21 RECREATION AND ACCESS

21.1 Introduction

21.1.1 This section of the ES describes the existing environment and assesses the potential impacts of the construction, operation and decommissioning phases of the proposed scheme in relation to recreation and access. Mitigation measures are detailed where required and a discussion of the residual impacts presented.

21.1.2 This section does not consider impacts to water based recreational activities within the Tees estuary given that such activities generally do not take place within the proposed construction area. PINS confirmed that this approach was acceptable within the Scoping Opinion received during January 2014.

21.2 Policy and consultation

Policy

National Policy Statement

21.2.1 The NPS for Ports (Department for Transport, 2012) is of direct relevance to the proposed scheme, however, the NPS does not provide any guidance or policy with regard to assessment of impacts to recreational and access.

National Planning Policy Framework

21.2.2 Relevant policies contained in the NPPF for this section of the ES include:

- Paragraph 17 (bullet point 9): Core planning principles: promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage and food production).
- Paragraph 73: Promoting healthy communities planning policies should be based on robust and up-to-date assessment of the needs for open space, sports and recreational facilities and opportunities for new provision.
- Promoting healthy communities: planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users.

Redcar and Cleveland Borough Council Local Plan

21.2.3 RCBC Development Plan Document policies of relevance when considering the proposed scheme in relation to recreation and access include:

- Policy CS1: development proposals will be assessed against their contribution to delivering sustainability objectives, including a thriving economy, easy access to jobs, and a healthy, safe attractive and well maintained environment.

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- Policy CS28: the development of pedestrian, cycling and equestrian networks, including routes between urban and rural areas, will be supported that:
  - open disused railway lines for recreational use;
  - provide new cycle routes as part of the national or local cycle network;
  - improve the greenways network;
  - improve public rights of way and links to long distance footpaths.

21.2.4 Policy TS16 is a saved Local Plan policy of relevance to the proposed scheme. This policy states that the line of the proposed cycle routes along the Black Path (also known as Teesdale Way), and between Guisborough and Nunthorpe together with associated areas to provide secure parking will be protected from development which may prejudice their use as cycle ways. However, consultation with the Public Rights of Way Advisor at RCBC during April 2014 identified that RCBC are not currently pursuing an upgrade of the Teesdale Way to a cycle track.

21.2.5 Saved Local Plan policy T05 is also of relevance to the proposed scheme. This policy states that the routes of the Cleveland Way and the Teesdale Way will be safeguarded from any development which may prejudice their use as long distance footpaths.

Stockton-on-Tees Borough Council Local Plan

21.2.6 SCB Development Plan Document policies of relevance when considering the proposed scheme in relation to recreation and access include:

- Policy CS6: Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor will be supported.

Consultation

21.2.7 **Table 21-1** provides a summary of the comments received in January 2014 from PINS through their Scoping Opinion (**Appendix 4.2**) and during consultation under Section 42 of the Planning Act 2008 in September / October 2014 with specific regard to recreation and access.

21.2.8 Royal HaskoningDHV carried out consultation with the Public Rights of Way Advisor at RCBC during April 2014, specifically in relation to saved Local Plan Policy TS16. The consultation identified that RCBC is not currently pursuing an upgrade of the Teesdale Way (also known at the Black Path) to a cycle track. However, it was determined that the Teesdale Way is proposed to form part of the Filey Brigg to Newport Bridge section of the new England Coast Path under the provisions of the Marine and Coastal Access Act, 2009. RCBC anticipates that some minor upgrades to the Teesdale Way footpath would be undertaken during late 2014 or spring 2015.

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Table 21-1 Summary of comments in the PINS Scoping Opinion and received during consultation under Section 42 of the Planning Act 2008 with regard to recreation and access

Consultation Comment	Response / Section of the ES in which the comment has been addressed
Scoping Opinion (January 2014)	
Secretary of State	
The Secretary of State agreed to scope out direct impacts on recreation and access routes via land from Option 1 and 2. The EIA should still consider indirect effects of users of the public rights of way in terms of air quality, noise and vibration and visual impacts (these assessments can be presented in the relevant topic chapters).	Options 1 and 2 (which were considered within the Environmental Scoping Report (**Appendix 4.1**)) are no longer valid. Direct impacts on recreation and access routes via land are addressed in Sections **21.5**, **21.6** and **21.7**
The Secretary of State agreed to the proposal to scope out recreation and access via water from the EIA for all options.	**Section 21.1**
If Option 3 is chosen, the ES should clearly explain how access across these public rights of way would be sought, including the need for any diversion or stopping up and mitigation measures.	**Section 21.5** and **Section 21.6**
Natural England	
Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green network, and where appropriate urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.	Given the heavily industrialised area within and surrounding the proposed development footprint, the creation of additional footpaths as part of the scheme is not considered appropriate. Measures would be implemented as part of the proposed scheme to ensure access to existing footpaths is maintained, where possible; see **Sections 21.5 and 21.6**
Section 42 consultation responses	
Redcar and Cleveland Borough Council	
It is anticipated that Redcar Bridleway No.9 will be proposed to form part of a new National Trail, the England Coast Path, under the provisions of the Maritime and Coastal Access Act 2009. Confirmation of this is expected in early November 2014 when Natural England is to submit its report to the Secretary of State in relation to the coastal stretch between Filey and Middlesbrough. Clearly any National Trail status given to this path will increase its significance.	**Sections 21.4 and 21.5**

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21.3 Methodology

Study area

21.3.1 The study area for this section of the ES comprises the area which has the potential to be directly and indirectly impacted by the proposed scheme. This includes the footprint of the landside elements of the proposed scheme only.

21.3.2 As water based recreational activity generally does not take place within the proposed construction area (due to the heavily industrialised nature of the development along the banks of the Tees estuary and use of the approach channel by large ships), the Tees estuary is excluded from the study area for this section of the ES.

Existing environment

21.3.3 This section of the ES has been informed by a combination of desk based assessment and site visits undertaken by Royal HaskoningDHV. The following documents have been consulted with respect to access and recreational activities within the study area:

21.3.4 Redcar and Cleveland public rights of way map (available online).

- QEII berth ES (Royal Haskoning, 2009).
- NGCT ES (Royal Haskoning, 2006).
- Natural England website regarding the English Coast Path (accessed November 2014).

21.3.5 A review of Ordnance Survey mapping and aerial photography publicly available online (Google Earth) has also been undertaken to inform the existing environment. Cross reference to **Section 13** (air quality), **Section 14** (noise and vibration) and **Section 20** (landscape and visual) of this ES has also been undertaken to inform this section of the ES.

Methodology for assessment of potential impacts

21.3.6 **Section 4** of this ES describes the generic assessment methodology adopted for this EIA. The specific methodology set out below was applied in order to determine receptor value and sensitivity and the magnitude of predicted effects on recreation and access.

Sensitivity of receptors

21.3.7 All of the amenity and recreation receptors that may be impacted by the proposed scheme have been assigned a level of importance. The value or potential value of a receptor is a function of a variety of factors (e.g. community value or designation) and can be determined within a defined geographical context.

21.3.8 The sensitivity of an amenity or recreation facility / receptor is defined by its ability to continue to function and or maintain its intrinsic value subject to any change caused by a proposed scheme and its related activities. Sensitivity is therefore a function of the nature of the amenity or recreation receptor

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and its current environmental setting. Each amenity or recreation receptor will have different sensitivities to differing types of effect.

21.3.9 The determination of the sensitivity of an amenity or recreation receptor was based on two analyses:

- Could the activity or any aspect of the proposed scheme fundamentally affect the use or function of a facility / receptor (e.g. obstructing a public right of way, or obstructing areas used for formal recreational activities)?
- Could any aspect of the proposed scheme significantly reduce the enjoyment of the users of the facility / receptor (e.g. through visual intrusion or through increased noise levels)?

21.3.10 In order to assist with the definition of important receptors, the guidance provided in **Table 21-2** has been adopted for the purposes of evaluation of amenity and recreation assets. The sensitivity of each relevant receptor is set out within **Section 21.4**.

Table 21-2 Examples of receptor sensitivity with regard to recreation and access

Sensitivity	Description
High	Feature / receptor (such as a public right of way or user of a public right of way) which possesses key characteristics which contribute significantly to the distinctiveness and character of the area (e.g. public right of way of national significance such as the Teesdale Way National). Feature / receptor is extremely rare and possesses very significant community value.
Medium	Feature / receptor which possesses key characteristics which contribute to the distinctiveness and character of the site (e.g. public right of way or regional significance). Feature / receptor is rare and possesses significant community value.
Low	Feature / receptor only possesses characteristics which are locally significant e.g. the local public right of way network. Feature / receptor not designated or only designated at local level. Feature / receptor is relatively common and possesses moderate community value.
Very low	Feature / receptor which possesses characteristics that do not make a significant contribution to the character of the area. Feature / receptor not designated. Feature is common and possesses low community value.

Magnitude of effect

21.3.11 Determination of the magnitude of effects has been considered in terms of high, medium, low and very low (see **Table 21-3**). Magnitude refers to the 'size' of an effect and itself is a function of other aspects, such as the effect's extent, duration, frequency and severity. In order to help define the magnitude of an effect, the guidance set out in **Table 21-3** has been adopted.

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Table 21-3 Guidance for assessment of magnitude of effect with regard to recreation and access

Magnitude	Description
High	Significant permanent loss or obstruction / irreversible changes to key characteristics, feature or the function of recreation and access assets. Impact may occur over the whole asset. Impact certain or likely to occur.
Medium	Obstruction or change to key characteristics, feature or the function of recreation assets in the medium term. Effects may occur over the whole asset. Impact likely to occur.
Low	Noticeable but not significant obstruction or change (temporary / reversible), over a part of the asset, to key characteristics, feature or the function of recreation assets in the short term.
Very low	Barely discernible obstruction or change over a small area, to key characteristics, features or the functions of amenity and recreation assets, which are infrequent or temporary. Impact unlikely to occur.

Significance of impact

21.3.12 The significance of an impact is defined based on the relationship between the magnitude of an effect and the assessed sensitivity of the receptor / resource. **Table 21-4** displays the impact assessment matrix used for this assessment.

Table 21-4 Impact assessment matrix used with regard to recreation and access

Receptor sensitivity	Magnitude of effect			
	High	Medium	Low	Very low
High	Major	Moderate	Minor	Negligible
Medium	Moderate	Minor	Minor	Negligible
Low	Minor	Minor	Negligible	Negligible
Very low	Negligible	Negligible	Negligible	Negligible

21.4 Existing environment

Recreation

21.4.1 The Tees estuary supports a range of land based recreational activities, many of which are highly seasonal and the majority of which are outside the areas of Main River and port operations. The main recreational activity undertaken within the study area comprises walking along the public rights of way, as discussed within the section below.

21.4.2 Some of the important sites for nature conservation within the Tees estuary are also used for education, research and recreational purposes, particularly at the Teesmouth Field Centre, located adjacent to the entrance of Hartlepool Power Station on the northern bank of the Tees estuary.

21.4.3 As discussed in **Section 12.4**, there are a number of cycle routes in the vicinity of the proposed scheme footprint, particularly around Kirkleatham and Redcar. A combined footpath and traffic free cycle route is located adjacent to the A1085 in both directions, which intercepts the proposed conveyor

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route envelope at this road crossing. The combined footpath and traffic free cycle route is considered to represent a medium sensitivity receptor.

21.4.4 There are no other cycle routes within the footprint of the proposed scheme. There is an existing National Cycle Route which runs alongside the A174, approximately 2km south of the proposed scheme footprint. However, given the location of the National Cycle Route in relation to the footprint of the proposed scheme, impacts to users of this cycle route are not anticipated.

Access

21.4.5 In terms of access, much of the land bordering the estuary is owned privately by PD Teesport and, therefore, there are few public rights of way within the immediate footprint of the proposed port terminal. There are, however, footpaths within the boundary of and in the immediate vicinity of the proposed conveyor route option envelopes, including (see **Figure 21-1**):

- Public right of way (footpath) located to the immediate north of the Steel Works at Wilton (route codes 102/2A/2, 102/2/3, 116/31/3, 116/31/1, 116/31/2), (considered to represent low sensitivity receptors) which heads in a north-easterly direction.
- Public right of way (bridleway) (route code 116/9/1 and 116/9/2) (considered to represent low sensitivity receptors) located directly adjacent to the public right of way (footpath) identified above.
- The Teesdale Way National Trail (considered to represent a high sensitivity receptor) is located in the immediate vicinity of these public rights of way.

21.4.6 Footpaths which are located within the proposed scheme footprint comprise footpath 116/31/1 (southern conveyor envelope option) which terminates adjacent to Dabholm Gut and the Teesdale Way National Trail (the conveyor route envelope common to both conveyor options intercepts the route of the Teesdale Way National Trail).

21.4.7 Footpath 116/31/1 and 116/9/2 are dead-end footpaths and terminate adjacent to the Dabholm Gut and A1085 respectively. The Teesdale Way is an approximately 145km national trail, which largely follows the banks of the River Tees as it passes from the moorlands of Cumbria and Durham to the industrial landscapes of Teesside towards the coast; the path is located within the footprint of the proposed scheme and would be directly intercepted by the proposed route of the conveyor system. The location of these footpaths in relation to the footprint of the proposed scheme is illustrated on **Figure 21-1**.

21.4.8 Additional footpaths are discussed within the **Section 20.4** (landscape and visual character), as the study area for the landscape assessment was wider than that considered in the context of recreation and amenity, however only the footpaths identified above have been considered in this section of the ES.

21.4.9 Formal non-statutory access arrangements exist between organisations or individuals and landowners. For example, access permits are issued by some landowners for bird watching. These agreements and permits stipulate strict conditions, and permission can be withdrawn at any time. There are no such access arrangements within the footprint of the proposed scheme.

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21.4.10 Consultation with RCBC during October 2014 identified that Redcar bridleway No. 9 and Redcar Footpath No. 31 have been proposed to form part of the England Coast Path (National Trail). The England Coast Path provides the public with access to certain areas of coastal land around the English coast; however, the path is yet to be fully implemented. When new stretches of land are identified as potentially suitable for the England Coast Path, a proposal is made to the Secretary of State regarding the proposals for coastal access. RCBC stated (during October 2014) that a decision regarding the upgrade of the bridleway to part of the England Coast Path National Trail is expected in November 2014. A review of Natural England's website has been undertaken which advises that a report on the route will be published in December 2014.

21.5 Assessment of potential impacts during construction

Direct disturbance to users of public rights of way, National Trails and cycle paths due to installation of the conveyor

21.5.1 As discussed in **Section 3**, YPL is proposing to construct a conveyor system between the MHF and the port terminal within an overall conveyor route envelope, running either to the north or south of Bran Sands lagoon. The section of conveyor which is common to both conveyor route options intercepts the Teesdale Way National Trail where it runs adjacent to the route of the A1085 road, and the combined footpath and traffic-free cycle route parallel to the A1085. The section of conveyor envelope which is applicable to both options is also located in close proximity to the other public rights of way and bridleways identified within **Section 21.4**. The southern conveyor envelope also intercepts dead end footpath 116/31/1, located adjacent to Dabholm Gut. The northern conveyor envelope does not intercept a footpath or a cycle path.

21.5.2 The installation of the proposed conveyor, therefore, has potential to cause direct disturbance to users of footpath 116/31/1 (southern conveyor route option only), the Teesdale Way National Trail and the traffic-free cycle route adjacent to the A1085. There is also potential for direct disturbance to the England Coast Path, if implemented prior to the construction phase of the proposed scheme. It should be noted that the southern and northern routes are alternative options, and a conveyor would not be constructed within both envelopes.

21.5.3 In order to prevent the risk of physical injury to recreational users using footpaths and the combined footpath and cycle route due to installation of the conveyor across the A1085, temporary night time closures of the sections of Teesdale Way National Trail and the combined footpath and traffic-free cycle route within the proposed scheme footprint would be implemented (only where the route of the proposed conveyor intercepts these recreational assets), during the relevant period of the construction phase. This closure of the section of Teesdale Way National Trail and the combined footpath and traffic free cycle route would be a direct consequence of the requirement for a night time closure of the A1085 to allow installation of the conveyor over the A1085.

21.5.4 It is anticipated that the use of such footpaths and the combined footpath and traffic-free cycle route would be significantly reduced at night in comparison with day time use (given the reduced number of people within the area at night); this would significantly reduce the potential for adverse impacts on users associated with a temporary closure. Footpath 116/31/1 would be temporarily stopped up at the site boundary for the duration of the construction phase in order to prevent injury to footpath users.

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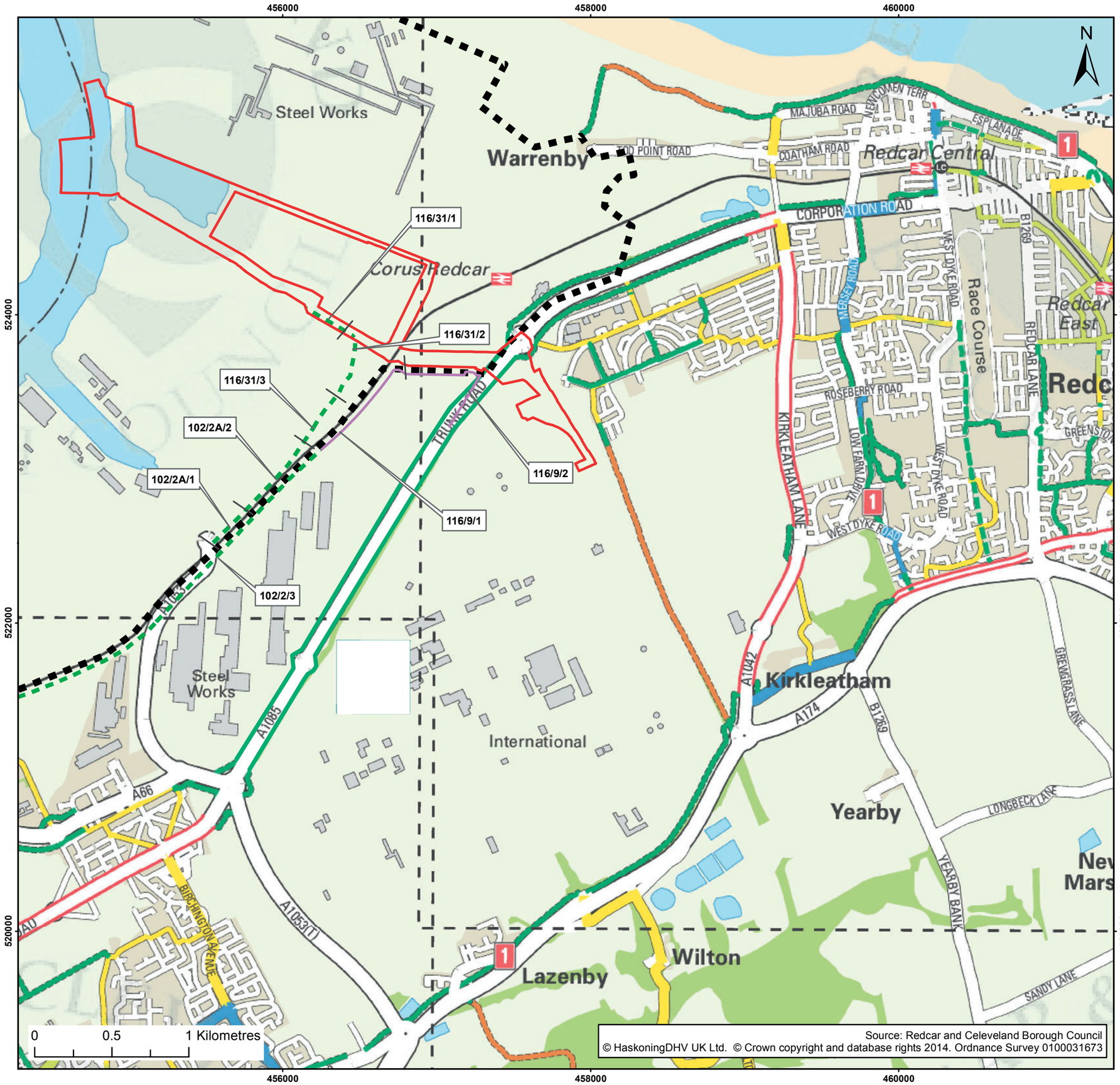

Legend:

- DCO Order Limits
- Teesdale Way Long Distance Footpath
- Bridleway
- Advisory Cycle Route
- Signed Cycle Route
- Traffic-free Cycle Path
- Rough Bridleway
- Footpath
- On-Carriageway Cycle Lane
- National Cycle Network

DCO Order Limits as of 24/02/15

Client:	Project:
York Potash Limited	York Potash Project Harbour Facilities

Title:

Environmental Statement: Location of Public Right of Way and Cycle Routes near Harbour Facilities

Part:	Figure:	Drawing No:
HF	21.1	9Y0989-HF-21-001

Rev:	Date:	Drawn:	Checked:	Size:	Scale:
1	04/03/2015	JE	SR	A3	1:25,000
0	09/12/2014	JE	SR	A3	1:25,000

Co-ordinate system: British National Grid

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21.5.5 The Teesdale Way National Trail is of national importance and is, therefore, considered to be a highly sensitive receptor; the public right of way adjacent to Dabholm Gut (116/31/1) and the combined footpath and traffic free cycle route are considered to be of low sensitivity. Given the reversible and temporary nature of the impact upon these sensitive receptors (i.e. disturbance due to a temporary night time closure), the magnitude of the effect on them is predicted to be low.

21.5.6 On this basis, an impact of **minor adverse** significance is predicted with respect to recreational users of the Teesdale Way, while an impact of **negligible** significance is anticipated with regard to the users of public rights of way and cycle route within the footprint of the proposed scheme during construction (due to their lower significance). The risk of injury to footpath and cycle path users would be avoided due to the proposed temporary closure of affected routes.

Mitigation measures and residual impacts

21.5.7 To reduce the disturbance impact to existing users associated with the temporary closures, members of the public (including local residents and walking groups) would be informed well in advance of the proposed works. Information provided to footpath and cycle path users would include a timetable of works, a schedule of working hours and the extent of works. A contact name, address and telephone number should be provided in case of complaint or problem.

21.5.8 Public information signs would be utilised along the route of the walks and cycle routes to raise awareness of the temporary closure.

21.5.9 With the implementation of the above mitigation measures, a residual impact of **negligible** significance is anticipated with regard to either of the proposed conveyor route envelopes.

Direct disturbance to users of cycle paths and footpaths due to works to the A1085 roundabout

21.5.10 As discussed in **Section 3**, the proposed scheme requires relatively small scale construction works to the A1085 roundabout to provide an entry and exit point to and from the roundabout. The exit and entry lanes from the roundabout would directly intercept the combined footpath and traffic free cycle route alongside the eastbound carriageway of the A1085 and the Teesdale Way National Trail. There is therefore potential for injury to users of the combined footpath and traffic-free cycle route and Teesdale Way National Trail due to the movement of heavy machinery during the construction phase. In order to prevent injury to users of the footpath and cycle track, a Traffic Management Plan would be implemented as part of the proposed scheme, in order to allow continued safe use of the routes. Given the highly localised section of footpath and cycle path which would be affected as a result of these works, the magnitude of the effect is predicted to be very low.

21.5.11 As discussed within **Section 21.4**, the combined footpath and traffic-free cycle route is considered to be of low sensitivity (as the route is of local significance only), possessing moderate community value. The Teesdale Way National Trail, however, is considered to represent a high sensitivity receptor. Based on the above, an impact of **negligible** significance is anticipated with regard to users of the traffic free cycle route and Teesdale Way National Trail due to works to the A0185 roundabout.

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Mitigation measures and residual impacts

21.5.12 No mitigation measures are required beyond the proposed implementation of a Traffic Management Plan. A residual impact of **negligible** significance is predicted.

Indirect disturbance to recreational users due to noise, air quality and visual disturbance

21.5.13 The construction phase of the proposed scheme has the potential to result in indirect disturbance to recreational users, in the form of noise, air quality and visual disturbance. Such disturbance would arise due to the temporary presence of construction vehicles, construction personnel, equipment and lighting. Given the location of footpaths in relation to the proposed scheme, there is greater potential for disturbance to recreational users associated with the installation of the southern conveyor corridor in comparison with the northern route, as there are no known footpaths or cycle routes within or adjacent to the footprint of the northern route.

21.5.14 There are no standards available within noise assessment guidance documents with regard to the assessment of noise disturbance impacts on recreational users of footpaths. As such, a qualitative assessment has been undertaken to determine the potential for disturbance impacts due to noise, based on the existing ambient noise environment and predicted noise levels at the location of the most sensitive footpath (i.e. the Teesdale Way National Trail). As discussed within **Section 14**, the dominant heavy industry within the study area results in relatively high background noise levels of 48dB LAeq, during the daytime. The noise model has predicted that users of the Teesdale Way National Trail at the modelled receptor location P11 (see **Figure 14-1**) (i.e. south of the proposed construction footprint at a central point between the A1085 road and the section of railway owned and operated by Network Rail) would be exposed to a noise level of 55dB LAeq during piling works undertaken for the installation of the conveyor. Based on the above, it is considered that noise emissions from piling operations would be auditable at the modelled receptor location, however, the predicted noise level is not significantly greater than the ambient noise levels. Recreational users of footpaths and cycle routes would be exposed to noise disturbance on an intermittent basis, for a relatively limited period of time as they pass adjacent to the proposed construction footprint.

21.5.15 The temporary night time closures of the sections of footpaths and combined footpath and traffic-free cycle route directly underneath the proposed route of the conveyor would also reduce the potential for significant indirect impacts due to noise disturbance. Given this, and the existing ambient noise environment (including noise from the adjacent road and rail traffic), the predicted noise disturbance to recreational users of the footpath and cycle routes would be of **minor adverse** significance at worst.

21.5.16 As discussed within **Section 13**, there would be no air quality related construction phase impacts to recreational users of footpaths and cycle paths, as mitigation measures outlined in **Section 13.5** would be implemented as part of the proposed scheme.

21.5.17 As discussed within **Section 20.6** and **20.7**, the proposed scheme footprint is located within an existing heavily industrialised area, and would not give rise to any significant adverse or beneficial effects on landscape receptors during either the construction or operational stages of the project.

21.5.18 Significant visual effects are predicted to arise however to public rights of way users where the conveyor route intercepts and passes close to such footpaths between the A1085 and Bran Sands site.

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An impact of moderate major adverse significance was predicted to visual receptors using footpaths 116/31/1 and 116/31/2, associated with the installation of the southern conveyor route option. An impact of minor moderate adverse significance was predicted to users of these footpaths with regard to the northern conveyor route option. An impact of moderate major adverse significance was predicted to visual receptors using the Teesdale Way National Trail and the combined footpath and traffic-free cycle route at Lord McGowan Bridge (associated with both conveyor route options) during the construction phase.

21.5.19 Based on the above, it is concluded that the indirect impact to recreation users within the study area due to the combined influence of disturbance from noise, air quality reductions and visual disturbance would be of **minor adverse** significance (given that the visual experience is only part of the recreational and amenity users experience and they are transient).

Mitigation measures and residual impact

21.5.20 The best practice mitigation measures outlined within **Sections 13.5**, **14.5** and **20.10** are of relevance to this impact. With the implementation of the mitigation measures proposed, the residual impact is considered to be of **minor adverse** significance as the predicted visual impact would remain during the operational phase.

21.6 Assessment of potential impacts during operation

Direct disturbance to users of the footpaths and cycle routes associated with the conveyor

21.6.1 During the operational phase, the conveyor system would be elevated to a height of approximately 22m above ground level over footpaths and the combined traffic-free cycle route, and covered to avoid release of product. In addition, the support columns for the conveyor system would be located outwith the footprint of existing footpaths and the cycle route. Given this it is predicted that there is no potential for direct impacts to users of the footpath or combined footpath and traffic-free cycle route (that is, **no impact** is predicted during the operational phase).

Mitigation measures and residual impact

21.6.2 No mitigation measures are required. There would be **no residual impact**.

Direct disturbance to users of cycle path and the Teesdale Way National Trail due to works to the A1085 roundabout

21.6.3 Upon completion of the construction phase, the access and exit lanes from the A1085 roundabout would be closed off and the highway restored.

21.6.4 As discussed within **Section 21.4**, the combined footpath and traffic-free cycle route is considered to represent a low sensitivity receptor, whilst the Teesdale Way National Trail is considered to be of high sensitivity. The magnitude of the effect is predicted to be very low, given the highly localised area of footpath and combined footpath and traffic-free cycle route to be affected by the works and the minimal change relative to existing conditions. Based on the above, an impact of **negligible** significance is

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anticipated with regard to the combined footpath and traffic-free cycle route and Teesdale Way National Trail.

Mitigation measures and residual impacts

21.6.5 No mitigation measures are required. The residual impact would be of **negligible** significance.

Indirect disturbance to users of footpaths and cycle routes due to noise, air quality and visual impacts

21.6.6 As discussed within **Section 21.5**, the proposed route of the conveyor system intercepts one dead-end footpath (116/31/1) (southern conveyor envelope only), the Teesdale Way National Trail and the combined footpath and traffic-free cycle route adjacent to the A1085 (both conveyor envelopes). The conveyor envelope required for both options to the north of the A1085 road also runs adjacent to one dead-end bridleway (116/9/2). There is, therefore, potential for the conveyor system to cause disturbance to users of the footpaths/bridleway and cycle route in the form of noise, visual, and air quality disturbance during the operational phase.

21.6.7 The noise assessment presented in **Section 14.6** has determined that an impact of negligible significance is anticipated during the operational phase at modelled receptor location P11 (see **Figure 14-1**) due to the anticipated noise level at this location in relation to the background ambient noise level. The air quality assessment presented within **Section 13.6** has determined that there would be no impacts to air quality during the operational phase of the proposed scheme.

21.6.8 As discussed within **Section 20.7**, no significant effects are predicted to arise for landscape receptors during operation of the proposed scheme. The LVIA concluded, however, that visual impacts to users to public rights of way and bridleways during the operational phase would range from negligible to moderate major adverse. The most significant impacts would occur at the points where the conveyor crosses the A1085 road corridor and the Teesdale Way National Trail (applicable to both conveyor route envelopes), and passes close to public rights of way between the A1085 and Bran Sands site (i.e. footpath 116/9/1, 116/9/2, 116/31/1 and 116/31/2).

21.6.9 Based on the above, it is concluded that the indirect impact to recreation users within the study area due to the combined influence of disturbance from noise, air quality reductions and visual disturbance would be of **minor adverse** significance during the operation phase (given that the visual experience is only part of the recreational and amenity users experience and they are transient).

Mitigation measures and residual impact

21.6.10 The mitigation measures outlined in **Sections 13.6, 14.6 and 20.10** are also of relevance to this impact. With the implementation of mitigation measures outlined within these sections, the combined residual impact on recreation and amenity is predicted to be of **minor adverse** significance at worst (as the predicted visual impact would remain during the operational phase).

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21.7 Assessment of potential impacts during decommissioning

Direct disturbance to users of the footpaths and cycle paths associated with removal of the conveyor system

21.7.1 As discussed above, the conveyor envelope intercepts a public right of way (116/31/1) (southern conveyor envelope only) and the Teesdale Way National Trail and combined footpath and traffic-free cycle route (section of conveyor common to both options). The decommissioning phase therefore has the potential to result in direct disturbance to users of these footpaths and the cycle route due to the movement of machinery and potential injury to footpath users.

21.7.2 In order to prevent the risk of physical injury to recreational users making use of the footpaths and cycle route, temporary night time closures of the affected footpaths and cycle route would be undertaken as part of the decommissioning phase. This would remove the potential for direct disturbance (in the form of injury) to users of the footpaths and cycle route.

21.7.3 The decommissioning phase would be of a reduced duration in comparison with the construction phase and, as such, the magnitude of the effect would be very low. Given this, and the sensitivity of the receptors (discussed in **Section 21.4**), an impact of **minor adverse** significance is predicted with respect to recreational users of the Teesdale Way National Trail (due to the disturbance caused by the temporary closure), while an impact on **negligible** significance is anticipated with regard to the users of public rights of way and combined footpath and traffic-free cycle route within the footprint of the proposed scheme during decommissioning.

Mitigation measures and residual impact

21.7.4 To reduce the disturbance impact to existing users, members of the public (including local residents and walking groups) would be informed well in advance of the proposed works. Information provided to footpath and cycle path users would include a timetable of works, a schedule of working hours and the extent of works. A contact name, address and telephone number should be provided in case of complaint or problem.

21.7.5 Public information signs would be utilised along the route of the walks and cycle routes to raise awareness of the temporary closure. Signs would also be used to clearly identify the route of the diversion.

21.7.6 With the implementation of the above mitigation measures, a residual impact of **negligible** significance is anticipated with respect to all receptors.

In-direct disturbance to users of the footpaths and cycle routes due to noise, air quality and visual impacts

21.7.7 As discussed within **Section 14.7**, noise impacts associated with decommissioning activities would be similar (and most likely of lower significance) to those identified in the construction phase. Based on the construction phase assessment presented in **Section 21.5**, no impacts are predicted on recreational users due to noise disturbance.

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21.7.8 As with the construction phase, potential risks to recreational users associated with reduced air quality would be managed through the implementation of mitigation measures as part of the decommissioning phase. No impact is therefore predicted with regard to recreational users during the decommissioning phase.

21.7.9 **Section 20.8** states that short term visual impacts to residential receptors are predicted to arise during the decommissioning phase, with the most significant effects occurring at the point where the conveyor crosses the Teesdale Way National Trail and combined footpath and traffic free cycle route along the A1085 (moderate major adverse). A moderate major adverse visual impact was also predicted to users of footpath 116/31/1 and 116/31/2 (southern conveyor route only) and 116/9/1 and 116/9/2.

21.7.10 Based on the above, it is concluded that the indirect impact to recreation users within the study area due to the combined influence of disturbance from noise, air quality reductions and visual disturbance would be of **minor adverse** significance during the decommissioning phase (given that the visual experience is only part of the recreational and amenity users experience and they are transient).

Mitigation measures and residual impact

21.7.11 The mitigation measures outlined in **Sections 13, 14 and 20** are also of relevance to this impact. With the implementation of mitigation measures outlined within these sections, the combined residual impact on recreation and amenity is predicted to be of **negligible** significance at worst.

21.8 Summary

21.8.1 The Tees estuary supports a range of land based recreational activities, many of which are highly seasonal and the majority of which are outside the areas of main river and port operations. The main recreational activity undertaken within the study area comprises walking along the public rights of way, including the Teesdale Way National Trail. However, the proposed development footprint only supports one dead end footpath (footpath 116/31/1 located adjacent to Dabholm Gut), one combined footpath and traffic-free cycle route (alongside the A1085 road) and the Teesdale Way National Trail. Impacts to water based recreational activity were scoped out of the assessment.

21.8.2 There is potential for direct disturbance impacts to recreational users of footpaths and the cycle route during the construction and decommissioning phases due to the presence and movements of machinery and heavy plant. However, such impacts would be avoided through the implementation of temporary night time closures of affected sections of footpath and cycle route as part of the proposed scheme. Direct disturbance impacts to recreational users would not occur during the operational phase as the conveyor would be elevated above the ground level and covered to prevent product falling from the conveyor system.

21.8.3 There is potential for indirect disturbance to recreational users of the footpaths during construction, operation and decommissioning due to noise, visual and air quality disturbance. It is predicted that a combined indirect impact of minor adverse (pre-mitigation) would occur during the construction, operation and decommissioning phase of the proposed scheme. It is considered that following implementation of mitigation measures, the residual impact would be minor adverse (during construction and operation) as the predicted visual impact would remain. The residual impact

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associated with indirect disturbance during decommissioning is considered to be of negligible significance, as the visual impact (conveyor system) would be removed.

21.8.4 The potential impacts of the proposed scheme on recreation and access are considered to be well understood, and have been informed through desk based assessment, site visits, cross reference to other sections of the ES and consultation with RCBC. It is therefore considered that there is a low degree of uncertainty associated with the assessment.

21.8.5 A summary of the anticipated impacts to recreation and access is provided in **Table 21-5**.

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Table 21-5 Summary of anticipated impacts to recreation and access

Impact	Sensitivity of receptor	Magnitude of effect	Significance of impact	Mitigation	Residual impact
Construction					
Direct disturbance to users of public rights of way, National Trails and cycle paths due to installation of the conveyor	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	Low	Minor adverse (National Trail) Negligible (Public rights of way and traffic free cycle route)	Informing members of the public well in advance of the works. Use of public information signs.	Negligible
Direct disturbance to users of the cycle route and National Trail due to works to the A1085 roundabout.	High (National Trail) Low (combined footpath and traffic free-cycle route)	Very low	Negligible	None required	Negligible
Indirect disturbance to recreational users due to noise, air quality and visual disturbance	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	N/A	Minor adverse	Implementation of best practice measures outlined in Section 13.5, 14.5 and 20.10.	Minor adverse
Operation					
Direct disturbance to users of public rights of way, National Trails and cycle paths due to operation of the conveyor	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	N/A	No impact	None required.	No impact.
Indirect disturbance to users of the Teesdale Way National Trail and cycle path due to works to the A1085 roundabout	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	Very low	Negligible	None required	Negligible

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Impact	Sensitivity of receptor	Magnitude of effect	Significance of impact	Mitigation	Residual impact
Indirect disturbance to recreational users due to noise, air quality and visual disturbance	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	N/A	Minor adverse	None required.	Minor adverse
Decommissioning					
Direct disturbance to users of public rights of way, National Trails and cycle paths	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	Low	Minor adverse (National Trail) Negligible (Public rights of way and traffic free cycle route)	Informing members of the public well in advance of the works. Use of public information signs.	Negligible
Indirect disturbance to recreational users due to noise, air quality and visual disturbance	High (National Trail) Low (Public rights of way and combined footpath and traffic free-cycle route)	N/A	Minor adverse	Implementation of mitigation measures outlined in Section 13, 14 and 20.	Negligible

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