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Redcar & Cleveland Borough Council
Redcar & Cleveland House
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North Yorkshire
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Our Ref:2019s0951 - Hartlepool EfW - Scoping Letter FINAL.docx

11th November 2019

Dear Mr Miller,

Re: Formal Request - Scoping Opinion under Part 2 Section 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Energy from Waste Plant (EFW) Plant, Redcar.

The Energy from Waste plant (EFW) is promoted by Hartlepool Borough Council (HBC), JBA Consulting has been commissioned by HBC to act as their agents.

JBA received a formal scoping response from Redcar & Cleveland Borough Council on 23rd October 2019. However, due to an unpredicted circumstance, the location for the EfW facility included in the original scoping request has changed and we are therefore requesting a revised scoping opinion for the proposed EfW plant.

This letter follows your scoping opinion R/2019/0587/SCP, 23rd October 2019.

Project Background

Hartlepool Borough Council will be procuring a new Residual Waste Treatment Contract, working in partnership with the other Tees Valley authorities. The EIA will support an outline planning application for development, supported by a concept design for an EFW capable of processing up to 450,000 tonnes of waste per annum. The potential size of the EFW building is approximately 140 metres by 70 metres with the stack height being between 70 and 80 metres in height. These dimensions are subject to detailed design and layout and for guidance purposes only as part of this Scoping Request. This size relates to the building itself and the parking areas. Future access onto the site will be from the south via a new internal road network. The site of the development is shown edged red on the attached plan.

The need for the proposed development has arisen from the Tees Valley Joint Waste Strategy, which has recently been extended until 2035 (from 2020). The identification of a long-term residual waste treatment solution for the region was highlighted during the Options Appraisal process, which was undertaken by the Tees Valley Councils and resulted in the selection of a draft Preferred Option. The planning application and Environmental Statement (ES) will provide a detailed summary of the options appraisal process that was undertaken, including key assumptions and criteria.

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A comprehensive site identification and selection process were undertaken by Local Partnerships to support the development of an Outline Business Case for the proposed development. An appraisal of potential locations was undertaken using a systematic, evidence-based analysis. The initial long list included 176 sites which were screened and shortlisted.

The planning application and ES will describe the process that was undertaken in greater detail, including the specific criteria used to screen and shortlist sites.

Site Location

The proposed development site ("the site") is located on a site formerly described as South Tees Eco Park, now known as Grangetown Prairie, located to the north of Grangetown approximately 6.5km to the northeast of Middlesbrough Town centre.

The plot proposed for the EfW facility is centred on National Grid Reference NZ54382133 and is shown in attached, labelled as new location. The River Tees is located approximately 1.2km to the north of the proposed development. It is well defined by existing infrastructure corridors such as the Tees Valley Railway Line, which runs along the north of the Site.

The site is brownfield, comprising made ground and has a heavy industry history. The site was cleared for redevelopment during the 1980s.

Site History

According to the South Tees Development Corporation (STDC) Regeneration Master Plan, the Grangetown Prairie site has a long history of iron and steel works uses and was extensively occupied by buildings and freight rail infrastructure. Former uses included the Cleveland Iron and Steel Works, where the heavy end operations (coke ovens, iron making and steel making) were located along the western periphery of the site, with steel mills dominating the central and eastern zones.

Planning History

A list of the most relevant planning consents associated with the site is provided below:

- R/2007/0994/FFM dated 9th October 2007 - Erection of waste autoclave and community recycling facilities;
- R/2008/0967/SC dated 27th November 2008 - Screening opinion application for tyre pyrolysis plant;

Of these consents, the waste autoclave and recycling facilities are of some relevance to the planning application site. The outline application area for its associated business uses overlap the EFW proposed development site. Various planning documents accompanying this previous application R/2007/0994/FFM 'Erection of waste autoclave and community recycling facilities, four-storey office accommodation and associated infrastructure' (approved in February 2008) are available and whilst from over 10 years ago, have provided a useful source of information.

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Format of the Environmental Statement

The ES will comply with Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. We propose that the format will follow a structured approach, comprising several Volumes:

- Non-Technical Summary (NTS)
- Volume 1: This will include the formal ES covering a description of the scheme, alternatives, methodology for the EIA, the impact assessment for the relevant topic areas, presentation of the proposed mitigation and a summary of any residual impacts. This section will also include cumulative impacts and details of the Environmental Commitments stated in the ES.
- Volume 2: This will include Figures referenced in the ES at an appropriate Scale.
- Volume 3: This will include the Technical Reports that support the impact assessment.

This approach ensures that the document is concise, and all documents can be readily downloaded from the Planning Portal.

Proposed Content of the EIA

The proposed content of the EIA will be developed following desk-based topic-specific assessments and site visits where appropriate and a review of the relevant development plan policy to provide a full assessment of baseline parameters. The EIA will assess the potential significant impacts associated with the proposed development. Topic areas represent the proposed chapter headings with the ES. The topic areas we propose are listed below:

- Ecology and Biodiversity
- Landscape and Visual Impact
- Soils, Geology and Contaminated Land
- Flood Risk, Hydrology and Water Quality
- Archaeology and Cultural Heritage
- Traffic and Transport
- Air Quality and Human Health
- Noise and Vibration
- Climate Change
- Socio-economic
- Cumulative Impact

Outline application

The planning application is for an outline approval with details relating to the design and operations being subject of reserved matters applications. The EIA of the outline submission will be based on Parameters Plans relating to design, operations and environmental parameters. These parameters will set appropriate ranges within which the detailed designs will conform.

Ecology and Biodiversity

A Preliminary Ecological Assessment (PEA) was prepared in May 2018 by INCA (Industry and Nature Conservation Association) and follow-up Great Crested Newt survey work done in May 2019. A site visit and further PEA

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were undertaken by Hartlepool Borough Council in August 2019. A further visit has been undertaken in early November as a walk-over for the new location.

A Habitats Regulations Assessment (HRA) will be required to assess the likely significant effect of the proposed development on the nearby Special Protection Area (SPA) and Ramsar Site. The HRA will be screened and, as appropriate, scoped to identify the key aspects for the assessment. We are aware of the decision by the Court of Justice of the European Union (“CJEU”) *People Over Wind and Sweetman v Coillte Teoranta* (C-323/17) and its impact on where measures intended to avoid or reduce the harmful effects of a proposed project on a European site may be applied within the process in judging whether a proposed plan or project is likely to have a significant effect on the integrity of a European designated site.

The Ecology ES chapter will present the findings of the surveys and assess impacts resulting on ecological features during both the construction and operational phases of the proposed development and the proposed mitigation measures. The ES will consider the site in context of the STDC locations and look for opportunities for environmental gain in its embedded designs.

Landscape and Visual Impact

Much of the immediate study area is dominated by industrial areas, considered low sensitivity receptors. These industrial surroundings and their location on level, low-lying land reduces the likelihood of long-distance views and means most of the site is visually contained. We are proposing a 2km radius for the landscape assessment envelope and 15km for a visual impact assessment. The baseline survey will use a combination of desk study and photographs to establish the visual context of the site. Six viewpoints will be agreed and be used for visualisations. It is suggested that one of the viewpoints should be from the Eston Hills. The visualisations will be based upon similar installations and used in an assessment of significance.

Soils, Geology and Contaminated Land

The STDC Master Plan describes the ground conditions of the Grangetown Prairie site as below, following detailed desk studies, review of the soils structure interaction (SSI) archive and site walkover surveys:
“This area was previously occupied by Cleveland Steel Works (1800’s) and included blast furnaces, coke ovens, a Bessemer furnace, steel mills and associated plant. The existing Torpedo Ladle Workshop was formerly home to a series of open-hearth furnaces. Former activities have left a legacy of contamination, and buried structures, utilities and chambers across the site. The former coke ovens location, to the western side of the site, is likely to be the most heavily impacted area. The ground conditions beneath the site initially comprise up to 4m of slag. Rock is at a depth of 6-15m.”

A baseline assessment will be undertaken to identify and describe the surrounding receptor groups. The ground conditions and contaminated land assessment will consider impacts during the construction and operational phases and outline mitigation measures will be identified as appropriate. It is proposed that a desk-based assessment will be undertaken which draws upon existing information to assess the potential for historic contamination and the risk to identified receptors arising from the proposed development. This will include the following:

- Review of the Legislative and Planning Policy Context;



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- Explanation of the Assessment Methodology and Significance Criteria;
- Acquisition of third-party data in the form of a Landmark Envirocheck report and review of available historic ground investigation and borehole log data;
- Assessment of potential impacts for both the construction and operational phases of development and outline recommendations for further mitigation measures where appropriate (e.g. additional Phase 2 Site Investigations ahead of groundworks and construction, soil quality assessment, verification testing etc.).

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Flood Risk, Hydrology and Water Quality

The site is in the Environment Agency's Flood Risk Zone 1 and therefore has a low probability of flooding (less than 1 in 1,000 annual probability of river or sea flooding). However, given that the size of the proposed development is over 1ha, a flood risk assessment will be required. This will consider surface water drainage and the impacts of climate change upon flood risk and drainage. Groundwater resources and surface water bodies listed under the Water Framework Directive will be described within the ES. The potential interaction of the EFW proposal with water features will be assessed and mitigation measures outlined.

Archaeology and Cultural Heritage

There are no Scheduled Monuments or Listed Buildings within the boundary of the site, or within the wider search area (1km). The site is not within or in the vicinity of a Conservation Area. A Desk Based Assessment (DBA) for the development site will be undertaken to assess the value of and significance of any impact on any known or unknown heritage assets and to inform the potential requirements of any mitigation measures to be incorporated within the development scheme. Consultation will be undertaken with both Redcar and Cleveland Borough Council's Conservation Officer and Consultant Archaeologist on commencement of the assessment to identify any additional sources for consultation and an appropriate study area. Subject to client agreement, further consultation will be undertaken following the completion of the draft chapter to discuss the results and further work, if required.

We have consulted Teesside Archaeology regarding the impact of the change in location. The new location includes some of the earliest blast furnaces developed on Teesside, Eston Iron Works. It is considered that the location went through a period of intensive development afterwards with subsequent new construction of blast furnaces and associated plant. There will be a need to assess the survival of the earliest remains and their potential significance as well as those of later phases.

Traffic and Transport

The proposed development site is currently accessed from a track that runs along the northern boundary of the site, adjacent to the PRoW and the Tees Valley Railway Line. The track connects to A1053 (Tees Dock Road) via a T-junction onto Grangetown Station Road. The highway proposals in the STDC Regeneration Master Plan, released in March 2019, outline the proposed changes to the strategic road network that will improve access to the site. It is anticipated that the main transport impacts will be associated with the



movements of heavy goods vehicles travelling to and from the site during the construction and operational phases of the development with regards to transporting materials, equipment, fuel and waste. The ES chapter will assess the impacts of both the construction and operation phase on the transport network considering the proposed changes in the aforementioned Master Plan changes. The scope for the Transport Assessment (TA) will follow the guidelines set out in the Department of Communities and Local Governments 'Planning Practice Guidance' document (March 2014) (DCLG, 2014). The scope of work for the TA will be agreed directly with the relevant Transportation Officers at Redcar and Cleveland Borough Council and Highways England.

Air Quality & Human Health

Redcar and Cleveland Borough Council has published the Air Quality Annual Status Report (ASR) (2019) and has not declared any Air Quality Management Areas (AQMA) within the borough. The nearest declared (AQMA) is located in Staithes approximately 20km south-east of the site. The nearest NO₂ diffusion tube measurement locations are at roadside locations in South Bank and Grangetown and will be used to provide baseline measurements. The air quality assessment study area will be agreed with the statutory consultees and the assessment will consider the South Tees Clean Air Strategy, which is currently in development and due to be published in 2019. Operational and construction phase impacts from traffic emissions on human health receptors will be quantified for the affected road links within the study area defined within the Traffic and Transport chapter of the ES.

Noise and Vibration

The main source of noise in the area is currently from existing industry such as the industrial estates off the A66 in South Bank and Grangetown; and the local road networks and the railway. The proposed development in cumulation with other proposals in the South Tees area is likely to contribute to the local soundscape when in construction and operation. The study area for the Noise and Vibration Assessment will be determined by the locations of nearby sensitive receptors, such as local residents in nearby Grangetown and South Bank, local schools and local amenities such as community centres. In addition to human receptors, noise will also be considered for ecological receptors such as those as the nearby SPA and Ramsar sites. Baseline noise monitoring requirements will be agreed in advance with the Environmental Health Officer at Redcar and Cleveland Borough Council.

Climate Change

The ES will assess the likely carbon budget related to the design and operation of the EFW plant using available carbon calculator tools and similar installations.

Socio-economic

The Tees Valley has a tradition in heavy industry and since its decline in the latter part of the Twentieth Century the region has suffered from high unemployment and areas of urban deprivation. In this chapter of the ES, due consideration will be given to the proposed development in terms of the following:

- Temporary employment during the construction phase;
- Gross Value Added during the construction phase;

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- Impacts on the nearby recreation facilities and businesses during both the construction; and
- Operational phases including consideration of environmental impacts from the visual, noise, traffic and air quality assessments on users;
- Creation of long-term employment opportunities once the proposed development is operational.

Major accidents and/or disasters

According to the STDC Master Plan, the site is located within an Inner COMAH Health and Safety Executive (HSE) Consultation Zone on account of a Coke Oven Gas Main located above ground on the site together with residual coal tar stockpiles. The potential for a major accident and disaster relating to residual hazardous substances and its impact on the environment will be assessed. The potential for the impact of major accidents and disasters relating to the residual hazardous substances will be assessed. Discussions will be undertaken with the HSE and Cleveland Emergency Planning Unit.

Cumulative Impact

The ES will give consideration to 'cumulative impacts', which are defined as impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the proposed development. The Zone of Influence (ZOI) of the proposed development within which any potential impacts of the proposals may combine with the impacts arising from other developments has been determined on the basis of the maximum study areas of the technical assessments considered within the ES. This is expected to be no more than 10km with the exception of the landscape and visual impact assessments. A desk study of current and previous planning applications, development plan documents and relevant development frameworks will be undertaken to identify relevant development(s) within the ZOI.

Other EIA requirements

The changes to the Town and Country Planning (Environmental Impact Assessment Regulations) introduced in 2017 required consideration of wider topic areas, e.g. Human Health, Climate Change and Vulnerability to risks of Major Accidents and/or Disasters. Human health will be considered as part of the chapters covering Air Quality and Noise. Climate change will also be considered within the relevant chapters, including Air Quality and Flood Risk. Areas, where there is a potential for adverse impacts, such as increased flood risk (incl. the risk of sea rise) and CO2 emissions.

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Thank you for your support to date, should you require further information please do not hesitate to contact the undersigned.

Yours sincerely,

Dorian Latham
For and on behalf of Jeremy Benn Associates Limited



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Encs. Site Plan

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