

# Net Zero Teesside Project

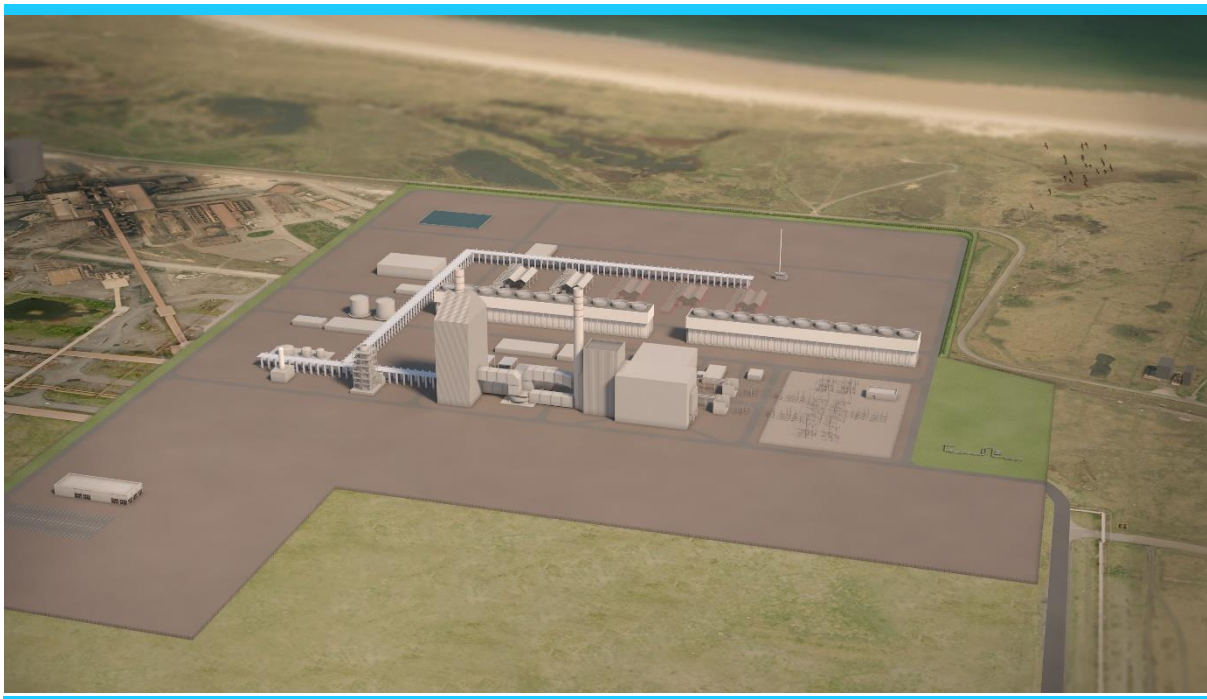
Planning Inspectorate Reference: EN010103

Land at and in the vicinity of the former Redcar Steel Works site, Redcar and in Stockton-on-Tees, Teesside

The Net Zero Teesside Order

Document Reference: 9.24 Written Summary of Oral Submission for Issue Specific Hearing 4 (ISH4)

Planning Act 2008



Applicants: Net Zero Teesside Power Limited (NZN Power Ltd) & Net Zero North Sea Storage Limited (NZNS Storage Ltd)

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## 1.0 INTRODUCTION

### 1.1 Overview

1.1.1 This Written Summary of Oral Submission for Issue Specific Hearing 3 (ISH3) (Document Ref. 9.24) has been prepared on behalf of Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited (the 'Applicants'). It relates to the application (the 'Application') for a Development Consent Order (a 'DCO'), that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy ('BEIS'), under Section 37 of 'The Planning Act 2008' (the 'PA 2008') for the Net Zero Teesside Project (the 'Proposed Development').

1.1.2 The Application was submitted to the SoS on 19 July 2021 and was accepted for Examination on 16 August 2021. A change request made by the Applicants in respect of the Application was accepted into the Examination by the Examining Authority on 6 May 2022.

### 1.2 Description of the Proposed Development

1.2.1 The Proposed Development will work by capturing CO<sub>2</sub> from a new the gas-fired power station in addition to a cluster of local industries on Teesside and transporting it via a CO<sub>2</sub> transport pipeline to the Endurance saline aquifer under the North Sea. The Proposed Development will initially capture and transport up to 4Mt of CO<sub>2</sub> per annum, although the CO<sub>2</sub> transport pipeline has the capacity to accommodate up to 10Mt of CO<sub>2</sub> per annum thereby allowing for future expansion.

1.2.2 The Proposed Development comprises the following elements:

- **Work Number ('Work No.') 1** – a Combined Cycle Gas Turbine electricity generating station with an electrical output of up to 860 megawatts and post-combustion carbon capture plant (the '**Low Carbon Electricity Generating Station**');
- **Work No. 2** – a natural gas supply connection and Above Ground Installations ('AGIs') (the '**Gas Connection Corridor**');
- **Work No. 3** – an electricity grid connection (the '**Electrical Connection**');
- **Work No. 4** – water supply connections (the '**Water Supply Connection Corridor**');
- **Work No. 5** – waste water disposal connections (the '**Water Discharge Connection Corridor**');
- **Work No. 6** – a CO<sub>2</sub> gathering network (including connections under the tidal River Tees) to collect and transport the captured CO<sub>2</sub> from industrial emitters (the industrial emitters using the gathering network will be responsible for consenting their own carbon capture plant and connections to the gathering network) (the '**CO<sub>2</sub> Gathering Network Corridor**');
- **Work No. 7** – a high-pressure CO<sub>2</sub> compressor station to receive and compress the captured CO<sub>2</sub> from the Low Carbon Electricity Generating Station and the CO<sub>2</sub>

Gathering Network before it is transported offshore (the '**HP Compressor Station**');

- **Work No. 8** – a dense phase CO<sub>2</sub> export pipeline for the onward transport of the captured and compressed CO<sub>2</sub> to the Endurance saline aquifer under the North Sea (the '**CO<sub>2</sub> Export Pipeline**');
- **Work No. 9** – temporary construction and laydown areas, including contractor compounds, construction staff welfare and vehicle parking for use during the construction phase of the Proposed Development (the '**Laydown Areas**'); and
- **Work No. 10** – access and highway improvement works (the '**Access and Highway Works**').

1.2.3 The electricity generating station, its post-combustion carbon capture plant and the CO<sub>2</sub> compressor station will be located on part of the South Tees Development Corporation (STDC) Teesworks area (on part of the former Redcar Steel Works Site). The CO<sub>2</sub> export pipeline will also start in this location before heading offshore. The generating station connections and the CO<sub>2</sub> gathering network will require corridors of land within the administrative areas of both Redcar and Cleveland and Stockton-on-Tees Borough Councils, including crossings beneath the River Tees.

### **1.3 The Purpose and Structure of this document**

1.3.1 The purpose of this document is to provide a Written Summary of the submissions made orally by the Applicants at ISH3 held on Thursday 14 July 2022 at 10am. Table 2-1 in Section 2 of this document contains the Applicants' summary and is structured so that the summary of each agenda item is on a separate row. Table 2-1 document also contains the Applicants' response to the action points arising from ISH4 [EV8-006] published on the Planning Inspectorate's website on 18 July 2022 following completion of the hearings.

## 2.0 WRITTEN SUMMARY OF ORAL SUBMISSION –ISSUE SPECIFIC HEARING 4

Table 2-1 Summary of Oral Submission at ISH4

	AGENDA	SUMMARY OF ORAL CASE
	<b>Item 1</b>  <b>Welcome, Introductions, and arrangements for the Issue Specific Hearing</b>	N/A
	<b>Item 2</b>  <b>Purpose of the Hearing</b>	N/A
	<b>Item 3</b>  <b>Design, Landscape and Visual Considerations: Power Capture and Compression (PCC) site (Work No’s 1 &amp; 7)</b> <ul style="list-style-type: none"> <li>• Comments and observations on the Landscape and Visual Impact Assessment including selection of viewpoints and the effectiveness of photomontage views presented by the Applicants (including RCBC, STDC and HBC comments);</li> <li>• The changing baseline following demolition of the steelworks and cumulative effects with recently permitted developments in the vicinity;</li> <li>• Comments and observations relating to the design process for the PCC site undertaken by the Applicants to date;</li> <li>• Comments and observations relating to mechanisms to secure the highest possible design quality, including the effectiveness of Requirement 3; and</li> <li>• Comments and observations on landscaping including the effectiveness of Requirement 4 in securing a high quality and effective landscape scheme.</li> </ul>	<p>In response to a question from the Examining Authority (“ExA”) regarding viewpoint locations, Dr Richard Lowe (“RL”) for the Applicants explains that the Applicants did seek the views of Hartlepool Borough Council on the selection of viewpoint locations, however no response was received. The Applicants did receive comments from Stockton Borough Council and added two viewpoints to the assessment accordingly.</p> <p>In response to comments made by the Redcar and Cleveland Borough Council (“RCBC”) representative in respect of assessing impacts on Saltburn, RL explains that the Applicants have assessed the slightly closer viewpoint of Marske-by-the-Sea (viewpoint 12). That slightly closer viewpoint would assess greater impacts and it did not identify likely significant effects. Viewpoint 12 is a more conservative assessment than Saltburn.</p> <p>RL also confirms that the Applicants will be happy to provide updated visuals for Viewpoint 2, Seaton Carew at Deadline 6.</p> <p><i>Post-hearing note: the Applicants note Action 1 of the ExA’s post-hearing action list, which is for the Applicant to provide updated visualisations for Viewpoint 2 at deadline 5 or deadline 6 – the updated viewpoint photography/visualisation will be submitted at deadline 6.</i></p> <p>In response to comments from RCBC, RL confirms that the Applicants will review RCBC’s updated list of other projects and developments and respond in writing at Deadline 5.</p> <p><i>Post-hearing note: the Applicants note action 2 of the ExA’s post-hearing action list, which is for the Applicants to review the Applicants’ list of other developments [REP4-029] alongside the updated list from Redcar and Cleveland Borough Council [REP4-051] by deadline 5.</i></p> <p><i>The cumulative developments that were listed in the responses to ExQ1 from Redcar and Cleveland Borough Council [REP4-051] and Stockton-on-Tees Borough Council [REF] on 8<sup>th</sup> June 2022 have been reviewed against those that were assessed in the updated cumulative assessment prepared in response to ExQ1 GEN.1.37 [REP4-029]. The following has been concluded:</i></p> <ul style="list-style-type: none"> <li>• <i>The Developments identified by Redcar and Cleveland Borough Council have already been included within the assessment. References R/2022/0355/FFM and R/2022/0343/ESM have already been included in the response to GEN.1.37 [REP4-029] as IDs 115 and 114 respectively. Reference R/2021/1048/FFM relates to the remediation of the part of the Redcar Steelworks to be occupied by the PCC site. This activity was assessed as part of the Scheme in the ES, therefore no further cumulative assessment is required.</i></li> <li>• <i>Developments identified by Stockton-on-Tees Borough Council in response to ExQ1 on 9<sup>th</sup> June 2022 were reviewed and most schemes were found to not meet the criteria for long listing, namely that most schemes</i></li> </ul>

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		<p>were classed as minor planning applications with site boundaries of less than 1 hectare and not EIA development. An exception to this is 21/0848/FUL (Erection of waste pyrolysis plant building (plastics to fuel facility) to include apparatus hardstanding, access and associated works), which would have met the criteria for long listing, however, since this does not comprise EIA development, it would not have been short listed. The additional developments flagged by Stockton-on-Tees Borough Council therefore do not change the conclusions of REP4-029.</p> <p><i>Post-hearing note: The Applicants also note action 4 of the ExA's post-hearing action list, which is for the Applicants to consider whether there would be additional visual effects from the other developments identified in the Applicant's Further Response to Written Questions GEN.1.37 [REP4-029].</i></p> <p><i>An updated long list of potential cumulative developments for the assessment of visual effects, identifying those additional developments that have come forward since the original assessment was prepared in July 2021, is provided in Document 9.19: Further Response to Written Question GEN.1.37. The update to the long list was completed using the same method employed as part of the original assessment as set out in ES Vol I Chapter 24 Cumulative and Combined Effects [APP-106].</i></p> <p><i>Details of the additional developments identified within the updated long list are provided in Appendix 1: Additional Developments.</i></p> <p><i>A review of each of the additional developments has been undertaken to identify those with the potential to contribute to a significant cumulative visual effect in combination with the Proposed Development. The evaluation identified the following:</i></p> <ul style="list-style-type: none"> <li>- <i>The majority of the additional developments are for residential and/or mixed-use schemes within or on the edge of existing settlements and are therefore of a different scale, type and nature to the Proposed Development, limiting the potential for a cumulative effect;</i></li> <li>- <i>In many cases the separation distance between the cumulative development and the Proposed Development are such that there would be little intervisibility and/or limited perception of cumulative change;</i></li> <li>- <i>Those developments of a broadly similar type, related to industrial use and/or power, are generally of a small scale and/or comprised of low-level structures set within an existing context of similar development and as such would not contribute to a cumulative visual effect;</i></li> <li>- <i>A number of the additional developments are applications for approval of reserved matters relating to outline planning applications and/or consents included within the long list and therefore considered previously within the original application. In each case the reserved matters applications would not result in any fundamental changes to the developments and as such would have no bearing on the previous cumulative visual assessment.</i></li> </ul> <p><i>For the reasons outlined above and as detailed in Appendix 1: Additional Developments, none of the additional developments identified on the updated longlist are considered to have the potential to result in additional cumulative visual effects and as such the conclusions of the ES in the original application remain unchanged.</i></p>

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		<p><u>Design process for the PCC undertaken to date</u></p> <p>In response to comments made by the ExA as to whether it would be appropriate to provide for a design champion review panel or specify design principles or guidance, RL explains that no design champion has been considered for the Project to date but that the Applicants would be happy to consider if that would be beneficial. However, the Applicants' view was that the use of a design panel was likely to be less beneficial and examples were given of other generating station DCO projects where the use of a design panel had led to polarised views on what represented good design as well as schemes that could result in excessive additional cost.</p> <p>In response to comments from the ExA regarding the prominence of the PCC site, RL notes that as part of the Applicants' S42 consultation, they included some design concepts and principles and consulted on these with statutory bodies. The Applicants did not receive any responses relating to the design of the proposed development. The Applicants also note that the visual impact of the PCC site was identified as of moderate significant visual effect, as set out in Chapter 17 of the Environmental Statement [APP-099], and that the PCC Site is not an identified Gateway plot within the Teesworks masterplan.</p> <p><u>Mechanisms to secure the highest possible design quality and effectiveness of Requirement 3</u></p> <p>RL for the Applicants explains that functionality and safety are key to the design of the PCC. Within that context, the Applicants are considering the design, but there is always a balance to be struck between cost effectiveness and design, and that the scheme must always be viable. RL is aware of some developments where the design has made the project unviable and ultimately cannot be delivered. RL has experience of another application where strong design principles proposed by the design panel were not consistent with the views of the local planning authority, were very expensive, and so where the resulting design was not feasible for the scheme or consistent with the local planning authority's wider view of the area. RL notes however that the Applicants understand the importance of good design and the NZT project and expresses the Applicants' desire to engage with the local authority on design. RL notes that matters of design can be subjective but the balancing of this can be reflected in the DCO requirements.</p> <p>Hereward Philpott QC ("HPQC") for the Applicants confirmed that the Applicants would consider whether any amendments to Requirement 3 of the draft DCO (Requirement 3, Detailed Design, [REP4-002]) could appropriately be made. The starting point was that the requirement places responsibility for approval of detailed design in the hands of the local planning authority. The LPA must be assumed to exercise its duties responsibly, taking account of all material factors which would include any relevant guidance. In considering whether any additional wording was appropriate, it was important to consider the tests for the imposition of requirements which go not only to the question of whether a requirement should be imposed, but also to the terms of the requirement. As such, for additional wording to be imposed, it would have to be necessary on the facts of the particular case. The question is therefore the extent to which it is necessary and appropriate to constrain the local planning authority's discretion by including specific reference to guidance or principles. It cannot simply be because it is appropriate for the local planning authority to have regard to relevant guidance documents in discharging the requirement because they must be assumed to have regard to relevant guidance in any event.</p> <p>As to a monitoring requirement in relation to materials, HPQC explained that given Requirement 3 requires the approval of materials, and compliance with approved details, any divergence in materials would constitute a criminal offence.</p>



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		<p><i>Post-hearing note: The Applicants note action 6 of the ExA’s post-hearing action list, which is for the Applicants to review Requirement 3 of the draft DCO and consider whether any amendment is necessary to address detailed design matters and consider use of a design panel or design champion. The Applicants have updated the draft DCO [Document Reference 2.1] at Deadline 5 in order to specify that in relation to Work Numbers 1 (generating station) and 7 (high pressure carbon dioxide compression station) the detailed design must be in accordance with Sections 7 and 8 of the Design and Access Statement [AS-190]. This secures that the design of WN 1 and 7 are in accordance with the relevant design components and access arrangements as set out in the DAS. The approach to the design components and access arrangements has been informed by the South Tees Supplementary Planning Document and the Teesworks Design Guide. The Applicants have discussed and agreed the update to Requirement 3 with the LPA. The Applicants have also updated Schedule 14 of the draft DCO to list the DAS as a certified document.</i></p> <p>In response to a question from the ExA, RL confirms the Applicants had not proposed to provide updated indicative plans of the PCC at this stage of development of the design. RL explained that the design shown in examination is worst case (i.e. the maximum envelope) and that further iterations will likely be refined down in scale. RL agrees that the Applicants will consider whether any further indicative designs could be submitted during examination and whether they would be helpful to the examination by doing so.</p> <p><i>Post-hearing note: The Applicants note action 7 of the ExA’s post-hearing action list, which is for the Applicants to consider whether there is a benefit in providing additional indicative plans showing the evolving design of the PCC site and other structures. At this stage the design remains comparable to the indicative layouts [AS-152 to AS-154] and therefore these indicative plans remain representative, and the maximum heights assessed using the Rochdale Envelope in the ES are still the worst case.</i></p> <p><u>Landscaping and requirement 4</u></p> <p>RL for the Applicants confirms that a landscaping and biodiversity protection plan will be prepared as part of requirement 4 of the DCO (REP4-002). The indicative landscaping and biodiversity strategy has not considered vegetation planting as a visual screening mitigation measure; instead, the focus has been on enhancing the biodiversity aspects of landscaping and biodiversity areas. NZT has committed to achieving biodiversity net gain and this is seen by the Applicants to be an important part of the development. In addition, it is to be noted that the development is based in a coastal environment and so significant tree belts to act as visual screening of large structures would be difficult to achieve.</p> <p><i>Post-hearing note: The Applicants note action 8 of the ExA’s post-hearing action list, which is for the Applicants to consider how the Proposed Development relates to emerging proposals in the locality and any implications regarding cumulative effects. Please see as follows.</i></p> <p><i>Design Approach</i></p> <p><i>The approach that the Applicants have taken to the design of the Proposed Development has been informed by the context within which it will sit, the opportunities and constraints that exist and the local planning policy framework.</i></p> <p><i>The PCC site and much of its context are defined by existing and former industrial development, port uses and road and rail infrastructure. The South Tees Area Master Plan and Teesworks Design Guide set out a series of principles to guide placemaking and design of development in the area and these have informed the approach the design of the</i></p>

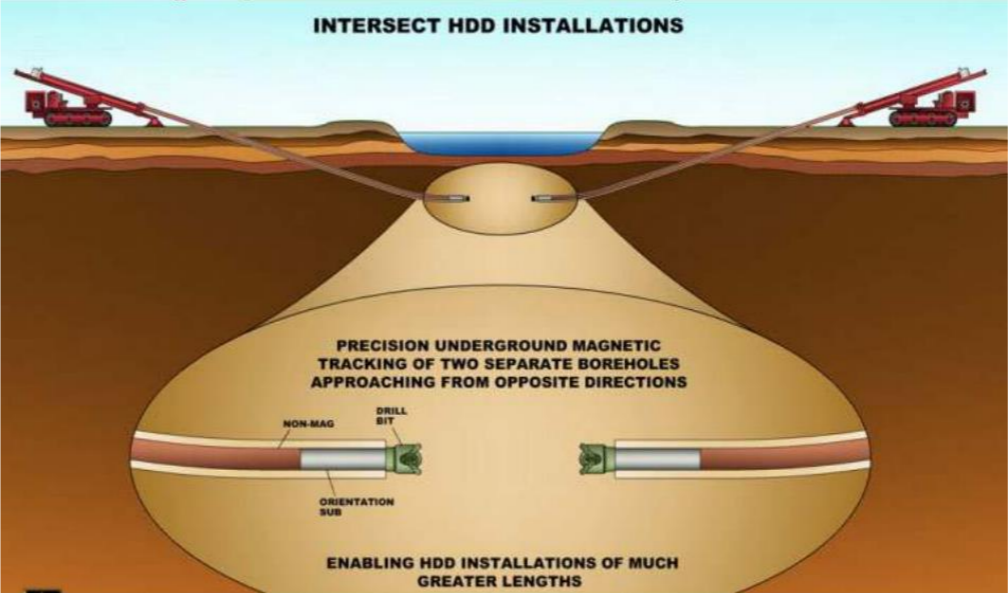
	AGENDA	SUMMARY OF ORAL CASE
		<p><i>Proposed Development. The Design Guide recognises that the design of certain developments, such as major energy generation, will primarily be driven by the functional requirements of the processes involved.</i></p> <p><i>The Applicants have adopted a functional approach to the design of the Proposed Development, reflective of its purpose and the industrial character of the area, and informed by technical, engineering, environmental and safety considerations.</i></p> <p><i>For the purposes of the Application for a DCO, the Proposed Development has been designed to an outline level, with the intention that the final appearance of the structures would be further developed by the Applicants and Front End Engineering Design (FEED) Contractor(s) at the detailed design stage.</i></p> <p><i>Cumulative Relationships</i></p> <p><i>The cumulative visual assessment presented in the ES (Chapter 17, Landscape and Visual Amenity [APP-099]) considers a series of other proposed developments, primarily focused on those which are of a similar type and scale and in relatively close proximity. Smaller scale and more distant developments were screened out of the assessment due to the lack of potential to result in a significant cumulative effect.</i></p> <p><i>Of those developments scoped into the cumulative visual assessment many are at an outline or early stage of design and therefore final details of form and appearance are not yet known. However, in many cases an indication of the likely approach to design and appearance are included as part of Design and Access Statements included with the outline applications. A review of these indicates a broadly consistent design approach to that employed on the Proposed Development, informed by functional and technical requirements and principles set out in the Design Guide.</i></p> <p><i>As outlined in the response to ISH4 Action 4 above, a number of additional developments have come forward since the cumulative assessment was completed in July 2021. However, the majority of these are located over 5km from the Proposed Development limiting the potential for cumulative visual change. Those additional developments identified that are of a similar type (industrial or power) are of a small scale and as such would not contribute to additional visual cumulative effects.</i></p> <p><i>As highlighted above the design of the Proposed Development will be further refined at the detailed design stage. In line with the Design Guide, it is proposed that a simple and consistent approach is taken to the materials and colour palette to be employed. There are a number of possible solutions for external finishes, and the final approach will be informed by consultation with the LPA, STDC and other stakeholders and emerging details of other nearby developments.</i></p> <p><i>Future Design Development</i></p> <p><i>The landscape and visual amenity assessment, including cumulative, (ES Vol I, Chapter 17 [APP-099]) identified and took into account the following measures related to appearance of the Proposed Development:</i></p> <ul style="list-style-type: none"> <li><i>• suitable materials will be used, where possible, in the construction of structures to reduce reflections and to assist with breaking up the massing of the buildings and structures;</i></li> <li><i>• the selection of finishes for the buildings and other infrastructure will be informed by the finishes of the adjacent developments in order to reduce the visual impact of the Proposed Development; and</i></li> </ul>

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		<ul style="list-style-type: none"> <li>lighting required during the construction and operation stages of the Proposed Development will be designed to reduce unnecessary light spill outside of the Site boundary.</li> </ul> <p>Landscape and biodiversity have also been considered as part of the outline design for the Proposed Development.</p> <p>Summary</p> <p>The Proposed Development has been designed to an outline stage and takes a broadly similar approach to other nearby emerging developments, informed by local policy and guidance, including the Design Guide. Further design development will be undertaken at the detailed design stage, informed by functional requirements, context and through stakeholder consultation, policy and guidance, as secured by the detailed design requirement 3 of the dDCO.</p> <p>The cumulative visual assessment presented in the ES included all nearby developments with the potential to result in a cumulative effect in combination with the Proposed Development. A review of additional developments which have emerged since the assessment (including those provided by RCBC) was undertaken has identified no new developments with the potential to result in additional cumulative visual or landscape effects and as such the conclusions presented in the ES remain unchanged.</p> <p>HPQC for the Applicants confirms in response to comments made by RCBC that supplementary development plans (“SPD”) cannot have any formal status under the Planning Act 2008 in the way they would have under the Town and Country Planning Act 1990 because SPD are promoted and adopted through the 1990 Act system. There are distinct provisions for policy and guidance under the 2008 Act as to how policy and guidance are to be employed in decision making. An SPD could however be an important and relevant matter for consideration.</p>
	<p><b>Item 4</b> <b>Ground Conditions</b></p> <ul style="list-style-type: none"> <li>Overview of progress re ground investigation works, the site conceptual model and hydrogeological risk assessment, including any off site migration;</li> <li>Progress on STDC’s planning application for a remediation scheme (ref. paragraph 4.4 [REP2-097a]) and the timescale for addressing the ‘outstanding areas’ identified by the EA [REP3-027];</li> <li>Responsibility for the remedial works and any future monitoring that is required;</li> <li>Observations on how the proposal to use Horizontal Directional Drilling meets the requirements of paragraphs 2.23.2 and 2.23.3 of the National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) and any implications for biodiversity/ Habitats Regulations Assessment with reference to Natural England’s Written Representation [REP2-065] and the Applicants’ response [REP3-012]; and</li> <li>NPL Waste Management Limited concern regarding contamination [REP1-025]..</li> </ul>	<p>Ian Campbell (“IC”) for the Applicants provides an overview summary of progress on ground investigation site works, the conceptual model and hydrogeological risk assessment. This summary explains that a preliminary ground investigation was undertaken by the Applicants in 2021. An interpretative report has been prepared by AECOM. Both the factual [REP2-026 to REP2-042] and interpretative reports [REP2-043 to REP2-047] were submitted to the ExA at D3 and comments on both were provided by the EA at D4. A response to the EA’s comments has been drafted and has been submitted to the EA in draft prior to discussion at a meeting between the Applicants and the EA on later in July.</p> <p>Further to comments received from the Environment Agency (“EA”), a further iteration of the Ground Investigation Interpretive Report will be updated and that, as well as an updated site conceptual model, is expected to be provided at deadline 6 or deadline 7.</p> <p>Post-hearing note: The Applicants await detailed feedback from the EA on the Applicants comments on the EA’s D3 submission [REP3-027] submitted to the EA by email on 21<sup>st</sup> July 2022. Once this feedback is received the Applicants will provide an update to the ExA. This is expected to be submitted at either deadline 6 or deadline 7. A Supplementary Ground Investigation to support Front End Engineering Design for the PCC site is being undertaken on behalf of the Applicants in Q3 2022. The scope of this GI has been amended following the receipt of EA comments at D4 to include additional groundwater monitoring in a wider range of locations, including in previously investigated areas.</p>

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		<p>A further GI is also to be undertaken along the connection corridors (Electrical Connection, Water Connections, Gas Connection and CO<sub>2</sub> Gathering Network) by the Out Side Battery Limits (OSBL) contractor in Q3 2022.</p> <p>In response to a question from the ExA, Jack Bottomley (“JB”) for the Applicants explains the ongoing discussions between the Applicants and South Tees Development Corporation (“STDC”) with regard to the remediation of the main PCC site. Under the terms of the lease still being negotiated, STDC will be responsible for the remediation work then, once the Applicants enter into the lease, the Applicants will instruct baseline surveys and become responsible for future monitoring of the PCC site. In the event that no voluntary agreement is achieved, the Applicants will be responsible for the remediation works.</p> <p>HPQC for the Applicants explains that Requirement 13 of the draft DCO (REP4-002) allows for both of the possibilities outlined by JB. HPQC refers to Schedule 2 (p. 44) of REP4-003 and outlines how Requirement 13 operates.</p> <p>HPQC explained that Requirement 13 broadly has three parts.</p> <p>Paragraph 1 explains that no part of the authorised development may take place until a scheme to deal with the contamination of land has been submitted to and approved by the local planning authority following consultation with the EA.</p> <p>Paragraph 2 explains what that scheme must comprise. It has to be consistent with the Environmental Statement (“ES”) and Construction Environmental Management Plan (“CEMP”) and must include certain things, including a preliminary risk assessment; appraisal of options for remediation and, where a risk is identified, a remediation strategy. That provides for a comprehensive scheme to deal with contamination to ensure that the site is remediated to the extent that it no longer comprises contaminated land.</p> <p>Paragraph 3 provides that the development must be carried out in accordance with the scheme.</p> <p>As an alternative to securing approval under part 1, part 7 provides that the undertaker can submit to the local planning authority for approval a notification that it wishes to rely on a scheme that has previously been approved. If there is a separate approved scheme and it is accepted as appropriate under part 8(a), then effectively that is treated as the scheme for the purposes of paragraph 3. If that alternative scheme is not accepted, the undertaker goes back to option 1 and must submit its own scheme. The DCO therefore ensures that contaminated land is appropriately remediated, either pursuant to a scheme submitted by the undertaker or pursuant to an alternative scheme that the undertaker notifies the local planning authority it intends to rely on, provided the local planning authority confirms that no further approval is required.</p> <p>Requirement 13 would therefore ensure that contaminated land is addressed appropriately.</p> <p><i>Post-hearing note: Requirement 13 has been amended to secure future monitoring arrangements under the land contamination scheme to be approved under Requirement 13(2), and to require the undertaker to comply with any ongoing monitoring arrangements required under a remedial validation scheme submitted for approval under Requirement 13(9).</i></p> <p>As to the letter submitted by NPL on 11<sup>th</sup> July 2022, HPQC noted that this was, in many respects identical to NPL’s submission made in lieu of attending CAH1 albeit the most recent letter indicates that NPL’s concerns now relate not only to contamination unearthed as a result of the project works but also to contaminated material affecting</p>

	AGENDA	SUMMARY OF ORAL CASE
		<p>'other parts of NPL's ownership'. It appears that NPL's concerns do not relate to the environmental effects of the NZT project but rather to commercial considerations as between the Applicants and NPL. Requirement 13 provides a complete and comprehensive answer to any contamination that is found as a result of the proposed development. NPL has not suggested that Requirement 13 is inadequate to address the impacts of the project.</p> <p>In response to a question from the ExA, JB confirms that commencement of the development remains aligned to chapter 5 of the ES. IC confirms that supplementary design investigations are already underway as part of FEED work, including with input from the EA. The Applicants agree to provide a timeline for commencement of the development to assist with understanding when a scheme under Requirement 13 will be provided for approval.</p> <p><i>Post-hearing note: The Applicants note action 9 of the ExA's post-hearing action list, which is for the Applicants to provide a timeline for the commencement of the authorised development in terms of investigation of land contamination and groundwater and will provide a response at Deadline 6. The Applicants are continuing dialogue with the EA through meetings and responding to the submission on this issue by the EA at D3 and anticipated in the EA's response to AECOM comments on the D3 response at D5.</i></p> <p>IC confirms otherwise that other matters relating to the hydrogeological assessment and ground water monitoring continue to be discussed with the EA.</p> <p><u>NPS compliance</u></p> <p>In response to a question from the ExA, Paul Edwards ("PE") for the Applicants confirms that there are currently 3 HDDs in the draft DCO (REP4-002). As has previously been mentioned, the Applicants are not progressing HDD for the River Tees Crossing and so these comments are not applicable to that HDD.</p> <p>PE confirms that ground investigation work has been undertaken on Coatham Dunes and on the beach, which work was carried out last year. This work has confirmed that the geology in the area is suitable for HDD. HDD was chosen by the Applicants as they did not want to open-cut trench through Coatham Dunes.</p> <p>PE also notes that HDD was used recently by EDF in work for their windfarm, and the Applicants understand this HDD work to have been successful.</p> <p>The CO<sub>2</sub> and optional wastewater HDDs will both pass beneath the nearby SPA and Ramsar, where the geology is made ground and sand then mercia mudstone. The depth of the proposed HDD will mitigate any potential for frac-out.</p> <p>The Applicants are planning confirmatory nearshore investigations for later in 2022, to optimise the drilling programme and minimise frac-outs. Materials will be selected that are already present in the marine environment.</p> <p>PE notes that paragraph 2.23.3 of NPS EN-4 does not apply to the NZT project because the pipeline does not pass under dedicated geological or geomorphological interest.</p> <p>In response to a question from the ExA, IC explains that they recently had a meeting with Natural England, who were reassured by the information as summarised by PE above and sought confirmation via an updated HRA and</p>

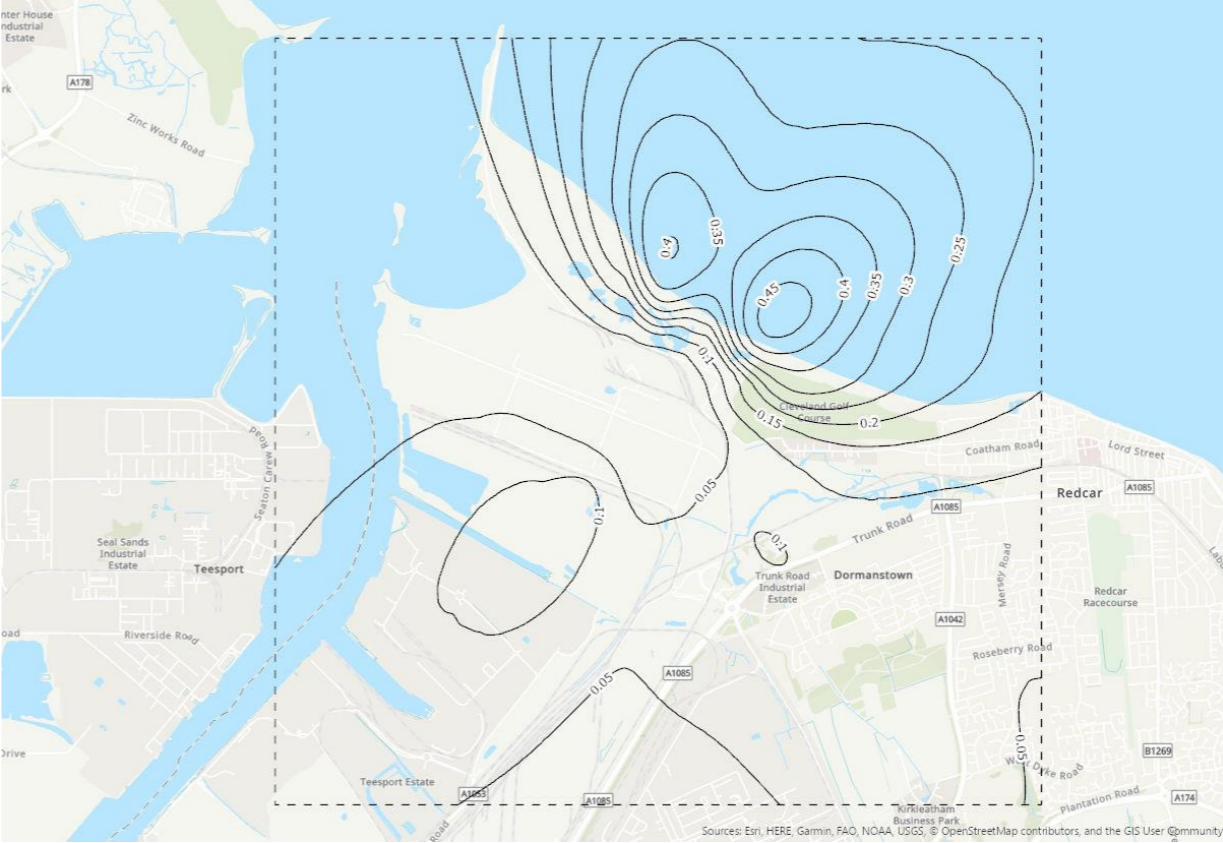
	AGENDA	SUMMARY OF ORAL CASE
		<p>pollution mitigation plan. IC explains further that NE has accepted any leak of drilling fluid would be to the Tees Bay and not to onshore protected areas. NE accepted that if any material was to leak then that drilling fluid would be dispersed within the Tees Bay and would be an inert material, so there is no risk to pollution as described in the ES Chapter 14 Marine Ecology [APP-096].</p> <p><i>Post-hearing note: The Applicants note action 10 of the ExA’s post-hearing action list, which is for the Applicants to respond at deadline 5 as to how the proposal for HDD meets the requirements of NPS EN-4 and explain the measures to address potential frac-out. The potential drilling method and mitigation outlined below differ from those discussed at a meeting with Natural England on 12<sup>th</sup> July 2022 following receipt of updated information from potential HDD contractors.</i></p> <p><i>For context Paragraph 2.23.2 of EN-4 requires that Applicants should assess the stability of the ground conditions associated with the pipeline route and incorporate the findings of that assessment in the ES. The assessment should cover the options considered for installing the pipeline and weigh up the impacts of the means of installation. Where the applicant proposes to use horizontal directional drilling (HDD) as the means of installing a pipeline under a National or European Site and mitigating the impacts, the assessment should cover whether the geological conditions are suitable for HDD. How these points have been addressed by the Applicants is summarised below.</i></p> <p><i>There are three potential HDD operations contained in the DCO:</i></p> <ol style="list-style-type: none"> <li><i>1) CO<sub>2</sub> pipeline for the Tees river crossing – this has not been selected as the option for crossing the Tees; Sembcorp number 2 tunnel has been selected, so this option is not considered any further in this response.</i></li> <li><i>2) The CO<sub>2</sub> export pipeline from the PCC site</i></li> <li><i>3) The optional new build wastewater outfall from the PCC site – this option is still being evaluated.</i></li> </ol> <p><i>The CO<sub>2</sub> export pipe and the optional new wastewater outfall are in the same corridor of the Order limits - this response covers both. The Applicants can confirm that ground investigation work was undertaken on the PCC site, the dunes and the beach to inform the DCO application and associated EIA. This investigation works has provided data to assess the suitability of the geology for HDD. The Applicants have confirmed that ground conditions are suitable for HDD.</i></p> <p><i>Additional confirmatory ground investigation work is being undertaken through this year to add to the project’s knowledge of the geology and enable optimisation of the HDD works.</i></p> <p><i>Both the CO<sub>2</sub> Export Pipeline and the optional wastewater outfall pass beneath the SPA and Ramsar site and breakout within the SPA. A trenchless methodology has been selected rather than the more damaging approach of trenching through Coatham dunes within the SPA and Ramsar (as was previously used for the Breagh Pipeline for example).</i></p> <p><i>Natural England, in a letter dated 01/07/22, confirmed their agreement that there is unlikely to be a significant effect from HDD collapse. However, they did request that a ‘clean-up plan’ is produced in the very unlikely event that a collapse did occur. A meeting was held between Natural England and AECOM on 12<sup>th</sup> July 2022 to discuss the mitigation of potential impacts on the Teesside and Cleveland Coast SPA and Ramsar site associated with HDD operations. AECOM discussed in outline, methods which could be used to prevent frac-out and drilling mud release</i></p>

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	<p>during HDD operations and agreed to provide additional information on the management of HDD frac-out risk which would be subject to Appropriate Assessment in an updated HRA.</p> <p>The HDD crossing of the dunes and sands has yet to be subject to detailed design. An example of how risks of HDD frac-out and drilling mud spillage would be mitigated and controlled is presented below and is also included in the updated Framework CEMP submitted at deadline 5. The formal plan to prevent risks of frac-out and minimise any associated risk of pollution will form part of the Final CEMP.</p> <p>The geology of the dunes area is blown sand and made ground above post glacial and glacial deposits over Mercia Mudstone. Under the SPA and Ramsar the HDD will run sub-horizontally before rising to the breakout point in the SPA. The depth of the HDD will prevent and mitigate any frac out affecting the SPA.</p> <p>The planned breakout point of the HDD bore in Tees Bay has been identified as an area that could also be susceptible to a frac out. The HDD methodology is still at the design stage, but the chosen method will be designed to minimise the risk of frac out. As an example, to mitigate this risk, the HDD could be drilled simultaneously from an on-shore rig and an off-shore rig in Tees Bay. A pilot hole could be formed by both drill rigs drilling towards a predetermined intersection location (see example graphic below). The off-shore borehole could pass through a conductor pipe previously driven by the off-shore rig into the near surface sediments. The presence of the conductor pipe would then prevent the risk of frac out at the off-shore commencement point. Once the two boreholes approach, downhole sensors would allow the drills to align and form into a single pilot hole. This example drilling method shows how reducing the drill fluid pressure required in the pilot drilling, and, together with the use of an off-shore conductor pipe, minimises the risk of frac out. In this example, once the pilot hole is completed reaming of the hole would commence from off-shore to on-shore to achieve the final diameter of the bore. Reaming would use both the onshore and offshore drill rigs working together to ensure that the drill pipe is kept in tension during the reaming operation. Following this, the pipe to line the HDD bore would be pulled from off-shore to onshore to complete the operations.</p> 

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		<p><i>Further confirmatory ground investigation is being undertaken later this year, in the nearshore area and around the offshore breakout area. The data gathered will be used to optimise the drilling programme, design and methodology and the selection of drilling fluids to reduce the consequence and probability of a frac-out.</i></p> <p><i>The Applicants confirm that water based drilling fluids that are inert in the marine environment will be used during HDD operations to minimise any potential effects on the marine SPA. These will also disperse readily in the marine environment.</i></p> <p><i>An example of successful use of trenchless techniques in Tees Bay is the use of HDD by EDF to connect the power cables to the Teesside offshore windfarm.</i></p> <p><i>The Applicants have agreed with Natural England, they will update the HRA to address HDD frac-out through both the screening and Appropriate Assessment stage of the HRA but as agreed with Natural England these works will not lead to likely significant effects. The updated HRA will be submitted at deadline 6.</i></p> <p>The Applicants and the ExA discussed whether the HDD mitigations apply to the deemed marine licences.</p> <p><i>Post-hearing note: The Applicants note action 11 of the ExA's post-hearing action list, which is for the Applicants to confirm whether mitigation to address the risks of HDD collapsing and releasing bore fluid will be included in the deemed marine licences. There is a single Framework Construction Environmental Management Plan (FCEMP) for terrestrial and marine elements. An updated FCEMP has been submitted at D5 to set out measures to prevent the risk of bore collapse. The Applicants have separately amended condition 11 in the Deemed Marine Licences in Schedules 10 and 11 to specify that the final Construction Environmental Management Plan must be in accordance with the FCEMP. This will secure the measures identified in the FCEMP for the purposes of carrying out construction activities in the marine environment.</i></p>
	<p><b>Item 5</b>  <b>Water environment</b></p> <ul style="list-style-type: none"> <li>• Issues related to raw water supply and discharge, including the use of Bran Sands or Marske-by-the-Sea;</li> <li>• Issues related to the design/ alignment for the outfall to Tees Bay including STDC's request to consider an alternative;</li> <li>• WFD assessment, including potential enhancement initiatives;</li> <li>• Issues of nutrient neutrality and the modelling of dissolved organic nitrogen with reference to Natural England's Written Representation [REP2-065] and the Applicants' response [REP3-012];</li> <li>• Flooding, including emergency access; and</li> <li>• The potential effect of rock armouring/ scour protection associated with the proposed new outfall head to the Teesmouth and Cleveland Coast SPA and Ramsar site in the HRA.</li> </ul>	<p>In response to a question from the ExA regarding where industrial raw water is processed, JB for the Applicants outlines the status of remaining optionality for water and advises that the Applicants are not yet in a position to confirm the deadline at which a selection on water treatment will be made. JB confirms that the Applicants remain in discussions with the EA and Natural England, including regarding the treatment of effluent at Bran Sands.</p> <p>RL for the Applicants confirms that one of the issues that has arisen relatively late in the application process for the NZT project is nutrient neutrality, and that issue is having a bearing on the location of the effluent. That issue is part of the rationale for the decision.</p> <p><u>Design/alignment of outfall to Tees Bay</u></p> <p>JB for the Applicants explains that assessment is ongoing by one of their nominated contractors. On completion of this assessment work, the Applicants will better understand if the existing outfall is a technically feasible option. The Applicants expect to be in a position to provide an update at deadline 7.</p> <p>JB also explains that preliminary work has been done on the tunnel itself, including identifying a contractor who will undertake an internal inspection of the existing outfall. JB confirms that the Applicants should be in a position to know by the end of the Examination whether they will require to drill a new outfall.</p>



	AGENDA	SUMMARY OF ORAL CASE
		<p>JB also updates the ExA to explain that discussions are ongoing on a fortnightly basis with Northumbrian Water Limited regarding foul water discharge.</p> <p>RL for the Applicants confirms that foul effluent discharges to Marske-by-the-Sea and their subsequent treatment and discharge will not affect nutrient neutrality in the Tees estuary.</p> <p>In respect of nutrient neutrality, RL confirms that the modelling to date has focussed on the assessment of effects on the estuary. NE has asked the Applicants to undertake modelling to confirm that dispersals to the Bay would not disperse back to the estuary. The initial assessment is that this is the case and there is no exacerbation of nutrient issues in the estuary. However the Applicants will complete the assessment work and confirm before submitting the work to NE.</p> <p>RL also confirms they are not anticipating any likely significant effects on nutrient neutrality from either outfall. The Applicants are continuing work to confirm the position for discharges from Dabholm Gut. From review of NE's guidance, the Applicants are confirming with NE whether there is any de minimis level the Applicants can apply to their assessment.</p> <p>In response to a question from the ExA on air dispersion, RL confirms that air dispersion is considered separately. The anticipated nitrogen concentrations deposited to the Bay from airborne emissions are considered to be so low that any pathway from this effect has been screened out. The Applicants have had early discussions with NE on that and will confirm their agreement in writing.</p> <p><i>Post-hearing note: The Applicants note action 13 of the ExA's post-hearing action list, which is for the Applicants to provide an updated model for deposition of atmospheric nitrogen on waterbodies at deadline 5. For terrestrial waterbodies, the Applicants consider that there is no new information on nitrogen emissions from the stack and that modelling reported in the ES in Chapter 9 Surface Water, Flood Risk and Water Resources [APP-091], Chapter 13 Aquatic Ecology [APP-095] and Chapter 14, Marine Ecology [APP-096] and in the Habitat Regulations Assessment [REP3-002] is still valid and represents the current position on this issue.</i></p> <p><i>An additional qualitative calculation for nitrogen deposition on Tees Bay was presented to the Environment Agency at a meeting to discuss the EA's Relevant Representation [RR-024] on 1<sup>st</sup> April 2022. The isopleths below show that nitrogen deposition is greatest just off-shore from Coatham Sands:</i></p>

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	 <p><i>Deposition decreases rapidly away from the PCC Site. The area affected is a relatively small part of the whole Tees Coastal Waterbody.</i></p> <p><i>Assuming a closed system (no export of N), a WFD waterbody area of 88.4 km<sup>2</sup>, a maximum deposition rate of 0.45kg N/ha/yr based on the dispersion modelling results and a baseline total nitrogen concentration in water of 0.563 mg/l, then total nitrogen concentrations would increase on average to no more than 0.568 mg/l (up to 0.009% increase). This is a worst case calculation, but even then the impact is insignificant, particularly when considered as an open system with nitrogen dispersal and dilution. Therefore, it is also unlikely there would be any concern cumulatively with other discharges.</i></p> <p>In response to a question from the ExA on potential mitigation options for nutrient neutrality, the Applicants confirm they would not want to prejudge mitigation options at this stage but are considering options.</p> <p>RL confirms to the ExA that the Applicants will confirm whether Tees South Bank Quarry should be included within the assessment of in-combination effects.</p> <p><i>Post-hearing note: The request for Tees South Bank Quarry to be included in the cumulative impact assessment was by the MMO in paragraph 6.4.2 of their Relevant Representation [RR-037]. This states that “The MMO note that the Tees South Bank Quay project has not been included within the list of scoped in developments (Table 24-12). It is the opinion of the MMO that, due to the location and the nature of the works proposed for Tees South Bank Quay (i.e.,</i></p>

	AGENDA	SUMMARY OF ORAL CASE												
		<p><i>capital dredging up to 1.8 million m<sup>3</sup> between 2021-2023) this development should be included in the cumulative impact assessment. Alternatively, the Applicant should provide suitable justification for scoping it out.”</i></p> <p><i>The Applicants note action 12 of the ExA’s post-hearing action list, which is for the Applicants to confirm at deadline 5 whether Tees South Bank Quarry should be included in the assessment of in-combination effects. The Tees South Bank Quarry is the location of part of the following development included in the cumulative impacts assessment in both ES Vol I Chapter 24 Cumulative and Combined Effects [APP-106] and the response to ExQ1 GEN.1.37 [REP4-029].</i></p> <p><i>ID 82: R/2020/0685/ESM; South Bank, marine side application. South Tees Development Corporation (STDC): Outline planning application for demolition of the existing wharf, jetties and other minor infrastructure along the river bank at South Bank (including an electrical substation), capital dredging (to deepen the northern half of the Tees Dock turning circle, a section of the existing approach channel and to create a berth pocket), offshore disposal of dredged sediments and construction and operation of a new quay (to be set back into the riverbank).</i></p> <p><i>It is the Applicants’ understanding that construction of the Tees South Bank Quay has already commenced and will be completed in spring 2023, i.e. before commencement of construction for the Proposed Development. In addition, there is no dredging within the Tees estuary as part of the Proposed Development, therefore there is no potential for cumulative effects on marine ecology receptors.</i></p> <p>In response to the EA’s suggestion that the Applicants should seek to enhance the status of WFD bodies, HPQC indicated that the Applicants were not aware of any obligation on them to enhance such bodies as part of the proposed development. However, if the EA is able to identify where any such requirement arises, the Applicants would be happy to consider it. Otherwise, the Applicants do not consider it appropriate to use the DCO as a means of resolving pre-existing problems that do not arise as a result of the proposed development.</p> <p>In response to a question from the ExA, the Applicants agree to confirm in writing how much land is in flood zone 2 or flood zone 3.</p> <p><i>Post-hearing note: The Applicants note action 14 of the ExA’s post-hearing action list, which is for the Applicants to confirm at deadline 5 how much land remains within Flood Zone 2 or Flood Zone 3 following the Applicants’ recent changes to the DCO and whether above ground installations would be retained in either Flood Zone.</i></p> <p><i>ES Figure 9-4 [AS-076] shows a map of land at risk of flooding for the area covered by the boundary of the proposed NZT Development. The area of land within the DCO boundary which is within Flood Zones 2 and 3 is summarised below, recognising that most of this is either underground infrastructure or infrastructure to be installed on existing pipe racks and within existing utility corridors:</i></p> <table border="1" data-bbox="1377 1591 2300 1829"> <thead> <tr> <th></th> <th>Area (ha)</th> <th>Percentage of DCO area</th> </tr> </thead> <tbody> <tr> <td><i>Proposed DCO Boundary</i></td> <td><i>304.05</i></td> <td><i>100%</i></td> </tr> <tr> <td><i>Land in Flood Zone 2 (only)</i></td> <td><i>15.39</i></td> <td><i>5.1%</i></td> </tr> <tr> <td><i>Land in Flood Zone 3 (only)</i></td> <td><i>39.52</i></td> <td><i>13.0%</i></td> </tr> </tbody> </table>		Area (ha)	Percentage of DCO area	<i>Proposed DCO Boundary</i>	<i>304.05</i>	<i>100%</i>	<i>Land in Flood Zone 2 (only)</i>	<i>15.39</i>	<i>5.1%</i>	<i>Land in Flood Zone 3 (only)</i>	<i>39.52</i>	<i>13.0%</i>
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	AGENDA	SUMMARY OF ORAL CASE
		<p><i>Land in Flood Zones 2 and 3 54.91 18.1%</i></p> <p><i>Figure 9-4 [AS-076] shows the location of the proposed gas pipeline AGI at Seal Sands as being entirely in Flood Zone 1. This figure also shows the proposed gas pipeline AGI at Bran Sands to be located entirely within in Flood Zone 3.</i></p> <p><i>Sequential and Exception Tests:</i></p> <p><i>The Proposed AGI at Bran Sands is part of the development associated with the NSIP (generating station). Requirements and restrictions in relation to the location of such development within Flood Zone 3 are set out in para 5.7.13 of NPS EN-1. which states: "Preference should be given to locating projects in Flood Zone 1 in England. If there is no reasonably available site in Flood Zone 1 then projects can be located in Flood Zone 2. If there is no reasonably available site in Flood Zones 1 or 2, then nationally significant energy infrastructure projects can be located in Flood Zone 3 subject to the Exception Test."</i></p> <p><i>An alternative option to the use the existing Sembcorp pipeline for supply of gas to the generating station was construction of a new pipeline from Seal Sands via a bored tunnel under the Tees to the PCC Site and associated AGIs to be constructed either at TGPP or at Navigator Terminals with the gas pipeline passing to the PCC site via a bored tunnel. Both of these alternatives were included in the original DCO submission but were deselected in April 2022 [AS-047]. Use of the connection to the Sembcorp pipeline at Bran Sands removes the need for the bored tunnel and associated construction risks and environmental and local area disruption as described in the Applicants Notification of Proposed Changes [AS-044] and assessed in the Environmental Statement Addendum [AS-050].</i></p> <p><i>Three potential areas were considered for the required connection to the Sembcorp Pipeline.</i></p> <p><i>The preferred location is located within Flood Zone 3 as noted above. The other two potential areas are either side of the Sembcorp pipeline corridor, respectively to the south-west and north-east. The land to the north-east is located in Flood Zone 1 and partially in Flood Zone 2. This option was not selected as it forms part of the land to be used for Anglo American's conveyor as part of the York Potash project. The land to the south west is in Flood Zone 3. Part of this area is also within the boundary of Eston Pumping Station Local Wildlife site. The remaining area outside the LWS is too small to accommodate the connection and this area was not selected for these reasons.</i></p> <p><i>Any construction works within Flood Zones 2 and 3a will be temporary in nature and any permanent fixtures (required for the life of the Proposed Development) will only comprise the small AGI (approximately 0.1 ha in area) at the eastern end of the Dabholm Gut. Given the evidence provided above it is therefore considered that the Sequential Test is satisfied.</i></p> <p><i>In relation to the Exception Test, according to Table 2 of the Planning Practice Guidance, the Proposed Development of a Power Station is classified as 'Essential Infrastructure'. The definition of Essential Infrastructure includes 'Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations'. The PPG provides a matrix identifying which vulnerability classifications are appropriate within each Flood Zone. As shown in Table 9A-7 in ES Appendix 9A: Flood Risk Assessment [APP-250], whilst essential infrastructure is appropriate in Flood Zones 1 and 2, the application of the Exception Test is required for the elements of the development of an AGI (as Essential Infrastructure) located in Flood Zone 3a.</i></p>

	AGENDA	SUMMARY OF ORAL CASE
		<p><i>The exception test required for an NSIP is set at Paragraph 5.7.16 of NPS EN-1 which states: “All three elements of the test will have to be passed for development to be consented for the Exception Test to be passed”:</i></p> <p><i>“it must be demonstrated that the project provides wider sustainability benefits to the community that outweigh flood risk; the project should be on developable, previously developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land subject to any exceptions set out in the technology-specific NPSs; and a FRA must demonstrate that the project will be safe, without increasing flood risk elsewhere subject to the exception below and, where possible, will reduce flood risk overall.”</i></p> <p><i>Test 1 Sustainability Benefits: The Proposed NZT Development will have very clear wider sustainability benefits to the community and the UK as a whole. It will contribute to the security of electricity supplies and by providing dispatchable low carbon generation and the necessary infrastructure to decarbonise local industries it will help support the transition to Net Zero by 2050. Furthermore, the Proposed Development will have significant economic benefits in terms of safeguarding jobs associated with existing carbon intensive industries of Teesside while creating new jobs and supporting the development of green industries such as hydrogen production.</i></p> <p><i>Test 2. Developable Land: The Gas Connection involves construction of an AGI in Flood Zone 3a at the eastern end of the Dabholm Gut. The area proposed for the AGI is previously developed land which is reclaimed tidal flats and currently used as a services corridor. This location is required to be used since this is the location of the existing SembCorp pipeline connection to which a connection is required.</i></p> <p><i>Test 3. Project Safety: Section 9.9 in the site-wide FRA [APP-250] demonstrates that the Proposed Development will be safe from the risk of flooding (through the implementation of various measures, including a Flood Emergency Response Plan) and will not increase the risk of flooding off-site.</i></p> <p><i>Given the evidence provided above it is therefore considered that the Exception Test is satisfied.</i></p> <p>In respect of access along South Gare Road, HPQC for the Applicants confirms that rights and powers are included in the draft DCO (REP4-002) to include access as a proposed permanent right pursuant to work number 10. The Applicants have taken the land rights and relevant development consent necessary to take and maintain that egress. Efforts are also ongoing to achieve that access by agreement.</p> <p>In terms of rock armouring and scour protection, RL for the Applicants confirms that as agreed with Natural England, they will update the HRA to take the use of rock armour past the screening stage of the HRA but as agreed with Natural England these works will not lead to likely significant effects. The updated HRA will be submitted at deadline 6.</p>
	<p><b>Item 6</b></p> <p><b>Stack Parameters / Air Quality</b></p> <ul style="list-style-type: none"> <li>• Issues of minimum height parameters for the main absorber or HSRG stack and the maximum width (inner diameter); and</li> <li>• Air quality effects on the Coatham Sand Dunes, part of the Teesmouth and Cleveland Coast SSSI.</li> </ul>	<p>RL for the Applicants confirms that REP2-016 sets out the Applicants’ position on the Rochdale envelope approach to the determination of stack height. In brief, RL explains that the Applicants do not want to set a minimum stack height at present where detailed design could lead to a reduction in the height of the absorber tower in future, and that the current assessment as presented in the ES represents the worst case scenario, which the NZT project will not exceed.</p> <p><i>Post-hearing note: The Applicants note action 15 of the ExA’s post-hearing action list, which is for the Applicants to confirm at deadline 5 how the level of effect can be safeguarded without specifying a minimum height and for the Applicants to address the width of stack monitoring issues that have been raised by the EA.</i></p>

	AGENDA	SUMMARY OF ORAL CASE
		<p><i>The Air Quality Impact assessment was carried out based on a number of conservative assumptions, with the intention that the results presented in the ES represented the highest potential impacts that would be acceptable for consenting and environmental permitting purposes as a result of the operational Proposed Development. As such, the presented results took account of:</i></p> <ul style="list-style-type: none"> <li>• <i>The potential location of the absorber within the CCS Plant area that generated the highest impacts at each individual receptor identified for the assessment;</i></li> <li>• <i>Absorber tower dimensions and height based on a generic amine solvent, whereas licensors proprietary solvents are understood to enable the use of absorber towers with smaller dimensions. This would reduce the downwash effect from the absorber tower on the plume discharged from the stack and therefore reduced the predicted impacts.</i></li> <li>• <i>Assumed operation of the Proposed Development for 8760 hours per year, when actual operation would be lower than this, especially when the plant operates in dispatchable mode.</i></li> </ul> <p><i>The height of the absorber tower compared to the height of the absorber tower stack is key to ensuring impacts are no worse than those presented in the ES. If, as suspected following FEED, the absorber tower dimensions are smaller than those assessed for the ES, the stack height could also potentially be reduced. Dispersion modelling will be carried out on the post-FEED design to ensure that it does not lead to an increase in the level of effect that was presented in the ES. It is envisaged that this post-FEED dispersion modelling will be required by the Environment Agency to assist with the Environmental Permit determination.</i></p> <p><i>The internal diameter of the stack is dependent on the volume of air flowing through the stack. The stack width is sized to ensure that the back pressure caused by the stack does not impact on the operation of the plant and equipment downstream of the stack and also to ensure that a suitable efflux velocity is achieved to enable adequate dispersion of the emission. A 6.5m or 6.6m stack is considered to be in the normal range of stack widths for Large Combustion Plant (LCP) of a size corresponding to the Proposed Development, indeed stack widths up to 8m are considered normal for this size of LCP. Existing LCP are required to have Continuous Emissions Monitors (CEMS) in place, and therefore suitable monitors are considered to be available. The requirements of the Environment Agency M1 stack emission monitoring guidance will be taken into account during the FEED process to ensure suitable monitoring locations and controls are in place.</i></p> <p><i>RL for the Applicants confirms in response to questions from the ExA and submissions by NE that no significant adverse effects from nitrogen deposition are anticipated and that no concerns relating to odour have been identified.</i></p> <p><i>Post-hearing note: The Applicants note action 16 of the ExA's post-hearing action list, which is for the Applicants to consider by deadline 5 whether a more detailed assessment of the effects of nitrogen deposition on Coatham Sands (part of the Teesmouth and Cleveland Coast SSSI) is required. However, as noted in the Applicants response to Item 5 above, the Applicants consider that there is no new information on nitrogen emissions from the stack and that modelling reported in the ES in Chapter 12 Terrestrial Ecology [APP-094], Chapter 13 Aquatic Ecology [APP-095] and Chapter 14, Marine Ecology [APP-096] and in the Habitat Regulations Assessment [REP3-002] is still valid and represents the Applicants' position on this issue.</i></p>

	AGENDA	SUMMARY OF ORAL CASE
	<p><b>Item 7</b></p> <p><b>Statements of Common Ground relevant to Environmental Matters</b></p> <ul style="list-style-type: none"> <li>The ExA will ask the Applicants to provide an update on Statements of Common Ground relevant to the Environmental Matters.</li> <li>The ExA will specifically ask the Applicants to respond to the Environment Agency’s comment [REP1-009] requesting demonstration that there are no foreseeable barriers to the technical feasibility of installing the Applicants’ chosen carbon capture plant.</li> </ul>	<p>IC for the Applicants confirms that the Applicants are in negotiation on Statements of Common Ground with the following parties relating to environmental matters, with updates annotated:</p> <p>Natural England: NE have indicated that the SoCG can be signed off once sufficient information is provided on points relating to nutrient neutrality, HDD collapse risk and rock armouring. NE has provided a roadmap as to how these can be agreed.</p> <p>Environment Agency: similar to the NE SoCG, with the outstanding point being contaminated land. Contaminated land issues were discussed at a meeting on the 20<sup>th</sup> July 2022 and updates to the SoCG are ongoing.</p> <p>Historic England: waiting on feedback from Historic England to the draft SoCG that has been sent to them.</p> <p>MMO: waiting on feedback from the MMO to the draft SoCG that has been sent to them.</p> <p>National Highways: the SoCG has been agreed and signed, as submitted at deadline 4 (REP4-021)</p> <p>The Applicants are confident the remaining SoCGs can be agreed by the end of the Examination.</p> <p>In response to the topic of carbon capture readiness, RL for the Applicants notes that the carbon capture readiness guidance is now of some age and is in the process of being updated. Notwithstanding, RL advises that the EA are satisfied the project has sufficient land, capable CO<sub>2</sub> transport routes and that sufficient storage is available and can be connected into. RL advises there are some specific technical points with which the Applicants are engaging with the EA. The mechanism for agreeing these outstanding and minor points will be through the SoCG. The Applicants are confident that the points raised by the Environment Agency on the CCR report can be satisfactorily addressed.</p>
	<p><b>Item 8</b></p> <p><b>Review of issues and actions arising</b></p>	<p>N/A</p>
	<p><b>Item 9</b></p> <p><b>Any other business</b></p>	<p>An updated Riparian Mammal (water vole and otter) survey report (Document Ref 9.26) has been submitted at deadline 5 to provide evidence for the response to BIO 1.2 [PD-012] and an updated Indicative Landscape and Biodiversity Strategy has been submitted at deadline 5 to provide evidence for the response to BIO 1.11[PD-012].</p>
	<p><b>Item 10</b></p> <p><b>Closure of the Hearing</b></p>	<p>N/A</p>

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## **APPENDIX 1: ADDITIONAL DEVELOPMENTS IDENTIFIED IN THE LONG LIST**



Other Development' Details

Other Development' Details											Stage 1: Within Zol? (Y/N)											Stage 2						Comments/ Justification										
ID (new entries highlighted yellow)	Application Reference	Authority	Location	Applicant/Description	Approx. distance from PCC Site (km)	Site Area	Timescale of Development	Status	Tier	Traffic-related	Ecology							Air Quality	Landscap e	Heritage		Water & Geology		Noise & Vibration		Progress to Stage 2?	Scale and nature of development likely to have a significant effect?		Major Development (Y/N)?	ES/ Scoping Report submitted? (Y/N)	Overlap in Temporal Scope (Construction only)? (Y/N)	Other Factors	Progress to Stage 3/4?					
									Traffic Air Quality Zol	Traffic Noise Zol	Terrestrial Ecology 2km Zol	Terrestrial Ecology 15km Zol	Aquatic Ecology 2km Zol	Aquatic Ecology 15km Zol	Ornithology 2km Zol	Ornithology 15km Zol	Marine Ecology 10km Zol	Marine Ecology 15km Zol	Construction ZOI	Operational ZOI	Landscap e & Visual Amenity ZOI	Designated Assets Zol	Non-Designated Assets Zol	Marine Heritage Zol	Hydrology & Water Resources Zol			Geology & Hydrogeology Zol						Construction Vibration Zol	Noise Zol			
1 (NS)	Not yet submitted	PNIS	Application not yet submitted	Net Zero Teesside (Offshore): Offshore elements to be consented by Marine Licence including CO <sub>2</sub> Export Pipeline below MHWS and geological store and associated facilities. <b>Please note: not shown on Figure 24-2, as planning application boundary is not yet known.</b>		Unknown	bp expects to submit the ES in Q1/Q2 2022 with a view to obtaining approval for the Development in 2023. Based on current schedule estimates, bp expects installation of the pipelines and seabed infrastructure (including manifolds) to commence in 2024 with drilling of the wells into the Endurance Store expected to commence in 2025. First CO2 injection is anticipated in 2026.	Not yet submitted	2		Unknown - application not yet submitted											Y	Y		Y	Y			Y	Y		Unknown	NZT offshore elements	Y	Considered relevant to marine ecology only - scoped out by all other technical disciplines.			
2	TR030002	PNIS	Land at Bran Sands, Teesside, on the South Bank of the River Tees.	York Potash Limited - The installation of wharf/jetty facilities with two ship loaders capable of loading bulk dry material at a rate of 12m tons per annum (dry weight). Associated dredging operations to create berth. Associated storage building with conveyor to wharf/jetty. Including a materials handling facility (if not located at Wilton) served by a pipeline (the subject of a separate application) and conveyor to storage building and jetty.	0	92.44 ha	Construction of the harbour facilities January 2017, with completion of the Phase 1 works expected in July 2018. It is the intention that all works will be completed and the Harbour Facilities will be operating at full capacity by 2024.	Approved	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Consented but construction not yet started. To ensure a worst case for assessment, assume that construction of the Harbour facilities will take place during the peak month of construction associated with the NZT Project. <b>Linked to IDs 27, 70 and 71.</b>	Y	Major Development (winning/working of minerals), adjacent to Site, ES submitted	
3	EN010082	PNIS	Land at the Wilton International Site, Teesside	Sembcorp Utilities (UK) Limited - Tees CCGP, a gas fired combined cycle gas turbine (CCGT) power station with a maximum generating capacity of up to 1,700 MWe (assuming carbon capture and storage requirements are met). The project will utilise existing Gas and National Grid connections.	3.9	800 ha	Two scenarios presented - both with construction beginning in 2019 and operation in 2022. Second option includes construction of a further 850 Mwe within ~five years of its commercial operation, finished in 2030.	Approved	1	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	N	Y	Y		Y	Y	N	Note Construction beginning in 2019 and operation in 2022 - plant should be operational prior to NZT construction beginning; 3.9km from PCC Site. Operational emissions to be considered.	Y	Major development, ES submitted
4	EN010051	PNIS	Dogger Bank Zone (North Sea), with cabling coming ashore between Redcar and Marske-by-the-Sea (Wilton complex, Redcar & Cleveland). Easting: 506535 Northing: 610896	Forewind Ltd. (formerly Dogger Bank Teesside B) - Project previously known as Dogger Bank Teesside A&B. Dogger Bank Teesside A & B is the second stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). Dogger Bank Teesside A & B will comprise up to two wind farms, each with an installed capacity of up to 1.2GW, which are expected to connect to the National Grid at the existing National Grid substation at Lackenby, near Eston. It follows that Dogger Bank Teesside A & B could have a total installed capacity of up to 2.4GW Dogger Bank Teesside A & B is located within The Dogger Bank Zone which comprises an area of 8660 square kilometres (km <sup>2</sup> ) located in the North Sea between 125 kilometres (km) and 290km off the UK North East coast. Note: the start of the offshore element has been labelled on Figure 24-1, the onshore elements are not labelled.	4.1	Teeside A: 560km <sup>2</sup> / 216 sq. miles Teeside B: 593km <sup>2</sup> / 229 sq. miles	Project Description ES Chapter indicates, for both projects (Teesside Project A & Teesside Project B): - Earliest construction start onshore: At consent award (subject to discharge of DCO conditions) - Earliest construction start offshore: 18 months after consent award - Latest construction start onshore and offshore: 7 years after consent award - Onshore construction duration window: Up to 36 months - Offshore construction duration window: Up to 6 years - Maximum onshore construction gap between the two projects (from first onshore construction finish to second onshore construction start): Up to 5 years - Latest construction finish onshore: 10 years after consent award - Latest construction finish offshore: 13 years after consent award	Approved	1	N	N	N	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	Y	Y		Y	Y	Y	Main elements are offshore. To ensure a worst case for assessment, assume that construction of the Harbour facilities will take place during the peak month of construction associated with the NZT Project.	Y	Major development, ES submitted, overlap in construction periods	

5	R/2015/0393/RSM	Redcar and Cleveland	Stokesley Road, Guisborough	Bellway Homes Ltd, residential development (188 dwellings) with associated vehicular and pedestrian accesses including landscaping (resubmission), land at Stokesley Road - Guisborough.	9.3	7.1 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 16/11/2015	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	N	N	N	N	N	Y	N - 188 dwellings - small scale	Y	Y (Resubmitted previous (2013) ES)	N	Planning Statement states: "The current proposal is largely identical to the approved scheme, with the exception of a number of minor detail changes to the approved house types...All proposed works largely remain as previously approved, but with alterations to the approved house type designs."	N	Remote from the Site (9.3 km from PCC), not within the Zol for construction traffic and not likely to result in any other non-traffic related cumulative effects. Online satellite imagery indicates that construction of this development has now been completed.		
6	R/2019/0485/MMM	Redcar and Cleveland	Land north of Kirkleatham business park and west of Kirkleatham Lane, Redcar	Galliford Try Partnerships, reserved matters application (appearance, landscaping, layout and scale) following approval of outline planning permission r/2016/0663/OOM for up to 550 residential units with associated access, landscaping and open space, land north of Kirkleatham business park and west of Kirkleatham Lane - Redcar	2.3	Unknown	Online satellite imagery indicates that construction of this development is ongoing. Timescales for completion unknown.	Approved 31/10/2019	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y - 550 dwellings	Y	N	Y	Included in committed developments in TA	N	No ES/ EAR/ Scoping Report submitted with application. This development has been included in the future baseline for traffic and therefore traffic-related impacts and therefore is not considered separately in relation to (traffic related)	
7	R/2019/0443/RMM	Redcar and Cleveland	Land north of Woodcock Wood and west of Flatts Lane, Normanby	Theakston Estates Ltd, reserved matters application following outline planning permission r/2016/0326/OOM for means of appearance, landscaping, layout and scale for 400 dwelling houses (granted on appeal reference app/v0728/w16/3158336), land north of Woodcock Wood and west of Flatts Lane, Normanby.	7.7	22.8 ha	Online satellite imagery indicates that construction of this development is ongoing. Timescales for completion unknown.	Approved 03/10/2019	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y - 400 dwellings	Y	N	Unknown	This is a reserved matters application. Development has been considered with reference to the outline planning permission (R/2016/0326/OOM (see ID 18)) and excluded from consideration of traffic related cumulative effects.	N	Remote from the Site (>7km from PCC), no ES/EAR/scoping submitted; See ID 18 (previous outline application) below
8	R/2015/0540/RMM	Redcar and Cleveland	Redcar Lane, Redcar	Bellway Homes NE, reserved matters application following outline planning permission r/2014/0455/OOM for means of appearance, landscaping, layout and scale for 126 dwelling houses, former Redcar & Cleveland college site - Redcar Lane, Redcar.	4.3	4.1 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 27/11/2015	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N - 126 dwellings - small scale	Y	N	N	Not within traffic Zol. Linked to ID 15.	N	Nature and location of development such that cumulative effects not likely. No EIA Scoping Report or ES for this development.
9	R/2019/0403/FFM	Redcar and Cleveland	Caernarvon Close, Somerset Road, Cheddar Close, Avondale Close, Monmouth Road, Aberdare Road, Bridgend Close, Grangetown	Beyond Housing, demolition of 19 dwelling houses; hybrid application for full planning permission for refurbishment of 289 dwelling houses and alterations to existing road infrastructure to allow for new parking and open spaces; outline application for future residential development for 32 dwelling houses, dwellings and land at Caernarvon Close, Somerset Road, Cheddar Close, Avondale Close, Monmouth Road, Aberdare Road, Bridgend Close, Grangetown.	4.9	Unknown	Online information on the developer website indicates that construction commenced in October 2021. Timescales for completion are unknown.	Approved 21/01/2020	1	N	Y	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	Unknown	Just within Zol for traffic related noise; no construction traffic data available but considered unlikely to generate substantial volumes of construction traffic.	N	No EIA Scoping Report or ES available. Scale of development and distance from Proposed Development such that significant cumulative effects are considered unlikely.
10	R/2019/0150/FFM	Redcar and Cleveland	Land next to Kirkleatham Business Park, off Troisdorf Way, Kirkleatham	Priority Space, erection of 17 industrial units ranging in size from 116 sq.m. up to 210 sq.m. with new vehicular access and associated parking, land next to Kirkleatham Business Park, off Troisdorf Way, Kirkleatham.	3.5	1.56 ha	Unknown at present. Checked App Form, Planning Statement and DAS 14/12/2020. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission (July 2020).	Approved 12/07/2019	1	Y	Y	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N - due to nature of development	Y	N	Unknown	Transport impact considered to be insignificant as no TA/TS submitted in support of application.	N	Major development - site area > 1 ha Transport impacts considered unlikely to be substantial as no TA submitted. Nature of development and distance from the Proposed
11	R/2019/0045/FFM	Redcar and Cleveland	Land adjacent to SK Chilled Foods Ltd, Nelson Street, South Bank	SK Chilled Foods Ltd, proposed storage and distribution warehouse, with associated vehicle access and manoeuvring area, land adjacent to SK Chilled Foods Ltd, Nelson Street, South Bank.	4.9	4290 sq m	Unknown at present. Checked App Form and DAS 14/12/2020. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission (June 2019)	Approved 12/06/2019	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N - due to nature and relatively small scale (<1 ha)	N	N	Unknown	Transport impact considered to be insignificant as no TA/TS submitted in support of application.	N	Not major development; no scoping or ES submitted
12	R/2017/0876/FFM	Redcar and Cleveland	Wilton International, Redcar	Peak Resources Limited, construction and operation of a mineral processing and refining facility including ancillary development, car parking and landscaping, land at Wilton International Complex Redcar.	3.7	9 ha	The refinery would need to be ready to receive the ore concentrate towards the end of 2019 / early 2020. It is anticipated that it would take between 18 and 24 months to construct the facility, with construction commencing mid-2018. No end date given but the planning statement states that the Ngualla mine from which the rare earth concentrate is being sourced, has an estimated 30 years' worth of supply "therefore, the development proposals would provide a significant number of jobs and the operational jobs would be expected to	Approved 10/05/2018	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	Y	N	Major development - winning/ working of minerals, however construction should be complete and site operational before construction of Proposed Development. This development has been included as a committed development within the TA and therefore forms part of the baseline for the traffic - related assessments (construction).	N	Development already in existence/ expected to be completed prior to Proposed Development construction therefore forms part of the baseline. Major development - winning/ working of minerals

13	R/2016/0484/FM	Redcar and Cleveland	Wilton International, Redcar	CBRE, proposed anaerobic biogas production facility and combined heat and power plant, former Croda Site Wilton International Redcar.	2.5	1.92 ha	Unknown at present. Checked App Form, Planning Statement, EIA Screening Report and decision notice 14/12/2020. Checked Transport Statement and noise assessment 20/01/21. Cond. 1 of decision notice states that the development shall not be begun later than the expiration of 3 years from the date of this permission.	Approved 13/10/2016	1	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Covers <2 ha - small scale	Y	N	Unknown	Planning Statement states: "The application is supported by air quality, noise, flood risk and Phase 1 reports which assess the proposal and conclude that any potential impacts are acceptable subject to appropriate mitigation where necessary."	Y	Major development - site area > 1 ha, waste development Presumed overlap in construction as a worst-case	
14	R/2016/0201/FM	Redcar and Cleveland	Fabian Road, Eston	Gleeson Developments Ltd, 51 residential units including new vehicular and pedestrian accesses and associated landscaping, land at Fabian Road, Eston.	5.6	1.38 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 22/06/2016	1	N	N	N	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N - 51 residential units, covers <2 ha - small scale	Y	N	N			N	Remote from Site, no EIA scoping or ES submitted. Nature and scale of development considered unlikely to result in significant cumulative effects with the Proposed Development.
15	R/2016/0142/FM	Redcar and Cleveland	Redcar Lane, Redcar	Bellway Homes NE, reserved matters application following outline planning permission r/2014/0455/OOM for means of appearance, landscaping, layout and scale for 126 dwelling houses, former Redcar & Cleveland college site, Redcar Lane, Redcar.	9.1	7.71 ha	Online satellite imagery indicates that construction of Online news articles dated April 2022 indicate construction is close to completion, therefore considered unlikely to be overlap with the Proposed Development.	Approved 28/11/2016	1	N	N	N	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N - 126 houses	Y	N	N	Linked to ID 8. Remote from Site.	N	Remote from Site, no EIA scoping or ES submitted	
16	R/2019/0767/OOM	Redcar and Cleveland	Land east of John Boyle Road and west of Tees Dock Road, Grangetown	Director of Regeneration & Neighbourhoods Hartlepool, outline application for the construction of an energy recovery facility (ERF) and associated development, Grangetown Prairie Land east of John Boyle Road and west of Tees Dock Road, Grangetown.	3.9	10 ha	ES states: "It proposed that construction will start in 2022, with a start-date for the facility of 2025. The construction period is expected to extend to 36 months".	Approved 06/01/2020	1	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Y	Y	Y	Y	Overlap in construction periods	Y	Major development; ES submitted with application; overlap in construction periods	
17	R/2016/0663/OOM	Redcar and Cleveland	Land north of Kirkleatham Business Park and west of Kirkleatham Lane, Redcar	Homes and Communities Agency (HCA), outline planning application for up to 550 residential units with associated access, landscaping and open space, land north of Kirkleatham Business Park and west of Kirkleatham Lane, Redcar.	2.8	23 ha	Online satellite imagery indicates that construction of this development is on-going. Timescales for completion unknown.	Approved 26/05/2017	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Y - 550 dwellings	Y	N	Y	Progressed to Stage 3/4 for Traffic	Y	Superseded by reserved matters app (see ID 6)	
18	R/2016/0326/OOM	Redcar and Cleveland	Land north of Woodcock Wood and west of Flatts Lane Normanby	Theakston Estates (Investments) Limited, outline application for residential development including new vehicular and pedestrian accesses, infrastructure, open space and landscaping (all matters reserved except for access), land north of Woodcock Wood and west of Flatts Lane Normanby.	7.7	22.8 ha	Online satellite imagery indicates that construction of this development is on-going. Timescales for completion unknown. Planning Statement states that the build period will be 8 years long.	Allowed on appeal 13/06/2017	1	N	N	N	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Y - approximately 400 quality family homes	Y	N	Y	Assume overlap in temporal scope (construction) for worst case. Remote from the Site (>7km from PCC) <b>Note: ID 7 = subsequent reserved matters application</b>	N	Remote from Site, no EIA scoping or ES submitted, therefore significant cumulative effects considered unlikely.	
19	R/2018/0098/FF	Redcar and Cleveland	Land bound by A66 and Tees Dock Road Grangetown	Rydberg Development Company Limited, construction and operation of a 12 MWe peaking power generation plant, ancillary equipment, parking and access (amended design and layout), land bound by A66 and Tees Dock Road, Grangetown.	4	3980m <sup>2</sup>	Online satellite imagery indicates that construction of this development has now been completed.	Approved 10/05/2018	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	N	Assume overlap in temporal scope (construction) for worst case, however, construction should be complete by early 2022 if timescales are as described.	N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.	
20	R/2017/0564/FF	Redcar and Cleveland	Crow Lane adjacent to old Hall Farm and (A1053) Greystones Road Old Lackenby, Eston	EDF Energy Renewables, installation of an energy storage facility (up to 49.9 MW), new access track and associated ancillary equipment and components, land at Crow Lane adjacent to Old Hall Farm and (A1053) Greystones Road Old Lackenby, Eston.	5.1	0.8 ha	The construction period is anticipated to last no longer than 12 months. Once installed, there is minimal on-site activity required during the plant life-cycle. The facility will be remotely operated and access will typically only be required for monthly inspections and bi-annual servicing to take place. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS	Approved 10/11/2017	1	Y	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N - <1 ha i.e. small scale	N	N	N	The construction period should be complete by Nov 2021. Once installed, there is minimal on-site activity required (only monthly inspections and bi-annual servicing) - minimal disturbance.	N	Not major development; no EIA scoping or ES submitted; no overlap in construction periods (should be complete by 2021)		
21	R/2017/0329/FF	Redcar and Cleveland	Land bound by A66 and Tees Dock Road Grangetown	Rydberg Development Company Limited, construction and operation of a 12 MWe peaking power generation plant, ancillary equipment, parking and access (amended design and layout), land bound by A66 and Tees Dock Road, Grangetown.	4	0.31 ha	The construction phase of the Development is planned to be undertaken over a period of 4-6 months. The Development will have operational life of 15-20 years after which it would be decommissioned. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS	Approved 20/07/2017	1	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	N	Similar to development ID 19 and ID 29 - superseded by ID 19.	N	See ID 19		

22	R/2019/0183/00M	Redcar and Cleveland	Land south of Spencerbeck Farm Normanby Road, Ormesby	Mr R Roberts, demolition of existing outbuildings to allow outline planning permission (with some matters reserved) for residential development (52 dwellings), land south of Spencerbeck Farm Normanby Road, Ormesby.	7.3 1.9 ha	No information in Planning Statement, Desktop Study or DAS - checked 17/12/2020.	Approved 20/01/2021	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	Unknown		N	Remote from the Site (>7km from PCC). No EIA Scoping or ES submitted; nature and scale of development not likely to result in significant cumulative effects with Proposed Development.				
23 (NS)	Not yet submitted	Redcar and Cleveland	STDC Masterplan Area	South Tees Development Corporation (STDC) - South Tees Regeneration Master Plan covering 4,500 acres of land (South Tees Development Corporation, 2020). <b>Please note: due to this plan covering a large area it has not been included on Figure 24-2.</b>	0 Unknown	Not yet submitted, no info available	Not yet submitted	3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Unknown	Unknown	No details available yet	N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.				
24	R/2017/0815/FF	Redcar and Cleveland	Kingsley Road & Shakespeare Avenue, Grangetown, TS6 7PW	Coast and Country Housing, extension to existing car park (14 additional spaces) including fencing (1.8m high), land at coast & country housing office corner of Kingsley Road & Shakespeare Avenue, Grangetown, TS6 7PW.	4.8 > 0.1 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 12/01/2018	1	N	Y	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Small extension to existing car park - small scale	N	Not major development; no EIA scoping or ES submitted. Nature and scale of development such that it is unlikely to result in significant cumulative effects with Proposed Development.			
25	R/2019/0031/FFM	Redcar and Cleveland	Wilton International, Redcar	Tourian Renewables Ltd, construction and operation of a plastic conversion facility including office and welfare buildings, workshops, weighbridges and associated infrastructure, former Croda Site Wilton International, Redcar	3.1 1.1 ha	Online news articles indicates that construction commenced in March 2021 and is due to be completed in 2022.	Approved 09/04/2019	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	Y	>3km from PCC Site <b>Related to ID 28</b> - slightly different RLBs and Planning Statement states "Planning permission (R/2017/0730/FFM (ID 28) was granted for a Plastic Conversion Facility and associated infrastructure on the former Invista chemical plant at the Wilton site in January 2018. This proposal is for a similar PCF to that	N	No EIA scoping / ES submitted; over 3km from the PCC Site. Nature and scale of development not likely to result in significant cumulative effects with Proposed Development.	
26	R/2018/0587/FFM	Redcar and Cleveland	Tees Dock Terminal, Teesport	ICL Tees Dock, refurbishment of redundant 'coal rail pit' for handling polysulphate products, potash conveyor, Tees Dock Terminal, Teesport.	1.9 8.9 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 06/03/2019	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	Y	N	N - refurbishment of existing Site/ previously developed	Y	N	N	No scoping or ES submitted, small scale, 1.9 km from PCC Site		
27	R/2017/0906/00M	Redcar and Cleveland	Land between Wilton International and Bran Sands, Redcar	Sirius Minerals Plc, outline planning application for an overhead conveyor and associated storage facilities in connection with the York potash project, land between Wilton International and Bran Sands, Redcar.	0 62.8 ha	Unknown at present. Checked ES, Covering Letter, App Form, Planning Statement, DAS 14/12/2020. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission (April 2018)	Approved 30/04/2018	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Proximity to proposed development (adjacent to it). <b>Linked to IDs 2, 70 and 71.</b>	Y	Major Development (winning/ working of minerals), adjacent to Site, ES submitted (Note: Linked to IDs 2, 70 and 71.)
28	R/2017/0730/FFM	Redcar and Cleveland	Wilton International, Redcar	Tourian Renewables Ltd, construction and operation of a plastic conversion facility including office and welfare buildings, workshops, weighbridges and associated infrastructure, former Croda Site Wilton International, Redcar	3.1 1.6 ha	Planning Statement states: "Subject to the granting of planning permission, construction activity for the first process line would last for approximately 9-12 months. There would also be several months commissioning period. After which the other three process lines would be constructed, each process line taking circa 12 months to construct, with several months commissioning. This will be confirmed prior to commencement of works on site along with further details on the construction methodology." (same as other Tourian Renewables Ltd permission above - R/2019/0031/FFM). Decision Notice states: "The development shall not be begun later	Approved 12/01/2018	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	N	>3km from PCC Site <b>Related to ID 25 above but not superseded by it - different RLBs</b>	N	No ES/ scoping submitted; over 3km from the PCC Site
29	R/2016/0563/FF	Redcar and Cleveland	Land bounded by Trunk Road and Tees Dock Road Grangetown	Rydberg Development Company Limited, construction and operation of a 12MWe peaking power generation plant including ancillary equipment and new vehicular access off trunk Road, land bounded by Trunk Road and Tees Dock Road Grangetown.	3.6 0.72 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 03/11/2016	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	N	Similar to development ID 19 and ID 21 - <b>superseded by ID 19.</b>	N	See ID 19



36	H/2019/0275	Hartlepool	Tofts Road, West Graythorp, Hartlepool	Graythorp Energy Ltd, energy recovery (energy from waste) facility and associated infrastructure, land to the south of Tofts Road, West Graythorp, Hartlepool.	5.4	6.7 ha	Planning Statement states "On the basis that the planning application is approved, the overall construction period for the GEC would last circa 36 months. At present the facility is programmed to open in early 2024. The facility would have a design life of around 30 years although, in reality, many elements of the plant would last beyond this period. For the avoidance of doubt, planning permission is being sought for a permanent development and therefore as elements of the facility	Approved 10/07/2020	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Y	Y	Y	Y	Potential overlap in construction periods. Note that the Planning Statement states: "The ES demonstrates that the GEC would not result in any unacceptable adverse impacts in relation to landscape character, visual considerations, ecology, noise, air quality, human health, ground conditions, flood risk or heritage."	Y	Remote from PCC Site but within Zol for air quality and landscape; major development; potential overlap in construction periods.
37	H/2014/0428	Hartlepool	land south of Elwick Road, High Tunstall, Hartlepool, TS26 0LQ	Tunstall Homes Ltd, Outline application with all matters reserved for residential development comprising up to 1,200 dwellings of up to two and a half storeys in height and including a new distributor road, local centre, primary school, amenity open space and structure planting., land south of Elwick Road, High Tunstall, Hartlepool, TS26 0LQ.	10	118 ha	NTS states: "Construction work is expected to commence approximately 12 months after the grant of outline planning permission. Construction of the development will be phased over a 20-30 year period although it is anticipated/hoped that the development will be complete within 20-25 years, i.e. by 2040."	Approved 14/03/2019	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	N	N	N	N	N	N	N	N	Y	Y - 1200 homes, > 118ha	Y	Y	Y	Remote from Site - ~10km Overlap in construction periods but outside Zol for construction traffic for Proposed Development.	N	Remote from Site - ~10km from PCC. Not likely to result in cumulative effects either during construction or operation of the Proposed Development.
38	19/2161/FUL	Stockton-on-Tees	Lianhetech, Seal Sands, Seal Sands Road, TS2 1UB	Lianhetech, Erection of new plant, new buildings and extensions to existing buildings. Works to include Warehouse D Extension, Boiler House Structure, Amenities & Workshop Building, Drum Storage Workshop Extension, Amenities extension, 2 no. Warehouse buildings, Contractors cabins, Gate House and Weighbridge, Receivers, Driers, Extension to existing Tank Farm, Tanker Offloading stations, Process and control buildings, Installation of new and replacement cooling towers and industrial apparatus, Pipe Bridge, Swale and the demolition of old plant and buildings, Lianhetech, Seal Sands, Seal Sands Road, TS2 1UB.	3.4	4.15 ha	Decision notice Cond. 1 states "The development hereby permitted shall be begun before the expiration of THREE years from the date of this permission." No information re: timescale in Planning Statement, DAS, Env Risk Assessment or Transport Statement (checked 22/12/2020)	Approved 21/02/2020	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Unknown	N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.		
39	15/2187/FUL	Stockton-on-Tees	Plc Huntsman Drive, Seal Sands, Middlesbrough, TS2 1TT	Air Products Renewable Energy Limited, Proposed installation of a Gaseous Oxygen (GOX) Pipeline associated with Tees Valley 2 (TV2) Renewable Energy Facility (REF), Air Products Plc Huntsman Drive, Seal Sands, Middlesbrough, TS2 1TT.	2.6	1.5 ha	Planning Statement states "Following determination of the application, a construction period of three months is envisaged to complete the Scheme." Decision Notice Cond. 1 states "The development hereby permitted shall be begun before the expiration of THREE years from the date of this permission."	Approved 29/10/2015	1	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Construction scheduled to be complete according to planning documentation.	N	Developments already in existence/ expected to be completed prior to Proposed Development construction should form part of the baseline.		
40	15/2181/FUL	Stockton-on-Tees	North Tees Site Sabic UK Petrochemicals Seaton Carew Road, Port Clarence, Stockton-On-Tees, TS2 1TT	SABIC UK Petrochemicals Limited, Erection of new plants for supply of steam and compressed air including 3 boilers, 3 compressors, a water purification plant, storage bunds for chemicals. New pipelines to provide potable water and instrument air to the new plant, as well as to export steam and compressed air to the tank farm distribution system, North Tees Site Sabic UK Petrochemicals Seaton Carew Road, Port Clarence, Stockton-On-Tees, TS2 1TT.	3.3	2.22 ha	Online satellite imagery indicates that construction of this development has now been completed.	Approved 18/11/2015	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N - EIA not required but a 'non-statutory environmental assessment' submitted	N	Developments already in existence/ expected to be completed prior to Proposed Development construction should form part of the baseline.		
41	15/2799/FUL	Stockton-on-Tees	Impetus Waste Management, Huntsman Drive, Seal Sands, Stockton-on-Tees, TS2 1TT	Green North East Trading Bidco Limited, Construct and operate an extension to the existing Materials Recovery Facility (MRF) building to process material produced by the existing MRF operation, Impetus Waste Management, Huntsman Drive, Seal Sands, Stockton-on-Tees, TS2 1TT.	5.2	0.1 ha	Planning Statement/ ES states "(Construction) Works are currently proposed from March to October 2016" Decision notice states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission (Jan 2016). No further info available - checked PS/ES 15/12/2020.	Approved 08/01/2016	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Construction scheduled to be complete according to planning documentation.	N	Developments already in existence/ expected to be completed prior to Proposed Development construction should form part of the baseline. Major development - waste		

42	16/0195/VARY and subsequent application 20/2620/VARY (S73)	Stockton-on-Tees	Eutech Road, 100 Haverton Hill Road, Billingham, TS23 1PY	Mr Charles Everson, Section 73 application to vary condition no.4 (Environmental Impact Statement) of planning approval 13/2892/EIS - Development of materials recycling facility and production of energy from waste, including demolition of the existing offices and erection of new buildings, tanks and silos with access taken from the existing access at New Road, Billingham. The main building will be portal frame, profiled steel clad with stacks at a maximum height of 80m and 28m. (Residual wastes will be processed through an advance thermal treatment process, gasification, to produce renewable heat and power), Eutech Road, 100 Haverton Hill Road, Billingham, TS23 1PY.	9.5	Unknown	16/0195/VARY was approved 11/03/16 - Decision notice states that the development shall be begun before the expiration of THREE years from the date of this permission. 20/2620/VARY Planning Statement states that the development will be begun before 18/02/17 and "the development hereby permitted shall be begun before the expiration of THREE years from the date of this permission" (conditions remaining as existing), noting that the consent was implemented in 2016. It states re: the current status of the development "At present, the works undertaken at site include demolition of the office building and pipework at the western site boundary and excavation of a large area in the centre of the Site to investigate relic foundations. It is understood that the adjacent land to the west has been remediated with	16/0195/VARY Approved 11/03/2016 20/2620/VARY Approved 25/01/2021	3	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	N	N	N	N	Y	Y?	Y	N	Unknown	-	N	Remote from the Site - ~9.5km from PCC Site
43	H3.1 Low Grange Farm Strategic Site	Redcar and Cleveland	Low Grange Farm	Redcar & Cleveland Local Plan 2018, Up to 1,250 houses.	4.8	32 ha	"It is anticipated that the site would be partially built within the plan period, with the balance of development taking place after 2032."	Adopted	3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	Y	Y	N	Unknown	It appears that ID 67 is on this Site. ID 67 has been included in the 'other developments' shortlist.	N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.	
44	H3.2 Swan's Corner	Redcar and Cleveland	Swan's Corner	Redcar & Cleveland Local Plan 2018, Up to 128 houses.	9.3	7.7 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	Y	N	Y	N	Unknown		N	Remote from the Site - ~9.3km from PCC Site No clear, identified programme for delivery. Land allocations on their own have not been considered as there is no certainty that developers will come forward with projects within the timescale for the delivery of these sites, and the nature for such projects and their associated environmental effects are currently unknown
45	H3.5 Longbank Farm	Redcar and Cleveland	Longbank Farm	Redcar & Cleveland Local Plan 2018, Up to 320 houses.	8.2	21 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	Y	Y	N	Unknown		N	Remote from the Site - ~8.2km from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)	
46	H3.6 Spencerbeck Farm	Redcar and Cleveland	Spencerbeck Farm	Redcar & Cleveland Local Plan 2018, Up to 61 houses.	7.4	2.4 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	Y	Y	N	Unknown		N	Remote from the Site - ~7.4km from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)		
47	H3.8 Normanby High Farm	Redcar and Cleveland	Normanby High Farm	Redcar & Cleveland Local Plan 2018, Up to 150 houses.	6.5	10 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	Y	Y	N	Unknown		N	Remote from the Site - ~6.5km from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44). This allocation appears to cover ID7.		
48	H3.9 Land at Former Park School	Redcar and Cleveland	Land at Former Eston Park School	Redcar & Cleveland Local Plan 2018, Up to 100 houses.	5.7	3 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	N	Y	Y	N	Unknown		N	Land allocations on their own have not been considered - see detailed comment above (ID 44)			

49	H3.10 Corporation Road	Redcar and Cleveland	Corporation Road	Redcar & Cleveland Local Plan 2018, Up to 86 houses.	2.5	2.4 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	N	Y	N - Development of 86 houses . Relatively small development.	Y	N	Unknown	No details available yet	N	Land allocations on their own have not been considered - see detailed comment above (ID 44)			
50	H3.14 Land at Mickle Dales	Redcar and Cleveland	Mickle Dales	Redcar & Cleveland Local Plan 2018, Up to 100 houses.	5.2	4.3 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	N	Y		Y	N	Unknown		N	Land allocations on their own have not been considered - see detailed comment above (ID 44)			
51	H3.15 West of Kirkleatham Lane	Redcar and Cleveland	Kirkleatham Lane	Redcar & Cleveland Local Plan 2018, Up to 550 houses.	2.3	23 ha	To be delivered within the plan period (i.e. up to 2032).	Adopted	3	N	N	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	N	N	N	N	N	Y		Refer to development IDs 6 and 17 above			Y	Refer to development IDs 6 and 17 above					
52	MW8 South Tees Eco-Park	Redcar and Cleveland	South Tees Eco-Park	Tees Valley Joint Minerals and Waste Development Plan Documents, A site of approximately 27 hectares is allocated for the development of the South Tees Eco-Park.	3.4	27 ha	Development is anticipated to be provided between 2016 and 2021.	Adopted	3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y		Y	N	N	Development anticipated to be provided between 2016 and 2021.	N	Land allocations on their own have not been considered - see detailed comment above (ID 44), and development should be constructed prior to construction of NZT			
53	MWC9 Sewage Treatment	Redcar and Cleveland	Bran Sands Regional Sludge Treatment Centre	Tees Valley Joint Minerals and Waste Development Plan Documents, Development involving the extension or upgrade of existing sewage treatment facilities, including at the Bran Sands Regional Sludge Treatment Centre (Redcar and Cleveland) will be supported.	0.6	Unknown	Unknown/ Not Provided	Adopted	3	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y		Y	N	N	Construction should be complete - scheduled to be completed in 2016.	N	Close to PCC Site but development should be complete prior to NZT construction. Developments already in existence/ expected to be completed prior to Proposed Development construction should form part of the baseline.			
54 (NS)	MWC8 General Locations for Waste Management Sites	Redcar and Cleveland		Tees Valley Joint Minerals and Waste Development Plan Documents, Sustainable waste management will be delivered through a combination of large sites, which include clusters of waste management and processing facilities, and small sites for individual waste facilities. <b>Please note: due to this plan covering a large area it has not been included on Figure 24-2.</b>	0	Unknown	Unknown/ Not Provided	Adopted	3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Unknown	Y	N	Unknown	The exact locations of the proposed facilities are not available - only a very large area labelled 'MWC8 - general location for large waste management facilities'	N	Close to PCC Site, but land allocations on their own have not been considered - see detailed comment above (ID 44)			
55	Policy H31 Housing Allocations	Middlesbrough	Land at Roworth Road, Middlesbrough	Middlesbrough Housing Local Plan, 130 dwellings, Roworth Road.	7.4	Unknown	2019 - 2024	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	Remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)			
56	Policy H31 Housing Allocations	Middlesbrough	Adjacent to MTLC	Middlesbrough Housing Local Plan, 180 dwellings, Land adjacent to MTLC.	7.4	Unknown	2013 - 2019	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	N	No overlap in construction, remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)		
57	Policy H31 Housing Allocations	Middlesbrough	Beresford Crescent, Middlesbrough	Middlesbrough Housing Local Plan, 83 dwellings, Beresford Crescent.	6.7	Unknown	2013 - 2019	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	N	No overlap in construction, remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)	
58	Policy H31 Housing Allocations	Middlesbrough	Former Erimus Training Centre, Middlesbrough	Middlesbrough Housing Local Plan, 100 dwellings, Former Erimus Training Centre	6.8	Unknown	2019 - 2024	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	Remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44) Note: linked to ID 61 allocation, below.



59	Policy EG2 Employment Locations	Middlesbrough	East Middlesbrough Industrial Estate	Middlesbrough Publication New Local Plan, 4.45 hectares industrial land.	6.5	4.45 ha	Unknown/ Not Provided	Emerging	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y		Y	N	Unknown		N	Remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)
60	Policy H3 - Housing Allocations	Middlesbrough	Land at Roworth Road, Middlesbrough	Middlesbrough Publication New Local Plan, 80 dwellings, Roworth Road.	7.4	2.7 ha	Unknown/ Not Provided	Emerging	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y		Y	N	Unknown		N	Remote from PCC Site and land allocations on their own have not been considered - see detailed comment above (ID 44)
61	Policy H3 - Housing Allocations	Middlesbrough	Former Erimus Training Centre, Middlesbrough	Middlesbrough Publication New Local Plan, 106 dwellings, Former Erimus Training Centre.	6.8	2.9 ha	Unknown/ Not Provided	Emerging	3	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y		Y	N	Unknown	Planning permission for this Site may have been granted - Publication Local Plan states planning status as "planning permission not under construction" Delivery between 2019 - 2023. Can't see anything on Middlesbrough planning application search (checked 20/01/21).	N	Remote from PCC Site. Note: linked to ID 58 allocation, above. Land allocations on their own have not been considered - see detailed comment above (ID 44)
62	Policy SDA - Economic Growth Strategy	Stockton-on-Tees	Seal Sands	Stockton-on-Tees Local Plan, Main growth location for hazardous installations including liquid and gas processing, bio-fuels and bio-refineries, chemical processing, resource recovery, and waste treatment, energy generation, carbon capture and storage and other activities, Seal Sands.	2	144 ha	Unknown/ Not Provided	Adopted	3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	N	Unknown		N	Land allocations on their own have not been considered - see detailed comment above (ID 44)	
63	Policy EMP3 - General Employment Land	Hartlepool	Tofts Farm West	Hartlepool Local Plan, 8.2 hectares general employment uses, Tofts Farm West.	5.2	Total site area 34.1 hectares; available land 8.2 hectares.	Unknown/ Not Provided	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y		Y	N	Unknown		N	Adjacent to ID 36 RLB but not covering it. Land allocations on their own have not been considered - see detailed comment above (ID 44)
64	Policy EMP4 - Specialist Industries	Hartlepool		Hartlepool Local Plan, 44 hectares reserved for potential expansion of existing occupier, West of Seaton Channel. Please note, as this policy area includes a range of developments which have not yet submitted planning applications.	4.8	Total site area 76.7 hectares: area of undeveloped land 44.0 hectares	Unknown/ Not Provided	Adopted	3	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y		Y	N	Unknown		N	Land allocations on their own have not been considered - see detailed comment above (ID 44)
65	Policy EMP4 - Specialist Industries	Hartlepool		Hartlepool Local Plan, 4.1 hectares available for development as a waste management and recycling facility, Graythorp Waste Management	5.3	4.1 ha	Unknown/ Not Provided	Adopted	3	N	N	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y		Y	N	Unknown		N	Adjacent to ID 36 RLB but not covering it. Land allocations on their own have not been considered - see detailed comment above (ID 44)	
66	R/2019/0427/FM		Land at Former South Bank Works; Grangetown Prairie; British Steel and Warrenby Area	South Tees Development Corporation (STDC): Full planning application: Demolition of structures and engineering operations associated with ground preparation and temporary storage of soils and its final use in the remediation and preparation of land for regeneration and development	0	The total land acquired=600 ha. 364 ha for this development.	Condition 1 states "The development shall not be begun later than the expiration of THREE YEARS from the date of this permission." (Sep 2019) No further info available at present - Planning Statement checked 17/12/2020.	Approved 27/09/2019	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	N	Unknown	Proximity to Site (adjacent to it). Potential for remediation works to take overlap with some of the construction works for the Proposed Development.	Y	There is potential for the remediation works to overlap with the construction of the Proposed Development, resulting in potential cumulative impacts associated dust, noise, visual impacts construction traffic and traffic-related impacts.









97	20/1257/OUT	Stockton on Tees	Triangular Piece Of Land Bounded By Belasis Avenue/Central Avenue And Cowpen Lane (Former Ici Offices) Billingham TS23 1LA	Outline planning permission with some matters reserved (Appearance, Landscaping, Layout and Scale) for the erection of buildings for office, research and development, manufacturing and storage (Use classes B1, B2 and B8) with associated boundary enclosure and the closure of part of Belasis Avenue. Identical application to one approved in 2019; permission sought for an extended implementation period	10	3.6	Phase 1 of two phased development. Condition 1 states "The development hereby permitted shall be begun either before the expiration of nine years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the latest."	Granted	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	Unknown	N	Unknown	Outside of the study area of traffic related air quality and noise impacts.	N	Relatively small site, remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
98	21/1092/FUL	Stockton on Tees	Land At Macklin Avenue Cowpen Lane Industrial Estate Billingham TS23 4BY	Erection of 25no. industrial units for B2/B8 use with associated parking	8.6	0.8	Granted in December 2021. No detail are provided for the duration of the construction phase.	Granted	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	Unknown	N	Unknown		N	Small site, distant from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
99	21/2896/FUL	Stockton on Tees	Land North Of Caswells Lagonda Road Cowpen Lane Industrial Estate Billingham TS23 4JA	Erection of 22 light industrial/employment units	8.6	0.8	Granted in March 2022. No detail are provided for the duration of the construction phase.	Granted	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	Unknown	N	Unknown		N	Small site, distant from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
100	20/2804/REM	Stockton on Tees	Car Park Navigation Way Thornaby TS17 6QA	Reserved matters application for appearance, landscaping, layout and scale for the erection of 117 new build houses consisting of 67 two bed houses, 44 three bed houses and 6 four bed houses	10	3.98	Granted in June 2022. No detail are provided for the duration of the construction phase. A CEMP will be submitted prior to commencement of the development	Granted	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	Unknown	N	Unknown		N	Relatively small site, distant from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
101	22/0401/MAI	Middlesbrough	Former Coal Depot, Commercial Street	Construction of 10No B2/B8 warehouses	8.6	0.27	timescales are not provided in the application material. The application would likely be required to commence within 3 years of a planning approval.	Pending	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	Y	N	Unknown	N	Unknown		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.
102	20/0764/FUL	Middlesbrough	Boho X Lower Gosford Street Middlesbrough	Erection of 7 storey office building incorporating lecture theatre, cafe, swimming pool, gym, bar/event space with associated landscaping, public realm, cycle store and car parking	8.6	0.77	Timescales for the construction phase are not provided within the application material. Condition 1 states "The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted."	Granted	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	Unknown	N	Unknown		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
103	21/0740/FUL	Middlesbrough	Former Cleveland Scientific Institute, Corporation Road, Middlesbrough, TS1 2RQ	15 storey tower block comprising 131no. apartments and 4no commercial units with associated cycle parking and refuse facilities	8.7	0.07	No details of the construction duration are provided. Condition 1 states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission.	Pending	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	N	Y	N	Unknown	N	Unknown		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.			
104	20/0289/FUL	Middlesbrough	Land South Of Union Street Middlesbrough	Erection of 145 residential dwellings with associated access, parking, landscaping and amenity space	9.4	3.98	Construction of the development will be carried out in six phases with phase 1 infrastructure delivery currently underway.	Granted	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	Y	N	Y	N	Y	N	Relatively small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.		
105	19/0516/RES	Middlesbrough	Land Off Alan Peacock Way, Prissick Base, Near Ladgate Lane/Marton Avenue, Middlesbrough	Reserved matters application for the erection of 350 dwellings and associated works	9.2	11.82	The development is partially complete. The final phases of the are currently under construction. It is likely that the development will be complete prior to construction of the Scheme.	Granted	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	N	Y	N	Unknown	N	N		N	Relatively large site, but remote from the Proposed Development and no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.	
106	R/2021/0281/FMA	Redcar & Cleveland	Land Between Imperial Avenue And Tilbury Road , South Bank Industrial Estate, South Bank	Magnum Investments:CONSTRUCTION OF 37 FACTORY UNITS (USE CLASS B2/B8)	5.3	1.1	No details of construction duration and phasing have been provided in the submitted application material. Condition 1 states: "The development to which this permission relates shall be begun not later than three years [14/10/2024]from the date of decision.	Granted	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N	N	N	N	Y	N	Y	N	Unknown	N	Unknown		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.

107	R/2019/0433/FF	Redcar & Cleveland	Land At Crow Lane, Adjacent To Old Hall Farm And (A1053) Greystones Road, Old Lackenby, Eston	Installation Of An Energy Storage Facility (Up To 50 Mw), New Access Track And Associated Ancillary Equipment And Components (Amended Scheme)	5.1	0.8	This is an alternate application to Site ID 20. The construction period is anticipated to last no longer than 12 months. Once installed, there is minimal on-site activity required during the plant life-cycle. The facility will be remotely operated and access will typically only be required for monthly inspections and bi-annual servicing to take place. Decision notice states that the development shall not be begun later than the expiration of THREE YEARS from the date of this permission.	Granted	1	Y	Y	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	Unknown		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.	
108	R/2020/0025/RMM	Redcar & Cleveland	Land To The South Of Marske By The Sea Bounded By Longbeck Road, A1085 And A174 Redcar	Convenience Store, Primary School, Childrens Day Nursery, Gp Surgery/Pharmacy, Community Hall, Petrol Filling Station, Drive Thru Restaurant, Public House And Hotel Following Approval On Appeal Of Outline Planning Permission R/2013/0669/Oom	6.8	50.4	Reserved matters application for ID 109	Pending	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Unknown		N	Relatively remote from the Proposed Development (6.8 km from PCC), not within the Zol for construction traffic and not likely to result in any other non-traffic related cumulative effects.	
109	R/2013/0669/OOM	Redcar & Cleveland	Land To The South Of Marske By The Sea Bounded By Longbeck Road, A1085 And A174 Redcar	Outline Application For Up To 1000 Dwellings Together With Ancillary Uses And A Neighbourhood Centre, Park- And-Ride Car Park; Petrol Filling Station; Drive-Thru; Public House/Restaurant And 60 Bed Hotel With Details Of Access	6.8	50.4	The development will be delivered in phases based on the assumption that 50 dwellings will be delivered each year for over 14 years.	Approved 20 July 2017	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y		N	Relatively remote from the Proposed Development (6.8 km from PCC), not within the Zol for construction traffic and not likely to result in any other non-traffic related cumulative effects.	
110	R/2021/0019/OOM	Redcar & Cleveland	Land West Of Kirkleatham Lane Redcar	Homes England; Outline application for residential development with associated access, landscaping and open space consisting of; A)279 residential units (class C3) or; B)204 residential units (class C3) with 75 assisted living units (delivered as class C2 or C3)	3.1	11.3	Outline application for phase 2 of a wider residential development for 550 homes. A reserved matters application and subsequent discharge of condition applications will be submitted prior to commencement of the development.	Approved 11 January 2021	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	Unknown		N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.
111	R/2020/0489/FM	Redcar & Cleveland	Land South Of Redcar Road North Of 21 - 77 South Terrace South Bank	Residential Development Of 28 Dwellings Comprising Of 25 Bungalows And 3 1.5 Storey Houses With Associated Highway Works; New Vehicular And Pedestrian Accesses And Landscaping	4.9	0.79	Under construction. Expected to be completed prior to commencement of construction of the DCO	Approved 21 January 2021	1	N	N	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	N	Y	N	Y	N	N		N	Small site, relatively remote from the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.
112	R/2022/0306/FF	Redcar & Cleveland	Land At Redcar Bulk Terminal Redcar Bulk Terminal Redcar	Installation And Operation Of A Site Batch Ready Mix Concrete Plant And Ancillary Facilities For A Temporary Period	0	0.34	Under construction	Approved 25 May 2022	1	N	N	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	Assumed that construction will be completed once Proposed Development is due to commence construction.	N	Only those developments with at least a Scoping Report, Environmental Assessment Report or Environmental Statement (ES) available shall be considered for shortlisting.	
113	R/2022/0242/FF	Redcar & Cleveland	Dorman Point Teesworks Redcar	Teesworks: Erection Of A LV Substation And Associated Hardstanding	5.2	0.8	Under construction	Approved 22 October 2021	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y		N	Relatively small site, remote the Proposed Development, no requirement for EIA. Only those with a submitted EIA Scoping Report or ES are considered for shortlisting.	
114	R/2022/0343/ESM	Redcar & Cleveland	Land At South Bank Off Tees Dock Road South Bank	South Tees Development Corporation: Application For The Approval Of Reserved Matters, Namely Appearance, Landscaping, Layout And Scale In Respect Of A Class B2 Manufacturing Unit With Ancillary Offices, Parking, Servicing, And Landscaping Following Approval Of Outline Planning Permission R/2020/0357/OOM	3.6	36.4	Details of construction phasing will be submitted to and approved by the local planning authority before construction commences.	Approved 16 June 2022	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Unknown	Refer to ID 73.	Y	Refer to ID 73. Scheme already considered in cumulatives assessment submitted with DCO Application.	
115	R/2022/0355/FM	Redcar & Cleveland	Land At South Bank Off Tees Dock Road South Bank	South Tees Development Corporation: Erection Of Industrial Facility (Use Class B2/B8), Associated Structures, Hardstanding And Landscaping Works	3.6	5.83	Standalone application for 5.83 hectares of land outside the Teesworks outline application boundary. This site will be constructed alongside ID 115	Approved 16 June 2022	1	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Transport note included on planning portal indicates that that all trips associated with this development have already been assessed under ID 114.	Y	Not in itself EIA development, but associated with ID 114 which is EIA development. Included on a worst case basis.

