Tipping has taken place over a period of 120 years extending the Steelworks site westward from Consett and has resulted in the western side, overlooking the Derwent Valley and Pemberton Road housing area, being almost vertical slopes of slag, in places some 300 ft. high.

4.5.5 The main steelworks area has now been cleared of all structures but many foundations have been exposed. The foundations contain open pits, ducts, tunnels and other voids. Together with many shafts, wells and other open holes and areas of high toxicity, the whole site presents a hazard to any intruders. This hazard danger is so serious that a security patrol has been introduced but the sheer size of the site and its location near large housing estates makes it virtually impossible to totally prevent unauthorised entry. For this reason alone, the site must be dealt with at the earliest opportunity.

4.5.6 The Former Railway Line and Goods Yard

This extends from the Blackhill Goods Yard in the north of the site, passes from north to west through the main steel area site, goes underneath the A.692, and circles round the Coke Works and Plate Mill site to Consett.

There are some 14 bridges on this line, some of which are in poor condition and would require costly attention if retained.

5. ACHIEVED TO DATE

5.1 Steelworks Reclamation

5.1.1 When closure of the Works was confirmed, a number of initial policies for the rehabilitation of the site were decided and agreed:-

- (a) That physical work should commence at the earliest possible date on the site.
- (b) That the area of reclamation should be confined basically within the boundaries of the Steelworks complex and that as little as possible additional land should be taken into the reclamation area.
- (c) That in determining the future after use, consideration should only be given to bringing back into productive use for industry and housing, areas where it was economical to do so. Areas with heavy foundations, under-mining, toxicity etc., which would be extremely expensive to bring back into a developable state were to be made safe and incorporated into agricultural, landscaping or woodland areas. (See Plan No.2).

5.1.2 On these principles, a programme of demolition and clearance of the Steelworks was agreed. This involved close co-operation with B.S.C. and British Rail to produce an agreed programme of demolition and clearance of the structures from the site to allow the reclamation to proceed in a phased manner. The original programme of phasing is shown on Appendix I. This programme of reclamation in phases was submitted to The Department of the Environment in September, 1980.

5.1.3 Although there have been some disruptions to this programme due to the difficulties in disposing of the scrap metal from the site and the settlement of the problems involving possible coal extraction, this programme has been basically adhered to and progressed as planned.

5.1.4 Phase I. The Grove Heaps Area

The first phase of the reclamation was the Grove Heaps area. Physical work commenced on this site in June, 1981, approximately 8 months after the formal closure of the works. This scheme involved the removal or treatment of the toxic waste areas and the remodelling of the Hownsgill Valley which involved some 810,900 cu.yds. of excavation and re-spreading. The area was landscaped and treated and brought back into use for agricultural purposes, amenity, woodland and has allowed for the provision of a picnic area and access to the Hownsgill Valley.

This initial phase has produced a much improved visual aspect of the access to Consett and has improved the road access by the removal of an over bridge. The total cost of this phase was £1.2m.

5.1.5 Phase II. The Coke Works Site

Physical work commenced on this site in November, 1982. Removal of the concentrated highly toxic material from the site has been undertaken together with the treatment and containment, on site, of lesser concentrated toxic wastes.

The area has been remodelled involving excavation of some 837,000 cu.yds. of fill together with major alterations to the surface water and foul drainage in this area. To date the earth moving contract and drainage contracts are complete. The final soiling and cultivation of the areas which are to form amenity, woodland and agricultural uses is to be undertaken in the next few months. Again this scheme has produced dramatic improvements in the access to Consett and allows for a major improvement to the A.692 which will remove the problem of the road bridge at the Grove Works.

The cost of this scheme was £1.3m

5.1.6 Main Steelworks

A number of small schemes have been implemented to aid industrial development and for safety reasons.

- (a) The demolition of large concrete structures - the former Power Station and Cooling Towers - has been undertaken at a cost of some £170,000.
- (b) The drainage and filling-in of the reservoirs adjacent to the Grove Housing Estate. This work was undertaken on the basis of safety but also allowed handling trials on the removal of slag.
The cost of this scheme was £40,000.
- (c) **Park Road Industrial Area:**
The former Redpath Dorman Long Engineering Buildings at Park Road were identified as being suitable for re-use by industry. These buildings have now been occupied by three firms and have created some 150 jobs on site. In re-developing the area for industry a new access road and services were provided. To utilise further the services provided, an additional area of land adjacent to the site was identified which could be used for industrial development. This area has been contoured to an appropriate level together with some landscaping.
The cost of this scheme was £80,000.
- (d) **Gatehouse Industrial Area**
An area of existing small workshops and apprentice classroom buildings was identified for potential use for small-scale development industries. At the present time all these buildings have been occupied by small industries, together with an M.S.C. Training Workshop, which is sponsored by this District Council. 16 No. high specification small industrial units have been built on the site utilising funds obtained from Urban Aid Grant. An area of 29.6 acres adjacent to the site has been allocated for industry. Part of the site was underlain by shallow coal and iron seams and these have now been stabilised, together with earth moving to create an industrial area.
The cost of this scheme to date is £312,000.
It is also intended on this site to provide the infrastructure for industrial development to encourage further private investment or English Estates development in this area.

(e) **Blackhill Goods Yard**

As an area at the extremity of the railway line which intrudes into the Blackhill Town Shopping Centre, this area is being filled and regraded to produce amenity areas, housing land, and possibly industrial development.

The cost of this scheme is £35,000.

Already proposals for housing development are being formulated for part of this site.

5.2 Industrial Regeneration

- 5.2.1 The previous reports to Government, referred to earlier, stressed the urgent needs to combat high unemployment rates, a then existing lack of suitable industrial land and premises and to improve road communications.
- 5.2.2 Much has already been achieved. Substantial efforts by English Estates, together with Local Authority initiatives and some limited private investment has resulted in well over 4,065,000 sq. ft. of new industrial floor space built to date with another 170,000 sq. ft either under construction or committed. (As at April, 1984). Nearly all of this space is occupied or reserved.
- 5.2.3 Since March, 1980, some 182 projects have been successfully attracted to and established within the District generating approximately 2,000 new jobs. If all these projects succeed in accordance with their 'Business Plans' an additional 2,000 jobs can be expected to be created within the next three years as these firms consolidate and expand.
- 5.2.4 This rate of progress will probably result in the completion of English Estates Number One Industrial Estate at Consett (the 80 acres referred to by Sir Keith Joseph in answering questions in Parliament on 19/6/80) in the next year and arrangements are already in hand for further serviced, industrial land to be made available. Durham County Council has, in addition, succeeded in acquiring some 83 acres of allocated industrial land at Greencroft and this area has already been levelled and services are now being installed.
- 5.2.5 A particularly welcome feature of this new jobs attraction is the relatively high percentage of firms involved in new or high technology. Such is the level of interest and enquiry that the second and remaining phase of the Number One Estate and a substantial part of the Greencroft site are being laid out specifically to attract these new type of firms. Not only are the new buildings purposely designed, the areas are being laid out with substantial additional landscaping and trees and shrub planting to meet the perceived requirements of this section of industry. It should be especially noted that the creation of a new/high technology site by English Estates is the first such non-campus area which this Agency has developed. It is notable that enquiries are from many varied branches of new technology - Biotech, Robotics, Cadcam, Micro-electronics, Fibre-optics and opto-electronics.
- 5.2.6 The environmental improvement is also well underway. Apart from the Steelworks, all remaining spoil heaps from the coal-mining era have been cleared away as have many smaller areas of dereliction. Steady progress has been made with tidy-up and landscape and tree planting schemes, mostly in the landscape improvement areas outlined in the approved County Structure Plan. Progress has also been made in clearing up despoiled areas within this Council's approved Local Plan areas.

5.2.7 Since 1980, considerable efforts have been made with selective industrial promotion both in U.K. and abroad - with success as already explained. Considerable emphasis has been placed on the changing environment and expectations of total clearance in the next few years. Many firms now based in Consett expected the remaining dereliction to be cleared within the time-scale announced in 1980 and may well feel aggrieved if this is delayed. **The Council is similarly extremely concerned that it is not seen to have been giving false impressions or distorting a 'hopeful picture' and feels that assurances must be given now to enable the reclamation timetable to be re-arranged and re-announced with confidence.**

5.2.8 Many special initiatives have been introduced, including resources from E.E.C. These have included extensive assistance from the quota section of the European Regional Development Fund for the provision of roads and services on the Council's industrial sites and a wage based incentive scheme supported by the European Social Fund for industrialists creating job opportunities for the unemployed in the district. The District Council welcomes the recent expansion of the qualifying areas under the European Regional Development Fund non-quota measures and is submitting proposals to secure further resources.

5.2.9 In recent years, it has become evident that the District of Derwentside, with its location close to the lower Pennines and its own moorland scenery is attractive to tourism and well-placed to take advantage of this increased interest. Road. A.68, the 'holiday route' to Scotland passes through the district and the removal of the Consett steelworks will add immeasurably to the attraction of this route. As has been explained (para.4.3) the steelworks were visible from many parts of this road. In addition the Derwent Valley, already designated as an area of great landscape value will be substantially improved by the reclamation scheme and will therefore increase in attractiveness. Mention should also be made of the current proposal to designate the western section of the valley as an area of Outstanding Natural Beauty. It is confidently anticipated that, in future years, a substantial growth in jobs and other beneficial spin-off will be generated by an increase in tourism.

5.2.10 It should be emphasised strongly that the industrial promotion success has been achieved through total co-operation and co-ordination between all the job-creation agencies involved in the District and that this had lead to the successful English Estates programme. These agencies include the Derwentside Industrial Development Agency which is an outstanding example of the ability of the private and public sectors to work together for the benefit of the community. Indeed the efforts of the agencies and English Estates are totally complementary in that the new-build programme is carefully designed to meet known demands which have already been identified. In addition a substantial road improvement programme is now underway which will increase the locational attractiveness of the District.

6. THE REMAINDER OF THE RECLAMATION :PHASES III & IV

6.1 Although some slippage from the original programme has occurred, overall reasonable progress has been maintained. (See Appendix 1 for original programme).

6.2 Expenditure up to April, 1984 on the scheme is estimated to be £2,787,000. During 1983/84 the programmed expenditure was to be £1.25m, and it is calculated that £1.2m has been spent.

- 6.3 The planned expenditure is shown on the enclosed diagrams (No.1 & 2). These are based on the anticipated Phase III contract start date (April/May, 1984) and the anticipated rate of expenditure needed for the various contracts.
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- 6.4 Expenditure in 1984/85 was originally assessed at £2.5m. This allowed for committed expenditure of £400,000 on various schemes already started and the commencement of work on Phase III - a contract estimated at some £5m. These assessments were based on the assumption that the contracts would start at the programmed time.
- 6.5 **The Problem** with the allocation of only £1.5m for 1984/85 is that if the present programme is maintained, only committed work to the extent of £1.1m could be undertaken. (See para. 6.4 above). **It would not be possible to commence the Phase III Main Heaps contract unless a guarantee is received that the additional funds necessary will be forthcoming to meet the total contract. Also, other phases of the contract which were due to start during 1984 will have to be re-scheduled.**
- 6.6 The time scale for Phase III, which is the Main Heaps Contract, has been assessed at a two year period. This estimate has been formulated after discussion with major contractors likely to be involved and the known factors of the handling characteristics of the slag and the volume of work involved. **Again, the rate of expenditure of some £200,000 per month is the anticipated expenditure over the contract period which would be required to maintain this effort.**
- 6.7 A further problem is that it was anticipated to commence in 1984 on Phase IV of the scheme, which involves reclamation of the Railway Line. At the present time road A.692 passes over the railway line by way of the Grove bridges. These bridges do not belong to the Highway Authority and have been acquired by the Council as part of the land acquisition from British Steel and British Rail. The structures are in poor condition and will require substantial works to maintain them in a usable condition. Agreement has been reached with Durham County Council to include a road improvement scheme for the A.692 which would bypass the bridges on newly formed levels, so allowing the bridges to be demolished. It is anticipated that this scheme can commence in April, 1985. Before commencement of this scheme, it would be desirable to carry out all the earth works required, utilising existing railway track rather than involvement in the cost of having to cross a newly constructed road. **It is therefore highly desirable that Phase IV of the reclamation scheme should be undertaken and the earthworks completed before the road works commence in 1985.**
- 6.8 At the present time the allocation of £1.5m for 1984/85 for the reclamation scheme at Consett does not relate to the planned work programmes. It can be seen from Diagrams Nos. 1 and 2, that if the programme is to proceed as planned - and the various contract packages are to remain unaltered - at some stage in the reclamation of the scheme at Consett, expenditure at the rate of £2.5m per annum is going to be required over a two year period to even undertake only the Main Heaps scheme.
- 6.9 Since the announcement of the allocation for 1984/85, possibilities of re-phasing the scheme have been examined. There are a number of options which could be considered, all of which raise problems, quite apart from the obvious result that to delay work on the scheme extends the period of reclamation, which is precisely the opposite of the approved regeneration strategy.

6.10 The following are some of the options examined and the problems envisaged:

Option 1

The first option is to reduce the extent of the Phase III Contract. However, the present scheme is considered to be a strict compromise between landscape requirements and engineering economics and any further reduction in this would drastically affect the quality of the landscaping achieved. The total fill in the slag heaps is estimated to be in the region of 32.7 million cubic yards. The proposal to excavate some 3.93 million cubic yards from the slopes of the heaps -which are at present practically vertical - to provide slopes which would be maintainable from an agricultural and landscaping point of view, produces the bare minimum of material which is required. This is needed to fill the railway cuttings, fill and consolidate over the areas of large foundations and provide adequate cover to the highly contaminated areas. Any reduction in the amount of this fill would have to be countered by alternative solutions to the various other problems on site which would not necessarily be cheaper or as good.

Option 2

To split the existing proposed scheme into two packages, one for bulk earth moving and the second for main drainage.

The bulk earth moving consists roughly of half the cost involved. It would be possible to let this as a separate contract over a two year period to be followed on by the drainage and other works, possibly over another two year period. Because of the nature of the contract and the difficulties involved, having two separate contractors could well give rise to a potential claims situation and which could greatly increase the cost of the scheme.

Because of the inherent difficulties of the scheme there are inevitably going to be problems with large masses of materials and delays while these are removed.

In addition, the temporary drainage works and the permanent drainage works for the site have been designed on the assumption that the main drainage works would be quickly available. There are major problems with surface water run-off on reclamation schemes and the sooner the permanent drainage can be installed the better. If there were to be considerable delays before the main drainage works were implemented, consideration would have to be given to more extensive temporary drainage works which would again add to costs.

One further consideration is that, at the present time, major earth moving contractors are desperately short of work and therefore a good rate for this large job is expected. Although it is difficult at present to anticipate future trends, in general delays cost money and will escalate the price.

Option 3

This third option is to look at re-phasing the scheme into two or more sections. The main objection to this proposal would be that the scheme would have to be completely redesigned to account for alterations to main drainage and temporary drainage. The design costs on a scheme of this nature are substantial, probably 10% of the overall costs. Whilst much of the work undertaken would not be wasted, i.e. investigations into toxic materials, site investigation, bore holes, material handling tests, etc., there would be considerable costs in redesigning the landscaping and earth moving contract elements and the preparation of further Bills of Quantities and Specifications: possibly in the order of 5% of the total cost. There would also be some considerable delay in redesigning a scheme of this nature. Again delays escalate costs.

The further difficulties in trying to split the main contract into smaller phases is that the main drainage for this area of site should be considered as a whole and to try and sectionalise it would inevitably lead to higher costs and require much more temporary work to achieve the same objective.

- 6.11 It must be noted therefore that the remainder of the scheme has been expressly designed to achieve minimum removal and respreading of spoil. Even so, this amount together with the known handling characteristics of the slag necessitates a two year contract. Further delay in dealing with the now disused railway line will result in a hold-up to a much needed improvement scheme for road A.692. Options of re-scheduling various aspects of the works have been examined and incur additional costs and introduce new practical difficulties in programming and re-phasing. The reclamation scheme as presently submitted (See Appendix No.2) appears to be the most economic and practical solution to meeting all the known and anticipated problems within a reasonable period of two or three years. Any delay will inevitably introduce additional costs.
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7. SUMMARY AND CONCLUSIONS

- 7.1 It has been demonstrated that the District has suffered severely from closure of the Steelworks and the recession generally since 1980. However, the success of the industrial promotion drive so far has at least enabled the position to be stabilized. It is expected that many more new jobs will be created in the next few years.
- 7.2 A key element in the regeneration strategy is the total reclamation and partial re-development of the former steelworks area. Work is well advanced on the scheme but the point has been reached where the last phases, which are to deal with the most difficult conditions, cannot readily or economically be split into smaller units, capable of funding and completion in a single year. Any attempt to do so would be likely to incur considerable additional costs and substantially extend the total period of the reclamation scheme.
- 7.3 The Council is deeply concerned lest any prolonged delay in this key element has the unfortunate effects of slowing down the regeneration momentum which has been created and lowering the local morale which has been sustained at a remarkably high level.
- 7.4 For the reasons outlined, the grant of £1.5m for 1984/85 is totally inadequate to enable the remaining phases to be completed. It has been explained that these phases need to extend over periods well in excess of one financial year and to form part of one overall and continuing project. Some adjustments to the submitted programme could be made for the year 1984/85 provided a start on the major phases can be made towards the end of this fiscal year.
- 7.5 **Accepting that the financial year 1984/85 had already commenced, Derwentside District Council urges that Government gives urgent recognition to the problems outlined and increases grant-aid allocation for this year (1984/85) to enable a start on the remaining phases, together with assurances that grant-aid will continue at the needed requisite levels for the next two or more financial years in order that the scheme may be satisfactorily completed.**
- 7.6 If an increase this year is not possible, assurances and guarantees must now be given for future years of adequate funding in order that the Council may, with every certainty, re-design it's reclamation programme for the site and enter into long-term contracts for the completion of the remaining and most difficult parts of this major reclamation scheme.

April, 1984

**B.S.C. CONSETT
PROGRAMME OF EXPENDITURE**

	Expenditure (£ x 1,000)							TOTAL
	81/82	82/83	83/84	84/85	85/86	86/87		
Design Costs, Accommodation Works and Land Acquisition	450	450	430	200	250	204	1,984	
Phase 1 - Grove Heaps		500	500				1,000	
Phase 2 - Gate House		200	270				470	
Phase 3 - Main Heaps				1,300	1,300	1,700	4,300	
Phase 4 - Coke Works				200	200	380	780	
Annual Expenditure	450	1,150	1,200	1,700	1,750	2,284		
Cumulative Expenditure	450	1,600	2,800	4,500	6,250	8,534	8,534	

19th September, 1980

**RECLAMATION OF FORMER B.S.C. WORKS CONSETT
PROPOSED PROGRAMME AT MARCH 1984**

	Expenditure (£ x 1,000)						TOTAL
	81/82	82/83	83/84	84/85	85/86	86/87	
Phase 1 - Grove Heaps	700	400	50				1,150,000
Phase 2 - Coke Works & Gatehouse		437	1,130	110			1,677,000
Phase 3 - Main Heaps			70	2,500	2,400	1,115	6,085,000
Phase 4 - B.R. Land etc. Spirocon & Hownsgill (including Infrastructure for Gatehouse)				250	400	600	1,250,000
Annual Expenditure	700	837	1,250	2,860	2,800	1,715	10,162,000

Blackhill

Park Road

Phase III

Gatehou

A692

Grove Bridges

Phase II

CONSE

Howns
Platen

Phase I

Phase IV

Hownsgill
Viaduct

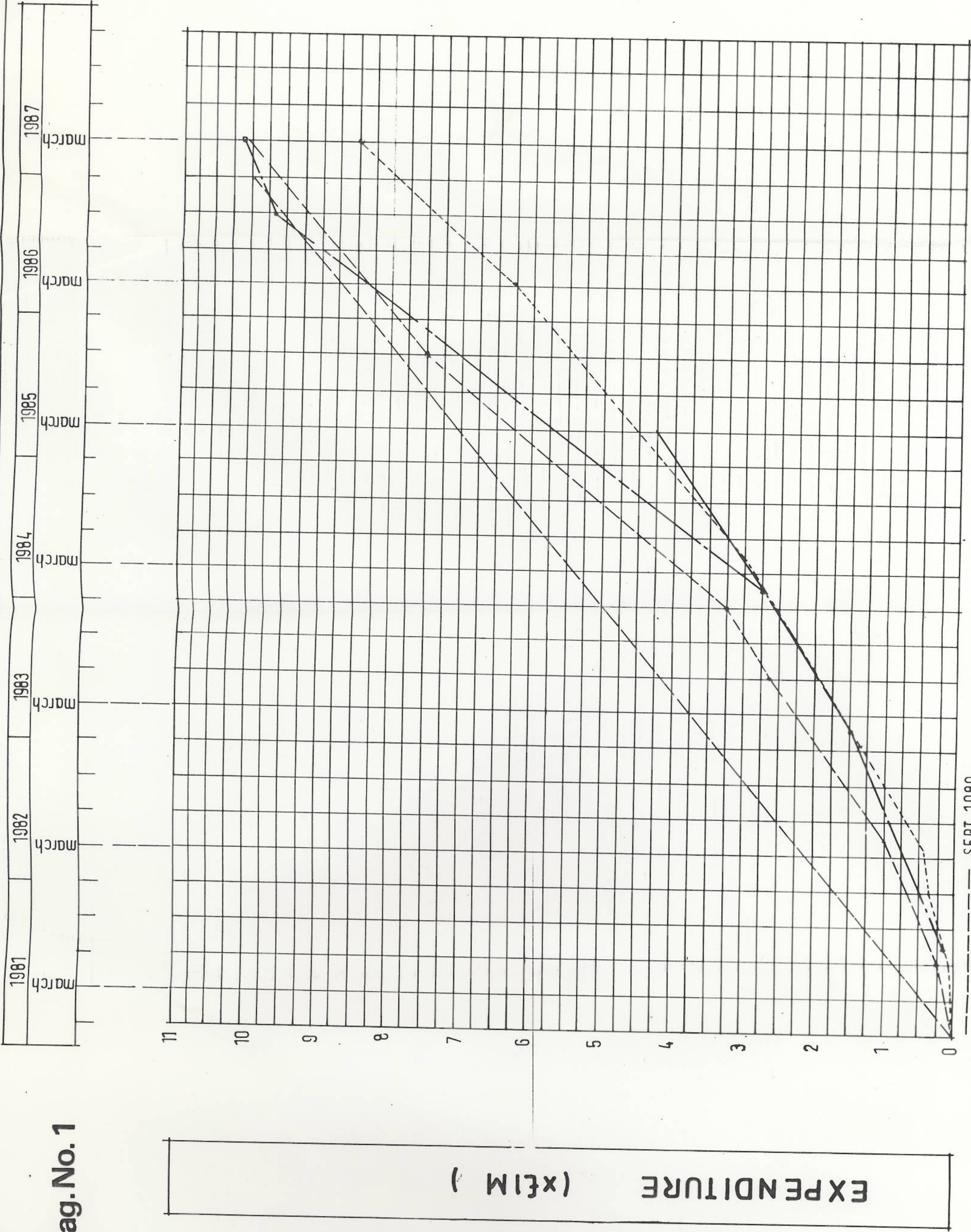
N

- — — — — Railway Line
- RDL - Redpath Dorman Long

Phasing of Reclamation Work

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Diag. No. 1



**RECLAMATION OF FORMER B.S.C.
WORKS — CONSETT
PROGRAMME**

1981 1982 1983 1984 1985 1986 1987

Phase 1 (Grove heaps)
Earthworks
Landscaping

1,050,000

90,000

Phase 2 (Coke works)
(Gatehouse)
Earthworks
Landscaping
Stabilisation

950,000

375,000

110,000

Phase 3 (Blackhill)
(Cooling towers)
(Park road)
(Main heaps)
Earthwork
Infrastructure
Landscaping
Earthworks
Landscaping

233,000

307,000

100,000

25,000

75,000

Earthworks
Landscaping
Design etc.

35,000

17,000

150,000

5,352,000

Phase 4 (B.R. land etc.)
Earthworks
Drainage
Landscaping

650,000

270,000

90,000

700,000

1,537,000

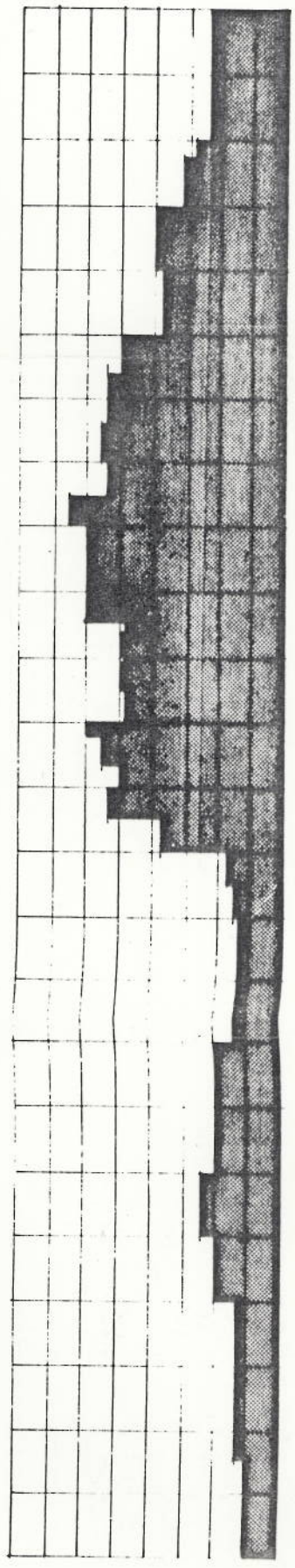
2,787,000

5,647,000

8,447,000

10,162,000

Total Expenditure



Plan No. 2

Consett Steel Works

Land Use Proposals.

Industry.

Housing.

Agriculture.

Tree Planting Framework.

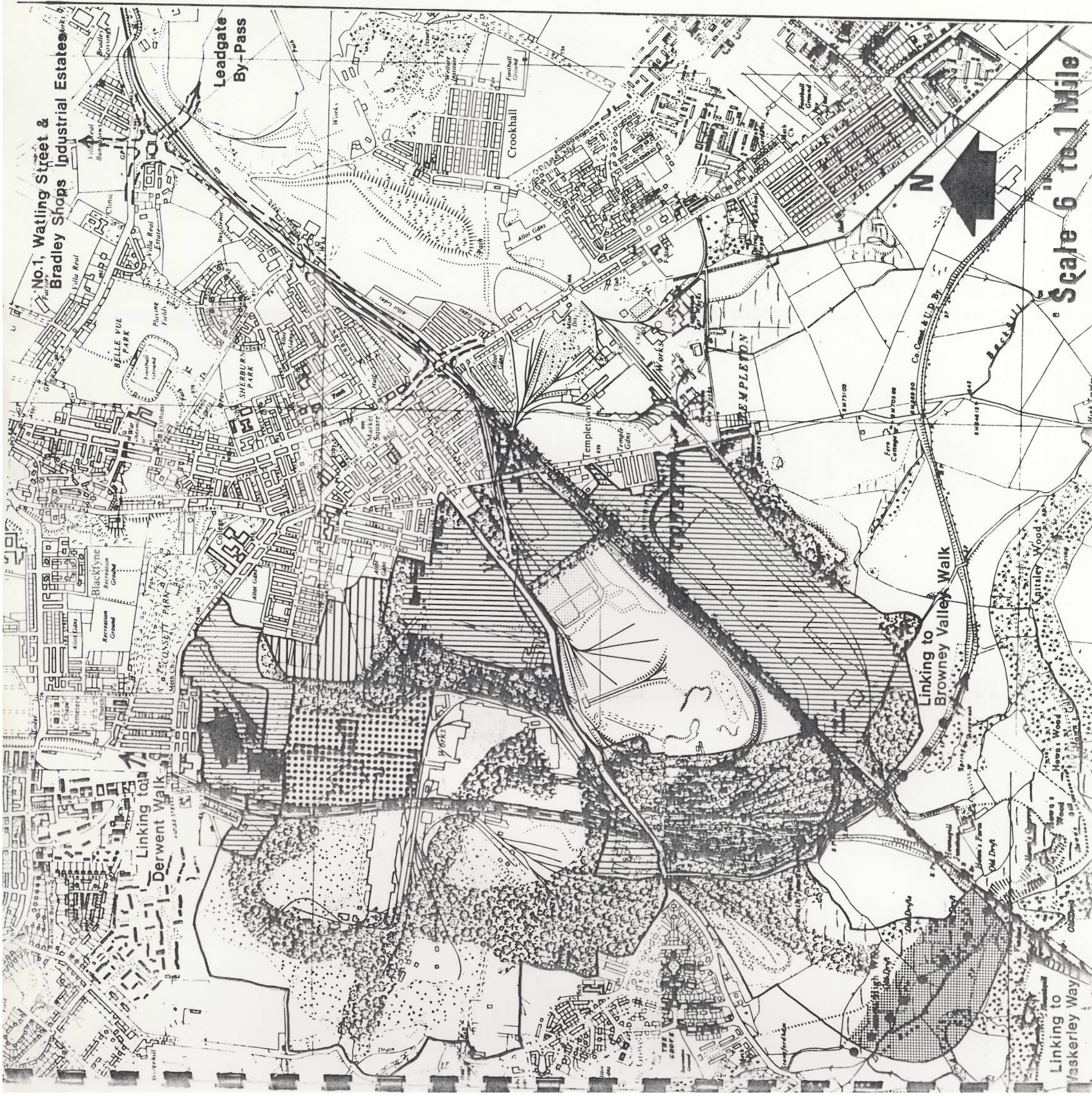
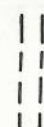
Formal Public Open Space.

Informal Public Open Space.

Buildings to be retained.

New Road Proposals.

Public Footpaths & Proposals.



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