

Local impact report

Stockton on Tees Borough Council

This Local Impact Report (LIR) has been prepared by Stockton on Tees Borough Council giving details of the likely impact of the proposed development on the authority's area.

The application is accompanied by a great deal of technical information and as advised there is no need for the LIR to replicate the EIA. Nor is it necessary to replicate any assessment already produced in respect of the site such as those included in National Policy Statements.

Guidance states that the LIR it should draw on existing local knowledge and experience qive examples given are local evidence of flooding, local social or economic issues or local knowledge of travel patterns to community facilities.

This LIR has been prepared in the light of guidance set out in The Planning Inspectorate's Advice Note One: Local Impact Reports and following the suggested format and content.

Site description and surroundings/ location

1. The application site is a cross boundary proposal with Redcar and Cleveland Borough Council (RCBC) where the bulk of the proposed development is based.
2. The STBC element mainly relates to the Carbon Capture Network and largely follows existing pipeline corridors within Seal Sands/Billingham area of Stockton. The location is primarily industrial/commercial in nature
3. There are a number of designations in the local plan; one of which is a 'Specialist Employment Location' with International and Nationally Designed Sites in the vicinity (See Appendix 1, 2 , 3 and 4)

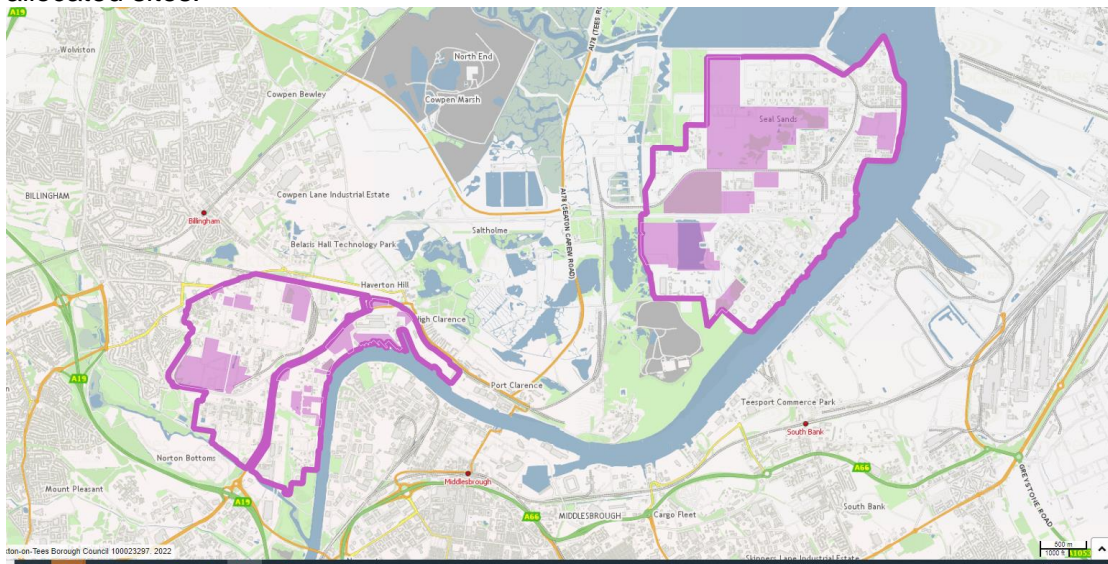
Details of the proposal

4. The STBC element of the proposal is the CO2 pipeline network (a 'gathering network') for collecting CO2 from a cluster of local industries.

Relevant development plan policies, and an appraisal of their relationship and relevance to the proposals

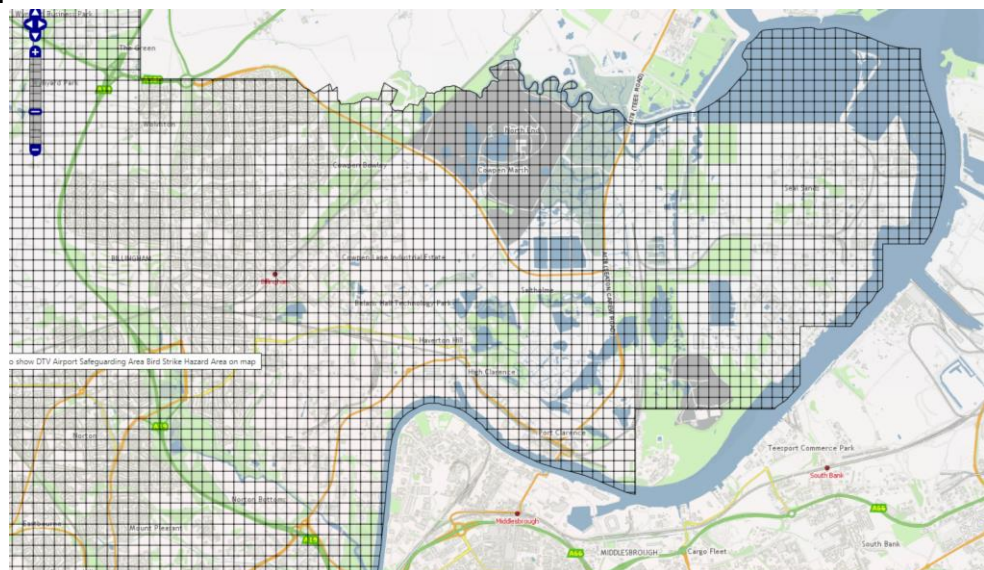
5. The key policies in the Stockton on Tees Local plan are detailed below with the relevance and compliance detailed below.
6. EG4 Economic Growth Policy 4 (EG4) - Seal Sands, North Tees and Billingham
 1. Development proposals for hazardous installations, uses related to the process industries, or emerging specialist sectors will be directed to available sites and expansion land in the following locations:
 - a. Billingham Chemical Complex including 45 ha of available land.
 - b. North Tees including 46 ha of available land.
 - c. Seal Sands including 144 ha of available land.
 2. Development proposals in the North Tees and Seal Sands area will recognise the cumulative importance for bird species associated with the Teesmouth and Cleveland Coast SPA and Ramsar site. Appropriate development proposals will be encouraged at locations within the limits to development where:
 - a. If necessary, land has been identified to provide appropriate strategic mitigation; or
 - b. The applicant can demonstrate that the proposed development, in-combination with other proposals, will not adversely impact the Teesmouth & Cleveland Coast SPA and Ramsar site.
 3. Should it become apparent that proposals for strategic mitigation cannot be identified, the Council will work with the Tees Estuary Partnership and relevant stakeholders to take appropriate action.
 4. Proposals for port and river based uses will be directed to sites and premises at Billingham Riverside, which includes approximately 38 hectares of available land. The following uses are considered to be suitable at port and riverside locations:
 - a. Operational facilities, including wharves, jetties, slipways;
 - b. River based logistics, warehousing, hard standing, and storage;
 - c. Storage of hazardous substances awaiting import or export;
 - d. Fabrication, maintenance or decommissioning of marine vessels, oil rigs and other large structures requiring transportation by sea; and

- e. Energy generation plants and infrastructure that are reliant on a port/riverside location.
5. Alternative employment uses, excluding town centre uses and other uses that would generate significant populations, may be supported at Billingham Riverside if:
 - a. The proposal is linked to existing, committed and proposed investment in the area;
 - or b. There are no other locations within the employment land portfolio which can accommodate the proposed development.
6. At Billingham Riverside, development within Flood Zones 2 and 3, other than for water compatible and less vulnerable uses, shall be considered in accordance with Policy ENV4. Development proposals for Essential Infrastructure should be directed to land allocated with the lowest flood risk, unless there are specific requirements which would necessitate the development of an alternative site at higher flood risk. Proposals should also be accompanied by a Flood Risk Assessment to demonstrate how Essential Infrastructure will be designed and constructed to remain operational and safe in times of flood.
7. Development proposals in the North Tees and Seal Sands area are required, as appropriate, to be supported by a site specific Flood Risk Assessment which considers, amongst other matters, emergency access/egress in the event of tidal flooding.
8. Proposals which require hazardous substance consent will be designed and located to prevent an unacceptable increase in the level of risk to human health and the environment from an industrial accident or prejudice adjacent operational facilities or allocated sites.



7. The proposed development of the Carbon Capture Network is primarily within an industrial area with industrial and chemical clusters and specialist uses. The proposal is within an existing pipeline corridor and it is not considered that the proposed gathering network will be contrary to this policy which seeks to support specialist developments.
8. **Economic Growth Policy 5 (EG5) - Durham Tees Valley Airport**
 1. Approximately 140 ha of land at Durham Tees Valley Airport are safeguarded for the continued operation of a regional airport. Airport related uses supported within this area include operational infrastructure; terminal facilities; car facilities; maintenance facilities; ancillary offices; warehousing/distribution; training centres and hotel accommodation.
 2. In order to promote a thriving and sustainable airport, 50 ha of land is allocated for airport related uses to the south of the runway. To support this expansion, a further 20 ha of general employment land is also allocated south of the runway.

3. Development of employment land to the south of the runway will be supported by an appropriate surface water and foul drainage network utilising, where practicable, a Sustainable Urban Drainage System.
4. The following transport improvements will be supported to enable future aviation and economic growth at the airport:
 - a. Public transport access to the airport; and
 - b. Link road access to the Southside employment site taking in to consideration the public safety zone at the eastern end of the runway and the airport safeguarding zones surrounding the airport.
5. Future revisions of the airport masterplan will require the airport operator to:
 - a. Identify an appropriate time horizon setting out realistic short, medium and long term growth aspirations for the airport;
 - b. Specify the type and scale of any development or infrastructure requirements needed to deliver this growth; and
 - c. Assess the significant environmental implications of airport growth during the masterplan process.
6. New development proposals which are not identified within points 1 and 2 above, or which come forward from an airport masterplan, will only be permitted where it can be demonstrated that:
 - a. The proposed development is necessary to enable the long term sustainability and viability of the airport;
 - b. The amount and type of development will not adversely impact on the Council's ability to deliver the locational strategy and key development sites of the Local Plan and its wider strategic objectives;
 - c. The use would not prejudice the operation of the airport and in circumstances where the proposal would result in the loss of employment land or specialist airport related use land, the development accords with Policy EG1.3; and
 - d. The environmental impacts of any proposal is mitigated.
7. Within the established 13km (bird strike hazard area) and the 15km (radius of critical airspace) safeguarding areas surrounding the airport, as identified on the Policies Map, relevant development proposals will require consultation with the operator of the airport, and must consider the operational integrity of the airport, its surveillance systems, and the safety of air traffic services, in accordance with Government Circular 1/2003, or any successor guidance.
8. Within the Public Safety Zones adjacent to the airport runway, as identified on the Policies Map, there is a general presumption against new development, unless the proposal accords with guidance in Government Circular 1/2010 or any successor guidance.

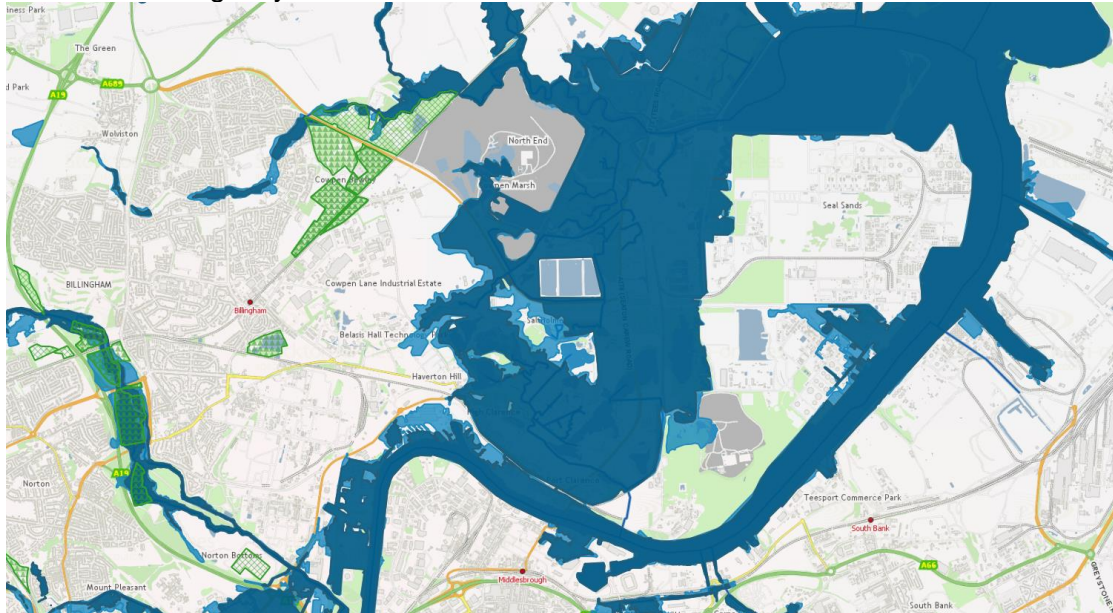


9. The pipeline corridor is within an safeguarding area and whilst consultations should be undertaken with the Airport Operator and CAA it is not envisaged that the development would be contrary to the policy detailed above.

10. Natural, Built and Historic Environment Policy 4 (ENV4) - Reducing and Mitigating Flood Risk
 1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.
 2. Development on land in Flood Zones 2 or 3 will only be permitted following:
 - a. The successful completion of the Sequential and Exception Tests (where required); and
 - b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.
 3. Site specific flood risk assessments will be required in accordance with national policy.
 4. All development proposals will be designed to ensure that:
 - a. Opportunities are taken to mitigate the risk of flooding elsewhere;
 - b. Foul and surface water flows are separated;
 - c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and
 - d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.
 5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:
 - a. To an infiltration or soak away system; then,
 - b. To a watercourse open or closed; then,
 - c. To a sewer.
 6. Disposal to combined sewers should be the last resort once all other methods have been explored.
 7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.
 8. Within critical drainage areas or other areas identified as having particular flood risk issues the Council may:
 - a. Support reduced run-off rates.
 - b. Seek contributions, where appropriate, towards off-site enhancements directly related to flow paths from the development, to provide increased flood risk benefits to the site and surrounding areas.
 9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

10. Through partnership working the Council will work to achieve the goals of the Stockton-on-Tees Local Flood Risk Management Strategy and the Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.

11. To reduce the risk of flooding the Council is working in partnership with the Environment Agency to deliver a Flood Alleviation Scheme on Lustrum Beck.



11. The application is accompanied by a Flood risk Assessment which demonstrates that the exception test has been satisfied. It is not considered that the proposed development conflicts with the policy detailed above.

12. Strategic Development Strategy Policy 5 (SD5) - Natural, Built and Historic Environment

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.

b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.

c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.

d) Enhancing woodlands and supporting the increase of tree cover where appropriate.

e) Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within Policies SD3 and SD4.

f) Ensuring any new development within the countryside retains the physical identity and character of individual settlements.

g) Directing appropriate new development within the countryside towards existing underused buildings on a site for re-use or conversion in the first instance. Only where it has been demonstrated to the satisfaction of the local planning authority that existing

underused buildings would not be appropriate for the intended use should new buildings be considered.

h) Supporting the conversion and re-use of buildings in the countryside where it provides development identified within Policies SD3 and SD4, and meets the following criteria:

i. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;

ii. Any alterations or extensions are limited in scale;

iii. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and

iv. Any associated outbuildings/structures are of an appropriate design and scale.

i) Considering development proposals within green wedges against Policy ENV6.

j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

k) Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.

2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:

a. Directing development in accordance with Policies SD3 and SD4.

b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.

c. Supporting sustainable water management within development proposals.

d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.

e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.

f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.

g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.

h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

3. Conserve and enhance the historic environment through a variety of methods including:

a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.

b. Ensuring monitoring of the historic environment is regularly undertaken.

c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.

d. Supporting proposals which positively respond to and enhance heritage assets.

e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.

4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.

Natural, Built and Historic Environment Policy 5 (ENV) - Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.

2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.

3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.

4. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:

a. Internationally designated sites - Development that is not directly connected with or necessary to the management of the site, but 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. Development requiring Appropriate Assessment will only be allowed where:

i. It can be determined through Appropriate Assessment, 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; or ii. as a last resort, where, in light of negative Appropriate Assessment there are no alternatives and the development is of overriding public interest, appropriate compensatory measures must be secured.

b. Nationally designated sites - Development that is likely to have an adverse effect on a site, including broader impacts on the national network of Sites of Special Scientific Interest (SSSI) and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, a development will only be allowed where:

i. the benefits of the development, at this site, clearly outweigh both any adverse impact on the sites notified interest features, and any broader impacts on the national network of SSSI's;

ii. no reasonable alternatives are available; and

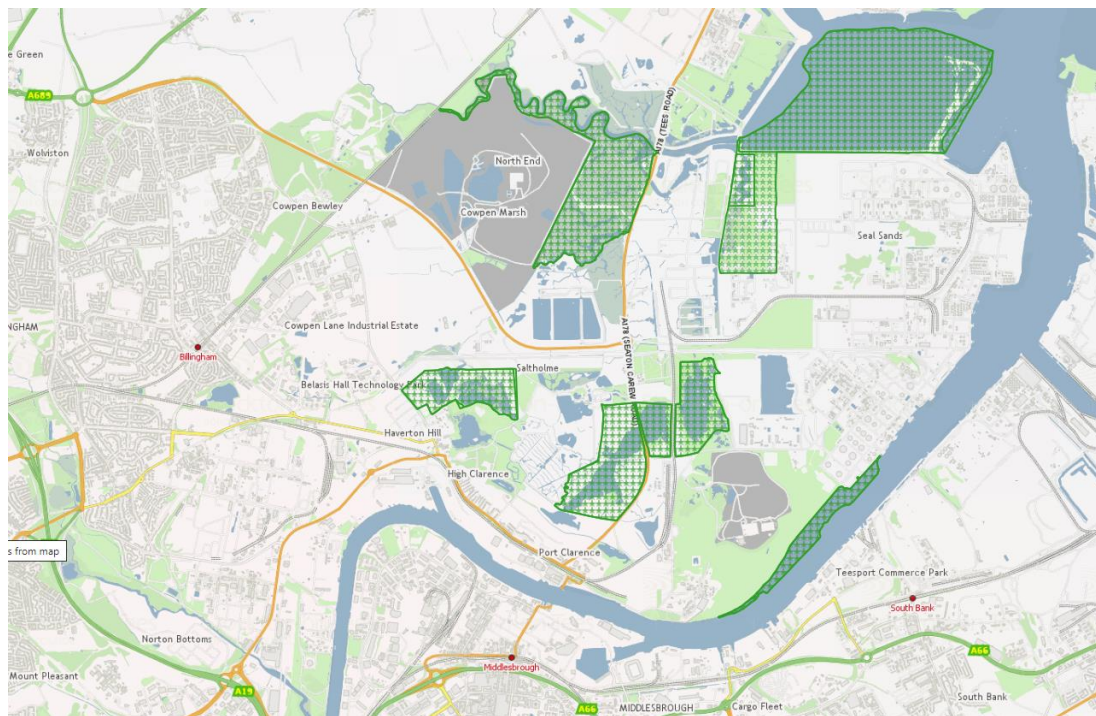
iii. mitigation, or where necessary compensation, is provided for the impact.

c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.

5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.



13 The policy above seeks to protect and enhance the Natural, Built and Historic Environment. Alongside the existing industry are areas of National and International importance. The EIA includes relevant chapters on this aspect and subject to no objections from the statutory consultations on this matter, given the scale and nature of the proposal which is within an existing pipeline corridor, it is not considered that the proposal will be contrary to the policy detailed above.

14. Natural, Built and Historic Environment Policy 7 (ENV7) - Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to

incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.

2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.

3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.

4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:

a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and

b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.

5. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.

6. To improve the quality of the water environment the Council will:

a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;

b. Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and

c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).

15. The application is accompanied by a number of specialist reports and given the scale and nature of the development which is within existing pipeline corridors it is not considered that the proposal scheme will be contrary to the policy as detailed above.

Relevant development proposals under consideration or granted permission but not commenced or completed

16. There are no relevant proposals that have not been identified in the cumulative impact section of the submitted EIA. All relevant developments have been considered.

Consideration of the impact of the proposed articles and requirements within the draft Order (such as the scheme) in respect of all of the above. DCO obligations and their impact on the local authority's area.

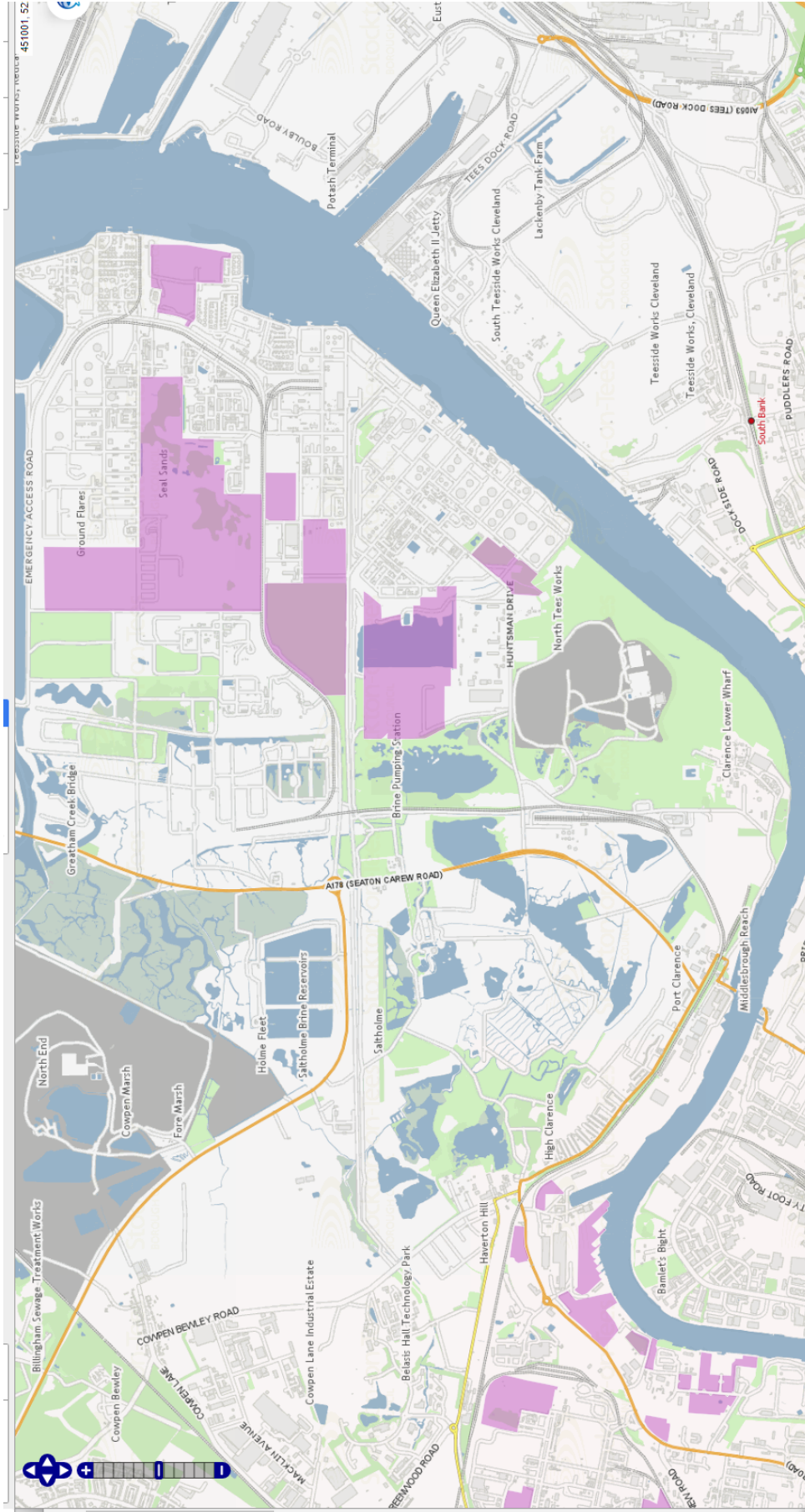
4.8 It would assist the Examining Authority if the local authority is able to give its view on the relative importance of different social, environmental or economic issues and the impact of the scheme on them. Local authorities are well placed to appreciate the impacts of proposals, for example in terms of employment, local services, associated development, or DCO obligations under s174 of the 2008 Act.

4.9 It will be important for the Examining Authority to have the local authority's views on DCO articles, requirements and DCO obligations. Where specific mitigation or compensatory measures are proposed by the applicant, by way of suggested DCO articles and requirements; or DCO obligations, these should be identified and commented upon. Local authorities should mention them explicitly. The same applies to DCO articles; requirements; and obligations that the local authority considers ought to be included.

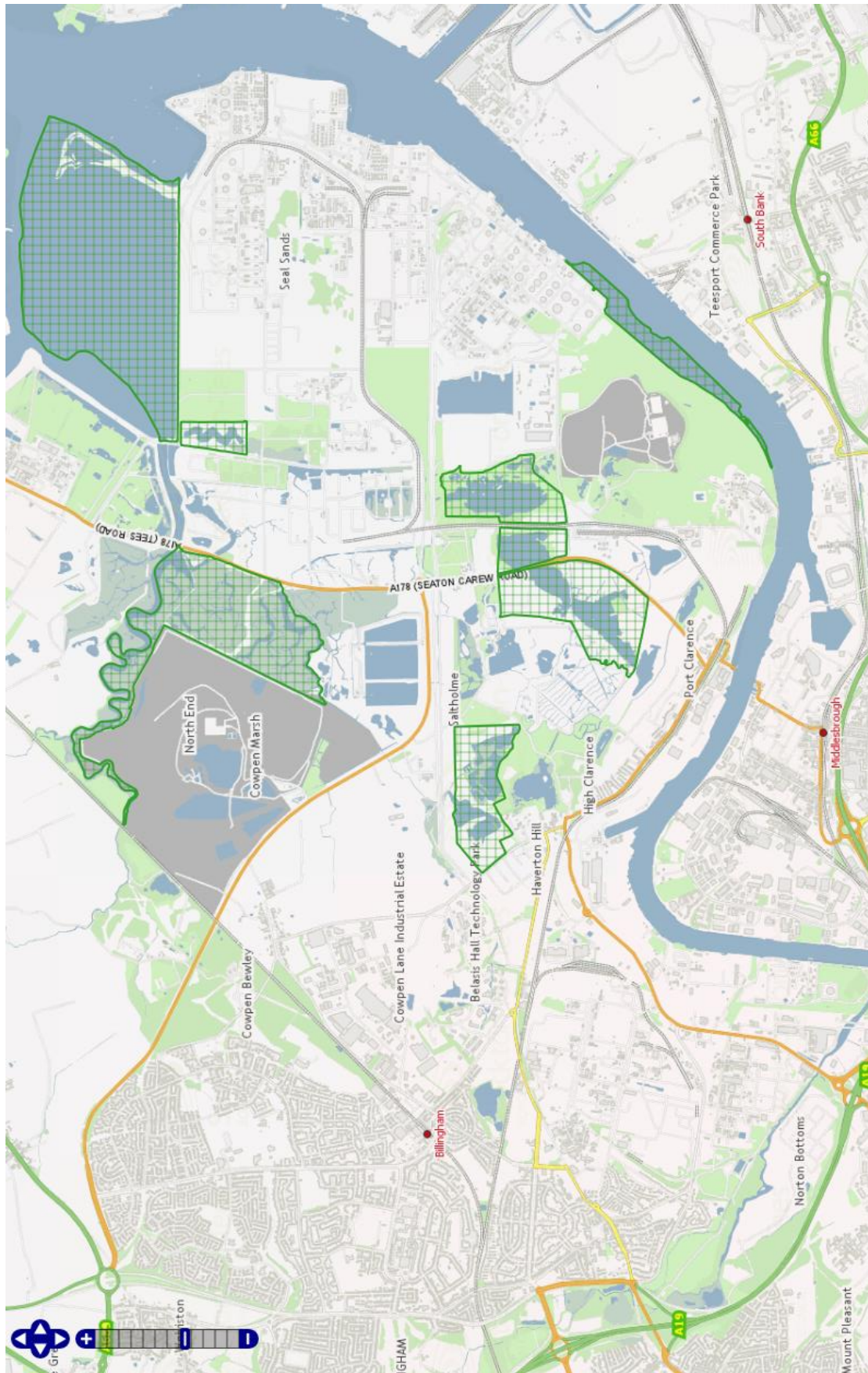
Conclusion

17. The principle of developments that lower carbon emissions is supported by the local planning authority.
18. Stockton Borough Council consider that the social, environmental and economic benefits of the proposed scheme will make a significant contribution to meeting national targets and policies and there are no impacts in Stockton Borough that would lead to any objections or concerns.
19. The proposed development will support local businesses and create jobs for local people which will have a positive impact on the Borough

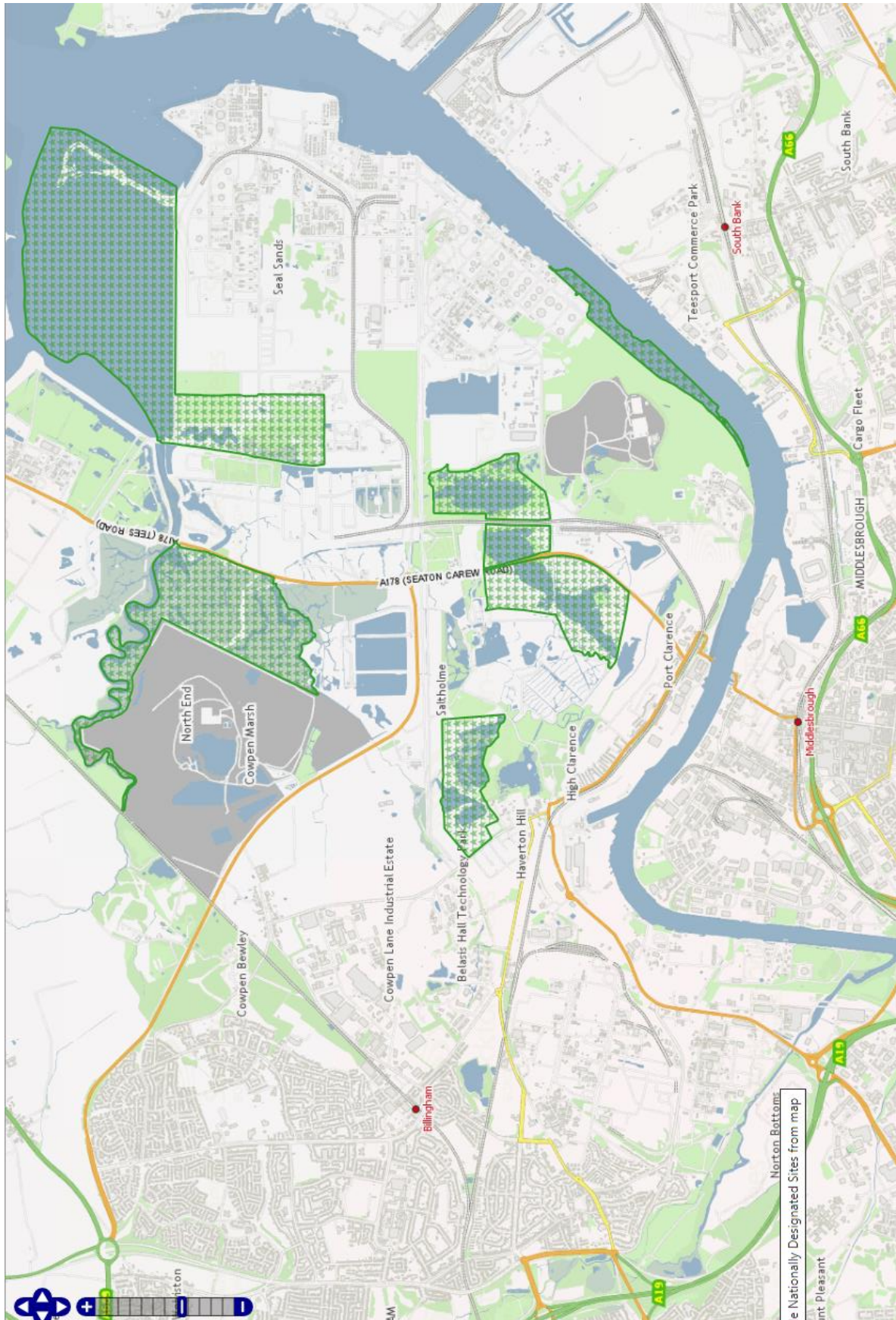
APPENDIX 1 – Specialist Employment Locations (policy EG4)



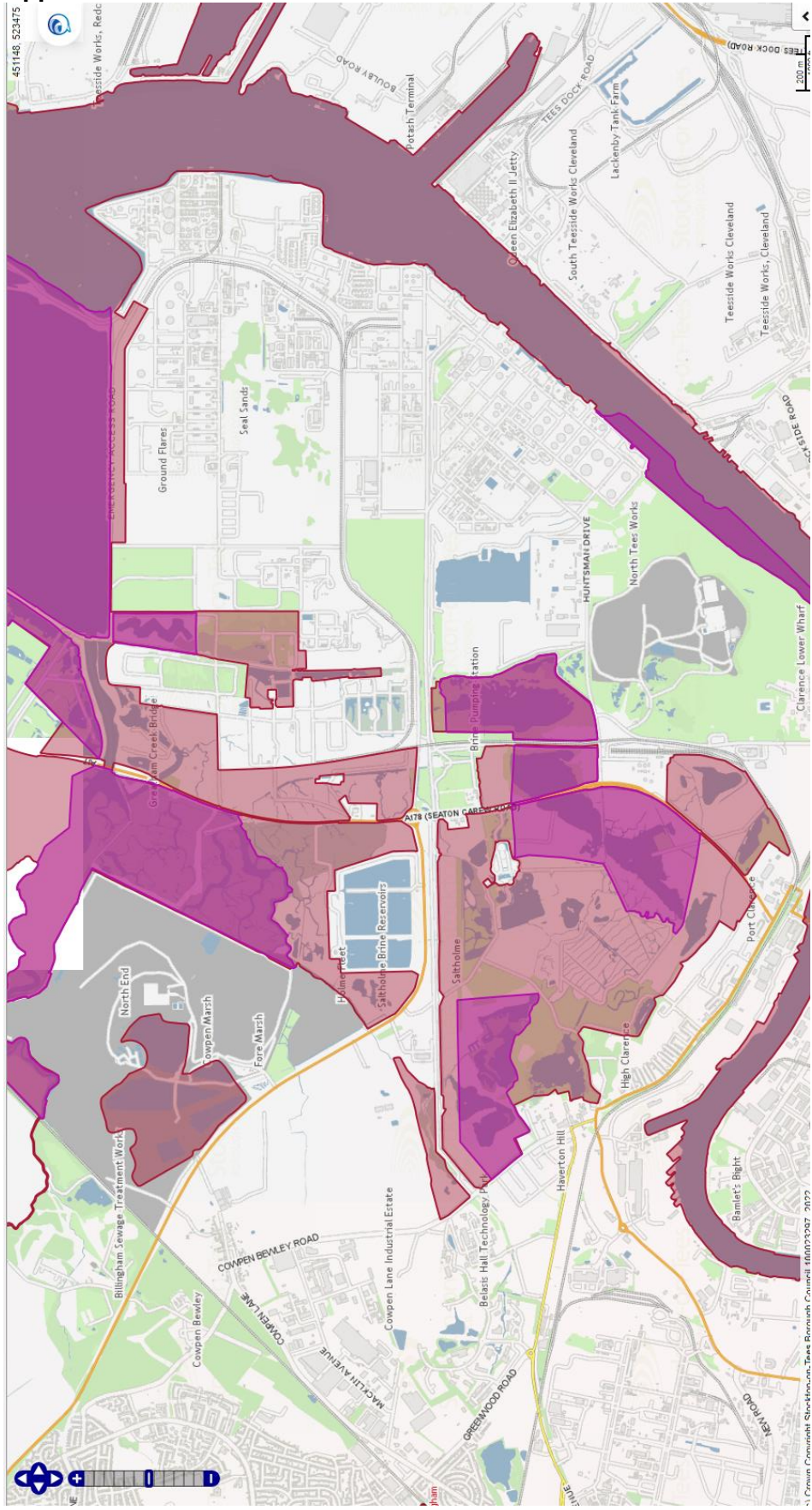
Appendix 2 – Internationally Designated sites



Appendix 3 – nationally designated sites



Appendix 4 – SSSI/Ramsar Site



SSSI – Light pink

Ramsar – Dark Pink

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