

Hartlepool Borough Council
Proposed Energy from Waste Plant, Grangetown Prairie

Transport Statement

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Issue





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1 Introduction

1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Hartlepool Borough Council (HBC), working in partnership with the other Tees Valley authorities, to provide transport advice in relation to a forthcoming outline planning application for a proposed Energy from Waste Plant (EFW) at Grangetown Prairie.

The commission includes the preparation of a Transport Statement for submission as part of the planning application, as well as the Transport and Access Chapter of the accompanying Environmental Statement.

1.2 The Site

The proposed site covers an area approximately 10 hectares and is known as Grangetown Prairie (formerly South Tees Eco Park). It forms part of the South Tees Development Corporation (STDC) Master Plan for the creation of a world-class industrial park on the River Tees and is located north of Grangetown, approximately 6.5km to the northeast of Middlesbrough town centre. The site is bound by the proposed new access road to the west, further development plots of the STDC to the east and south and the Tees Valley railway line to the north.

The location of the site is shown on Figure 1.

1.3 Development Proposal

The proposal is to redevelop the site for an EFW capable of processing up to 450,000 tonnes of residential waste per annum (over 1,200 tonnes per day).

The potential size of the EFW is approximately 140 metres by 70 metres (9,800 sqm) with the stack height being between 70 and 80 metres in height. This size relates to the building itself and the parking areas which will be subject to further detail design.

Vehicular access to the site will be provided as part of the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area. This includes a proposed new four-arm roundabout onto Eston Road located to the immediate southwest of the development site. Access to each individual development plot of the wider STDC masterplan area will be provided from the main link road from a series of simple priority junctions.

The indicative site masterplan and the proposed layout of the link road infrastructure serving the wider STDC area are shown in Appendix A.

1.4 Scoping and Dialogue

A scoping opinion request for the development project was submitted by JBA Consulting to Redcar and Cleveland Borough Council (RCBC). The scoping response is included as Appendix B.

A subsequent meeting was held with RCBC Highways Officer Tony Gordon on 19 November 2019 to agree the work to be undertaken as part of this Transport Statement.

The work undertaken as part of this Transport Statement is based on the scope of works agreed with RCBC Highways.

1.5 Purpose of this Report

This report is the Transport Statement for the development proposal. The report has been commissioned to understand and analyse the effects of the proposed development from a transport perspective, and to inform the proposals for the site and the subsequent planning application.

The purpose of this Transport Statement is to provide a robust assessment of the transportation implications of the development. The intention is to provide the necessary information to be submitted to RCBC in determining the planning application.

The structure and content of this Transport Statement follows the national planning policy contained within the National Planning Policy Framework¹ (NPPF) and Planning Practice Guidance² (PPG). Due consideration has also been given to the relevant local guidance and standards published by RCBC.

1.6 Structure of the Report

This report is structured as follows:

- Section 2 describes the study highway network within the vicinity of the site.
- Section 3 describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport.
- Section 4 identifies national and local transport policies that are relevant to the proposed development.

¹ *National Planning Policy Framework*, Ministry of Housing, Communities and Local Government, 2018.

² *Planning Practice Guidance*, Department of Communities and Local Government, 2014.

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- Section 5 provides an overview of the development proposals and provides a summary of the access, parking and servicing arrangements.
 - Section 6 outlines the predicted additional traffic generations associated with the proposed development across a typical weekday and Saturday.
 - Section 7 provides a summary of the latest five-year personal injury accident data on the study highway network.
 - Section 8 summarises and concludes the findings of the Report.

2 Study Highway Network

2.1 Introduction

This Section describes the study highway network within the vicinity of the site, comprising the nearby links and junctions which are identified on Figure 2 and discussed in turn below.

2.2 Eston Road / Middlesbrough Road East

The site will take access from a new four-arm roundabout onto Eston Road. Southwards, Eston Road connects to a four-arm signalised junction with the A66 / Church Lane. West of the proposed new roundabout, Eston Road becomes Middlesbrough Road East / Puddlers Road before connecting back onto the A66 via a four-arm signalised junction with Normanby Road.

Within the vicinity of the site the road is a single lane two-way carriageway, approximately 8m wide.

Eston Road is lit and is subject to a 30mph speed limit. A shared footway/cycleway is provided along the western side of Eston Road, extending northwards for approximately 110m from the signalised junction with the A66. Beyond this point a continuous footway is provided along the western side of the carriageway providing access into the adjacent industrial areas. A footway is provided along the north side of Middlesbrough Road East, terminating a short distance west of the site.

Uncontrolled pedestrian crossing points in the form of dropped kerbs and tactile paving are provided across the majority of nearby junctions along Eston Road / Middlesbrough Road East. With the exception of the left turn slip roads from the A66 westbound and Eston Road, controlled pedestrian crossings are provided across all arms of the A66 / Eston Road / Church Lane signalised junction.

2.3 A1053

The A1053 forms part of the strategic road network under the jurisdiction of HE and connects the A66 in Grangetown with the A174. The road runs in a north-west to south-east alignment, is approximately 2.3km in length and extends from a three-arm roundabout with the A66 to a four-arm roundabout with the A174.

The road is a dual carriageway along its entire length, is lit and is subject to the national speed limit.

There are no footways along either side of the A1053.

2.4 A66

The A66 is a regional distributor road that runs between Grangetown in Teesside and Workington in Cumbria. Locally, the A66 provides a key highway link between Teesside and Darlington as well as links to the A19 and A174 via the A1053.

Within the vicinity of the site, the road is a dual carriageway, is lit and is subject to a 50mph speed limit.

To the east of its junction with Eston Road, a continuous footway is provided along the northern side of the A66 and a shared footway/cycleway is provided along the southern side. To the west of Eston Road a segregated shared footway/cycleway is provided along the southern side of the A66 providing access to the nearby residential areas.

2.5 A174

The A174 is a local distributor road. To the west of its junction with the A1053, the A174 forms part of the strategic road network under the jurisdiction of HE and connects Thornaby-on-Tees with Lazenby. At its western end the A174 connects to the A19 at a signalised grade separated roundabout.

Within the vicinity of the site, the road is a dual carriageway, is unlit and is subject to the national speed limit.

To the east of its junction with the A1053, a footway is provided along the northern side of the A174. The footway continues westward via a pedestrian subway beneath the A174 / A1053 roundabout providing access to the residential areas of Eston.

3 Sustainable Access

3.1 Introduction

This Section describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport, although clearly the industrial setting and proposed use of the site will likely mean that most trips are made by car.

3.2 Pedestrian Access

3.2.1 Pedestrian Catchment

Although walking distances will obviously vary between individuals and circumstances the Chartered Institution of Highways & Transportation (CIHT) suggests acceptable walking distances for commuting as follows³:

- Desirable: 500m
- Acceptable: 1.0km
- Preferred Maximum: 2.0km

Figure 3 presents the isochrone of a 2.0km walking distance threshold measured from the proposed pedestrian connection point into the site from Eston Road. The Figure illustrates the existing footpaths and bridleways within the 2.0km threshold.

The site can be reached from the residential areas of South Bank, Grangetown and Teesville along with the industrial estate to the west of the site.

The 2.0km walking distance isochrone also covers the following range of local amenities:

- Cleveland Police South Bank Station is located approximately 1.7km walking distance from the closest access to the site.
- Eateries including the “Sunshine Inn”, “Tesco Extra” and “Iron Co Coffee House” are located approximately 1.1km, 1.4km and 1.5km walking distance from the site, respectively.
- Public houses including “Sandstone Nab” and “Eston Hotel” are located approximately 1.2km and 2.0km walking distance from the site, respectively.

³ *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

3.2.2 Pedestrian Facilities

The key pedestrian facilities within the vicinity of the site are outlined as follows:

- Along Eston Road, a shared footway/cycleway is provided along the western side of Eston Road, extending northwards for approximately 110m from the signalised junction with the A66. Beyond this point a continuous footway is provided along the western side of the carriageway providing access into the adjacent industrial areas. A footway is provided along the north side of Middlesbrough Road East, terminating a short distance west of the site. Uncontrolled pedestrian crossing points in the form of dropped kerbs and tactile paving are provided across the majority of nearby junctions along Eston Road / Middlesbrough Road East. With the exception of the left turn slip roads from the A66 westbound and Eston Road, controlled pedestrian crossings are provided across all arms of the A66 / Eston Road / Church Lane signalised junction.
- Along the A66, to the east of its junction with Eston Road, a continuous footway is provided along the northern side of the A66 and a shared footway/cycleway is provided along the southern side. To the west of Eston Road a segregated shared footway/cycleway is provided along the southern side of the A66 and provides access to the residential area of South Bank.
- Along the A174, to the east of its junction with the A1053, a footway is provided along the northern side. The footway continues westward via a pedestrian subway beneath the A174 / A1053 roundabout providing access to the residential areas of Eston and Normanby.

Public Rights of Way:

The public footpaths and bridleways which are accessible within the locality of the site are illustrated on Figure 3 as obtained from the RCBC Public Mapping Application⁴, and outlined as follows:

- A public footpath exists to the north of the site running along the southern side of the Tees Valley line. This footpath can be accessed from informal tracks within the site and from South Bank railway station.
- A public bridleway exists to the south east of the site along the A1053. The bridleway begins at the five-arm roundabout with the A1085 Trunk Road, on the western side of the southern arm. It runs south towards Lackenby and provides access to residential areas such as Old Lackenby and Teesville.

⁴RCBC Public Mapping Application, RCBC, 2019, <http://rcbc.maps.arcgis.com/apps/webappviewer/index.html>

- A public footpath approximately 200m in length provides access between the residential area of South Bank and Cargo Fleet, between Harcourt Road and Skippers Lane, to the south west of the site.

3.3 Cycle Access

The Cycling England document *Integrating Cycling into Development Proposals*⁵ suggests acceptable cycling distances of commuting and non-work purposes, as follows:

“Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed.”

With regards to these distances, Figure 4 shows that within an 8.0km cycling distance, the site can be accessed from the majority of Middlesbrough Town Centre, as well as a number of villages.

The Figure shows that employees living in Middlesbrough Town Centre and areas including Redcar, Dormanstown, Coatham, Warrenby, Kirkleatham Guisborough, Nunthorpe, Ormesby and Marton-in-Cleveland can cycle to the development.

Sustrans Cycle Map⁶ indicates that there are three key cycle routes within 8.0km of the site, as set out below:

- National Route 1 of the National Cycle Network runs from Dover to the Shetland Islands. It also forms a part of the EuroVelo 12, a route which connects to Norway and Holland. Within the vicinity of the site, Route 1 approaches Lazenby along the A174 from Redcar, heads northward on Birchington Avenue and follows a short stretch of the A66. It crosses the River Tees into Portrack and heads north up the east coast.
- National Route 14 of the National Cycle Network runs from Darlington to South Shields via Durham and Consett. It is signposted in both directions. A section through Stockon-on-Tees and Wingate to Hasell shares the route with National Route 1.
- National Route 65 of the National Cycle Network runs from Hornsea to Middlesbrough and also forms a part of the Trans Pennine Trail (east) cycle route between Selby and Hornsea. The route is fully open and signed. Within the vicinity of the site, Route 65 begins on the south side of the River Tees at A178 Durham Street and heads southward along Abingdon Road. It continues along the west side of Park Vale Road

⁵ *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

⁶ *Sustrans Cycle Map*, Sustrans.

before joining B1380 Ladgate Lane. Route 65 then crosses the A174 and continues south.

RCBC provides a Public Mapping Application⁷, which identifies a number of advisory on and off-road cycle tracks / lanes. Figure 4 illustrates those closest to the site.

3.3.1 Proposed New Pedestrian and Cycling Infrastructure

Vehicular access to the site will be provided as part of the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area. At the scoping meeting held on 19 November 2019, RCBC Highways advised that 3.0m wide shared footway/cycleways will be required along the key sections of the new link road to tie into the access connection points serving various development plots.

3.4 Public Transport

3.4.1 Bus Services

The nearest bus stops to the site are shown on Figure 5 and are located on either side of Middlesbrough Road / Normanby Road to the west of the site. The bus stops can be reached from within approximately 1.2km walking distance to the site, measured from the site's connection point onto Eston Road. The bus stops provide access to the number 64, 64A and 794 bus services.

Further provision is available to the south east of the site, with bus stops located on both sides of Broadway approximately 1.3km from the site. These stops also provide access to the number 62 and 62A bus services as well as the number 64, 64A and 794 bus services.

The Table below provides a summary of the bus services described above, including respective frequencies and destinations served.

⁷RCBC Public Mapping Application, RCBC, 2019, <http://rcbc.maps.arcgis.com/apps/webappviewer/index.html>

Table 1: Summary of Existing Bus Services

Bus Stop(s)	Service (Operator)	Destinations Served	Approximate Frequency (Both Directions)		
			Mon - Fri	Sat	Sun
Middlesbrough Road / Broadway	64 (Arriva)	Redcar - Dormanstown - Eston - Teesville - South Bank - Middlesbrough	30 Minutes	30 Minutes	-
Middlesbrough Road / Broadway	64A (Arriva)	Eston - Grangetown - Bankfields - Normanby - Teesville - South Bank - Middlesbrough	15 Minutes	30 Minutes	60 Minutes
Middlesbrough Road / Broadway	794 (Stagecoach Teesside)	Lazenby - Eston - Bankfields - Normanby - Teesville - South Bank - Middlesbrough	2 Daily	3 Daily	-
Broadway	62 (Arriva)	New Marske - Marske - Redcar - Coatham - Dormanstown - Teesville - North Ormesby - Middlesbrough	30 Minutes	30 Minutes	60 Minutes
Broadway	62A (Arriva)	New Marske - Marske - Redcar - Coatham - Dormanstown - Teesville - North Ormesby - Middlesbrough	6 Daily	6 Daily	6 Daily

Note: Bus services correct as of 01 November 2019

Service 64 (Arriva) provides services approximately every 30 minutes in both directions between Middlesbrough and Redcar, Monday to Saturday. Towards Redcar, the services operate from Middlesbrough Bus Station and along bus stops on the A66 between 0500 and 1900 hours (approximate times). Towards Middlesbrough, the services operate from Eston between 0500 and 1800 hours (approximate times). No services are currently provided on a Sunday.

Service 64A (Arriva) provides services approximately every 15 minutes in both directions between Eston and Middlesbrough, Monday to Friday, every 30 minutes on Saturday, and every 60 minutes on Sunday. Monday to Friday, towards Middlesbrough, the services operate from the bus stops along Eston Labour Club and Grangetown St George's Road between 0700 and 2130 hours (approximate times), noting that between 0500 to 0800 hours, and 1900 to 2130 hours (approximate times), buses do not serve Eston Labour Club.

Towards Eston, the services operate between 0800 and 2200 hours (approximate times). On a Saturday towards Middlesbrough, the services operate every 30 minutes between 0815 and 2130 hours (approximate times). Towards Eston, the services operate between 0800 and 1900 hours (approximate times). On a Sunday towards Middlesbrough, the services operate every 60 minutes between 0900 and 1900 hours (approximate times), noting that the first two services of the day do not serve Eston Labour Club. Towards Eston, the services operate between 1030 and 1915 hours (approximate times), noting that the last service does not serve Eston Labour Club.

Service 794 (Stagecoach Teesside) provides services twice daily, Monday to Friday, and three times daily Saturday, between Lazenby and Middlesbrough. Monday to Friday, towards Middlesbrough, the services operate from the bus stops along the A174 scheduled at 0537 and 0637 hours. Saturday, towards Middlesbrough, the services operate from the bus stops along the A174 scheduled at 0537 and 0630 hours. Towards Lazenby a service operates at 0644 hours from Middlesbrough. No services are currently provided on a Sunday.

Service 62 (Arriva) provides services approximately every 30 minutes, Monday to Saturday, and every 60 minutes on a Sunday, between New Marske and Middlesbrough. Monday to Saturday, services operate between 0600 and 1900 hours (approximate times) at 30-minute frequencies in both directions. On a Sunday services operate between 0900 and 1830 (approximate times) at 60-minute frequencies in both directions.

Service 62A (Arriva) provides six daily services between New Marske and Middlesbrough, Monday to Sunday. Services operate between 1800 and 2340 hours (approximate times) at 60-minute frequencies in both directions.

3.4.2 Rail Services

The closest rail station is South Bank station, approximately 1.2km walking distance to the west of the site. It is on the Bishop Auckland to Saltburn line and is served by Northern. Monday to Saturday, between 0740 and 0820 hours (approximate times) there are five services, and after 0900 hours services are hourly. On Sundays, services are hourly.

The Table below provides a summary of the service from South Bank station.



Table 2: Summary of Existing Rail Services

Operator	Destinations Served	Approximate Frequency (Both Directions)		
		Mon - Fri	Sat	Sun
Northern	Bishop Auckland - Darlington - Middlesbrough - South Bank - Redcar - Saltburn	Every 60 minutes	Every 60 minutes	Every 60 minutes

Note: Rail services correct as of 4 November 2019

Grangetown station is currently unused and is located approximately 1.0km from the site. However, the South Tees Regeneration Plan identifies that the station could be reopened if proven beneficial to the regeneration programme.

3.4.3 Conclusion

It can be seen that whilst the industrial setting and proposed use of the site will likely mean that most trips are made by car, there are some opportunities to access the site by sustainable travel modes including walking, cycling and public transport.

4 Transport and Planning Policy

4.1 Introduction

This Section identifies national and local transport policies that are relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.

4.2 National Policy

4.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF)⁸ was published by the Ministry of Housing, Communities and Local Government (DCLG) in February 2019. The NPPF sets out how the planning system will contribute to achieving sustainable development. In effect, this means planning is required to perform the following three specific roles:

- An **economic role**, contributing to building a strong, responsive and competitive economy.
- A **social role**, supporting strong, vibrant and healthy communities.
- An **environmental role**, protecting and enhancing the natural, built and historic environment.

The NPPF sets out a presumption in favour of sustainable development. This effectively means that development proposals that accord with the development plan should be approved without delay. Where the development plan is out-of-date or absent, proposals should be approved unless the adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the NPPF, or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

Paragraph 102 of the NPPF states that in order to promote sustainable transport, transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *The potential impacts of development on transport networks can be addressed;*

⁸ *National Planning Policy Framework*, Ministry of Housing, Communities and Local Government, 2019.

- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains and;*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

It is stated in Paragraph 103 of the NPPF that in support of the above objectives, the planning system should:

“Actively manage patterns of growth...and significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.

Paragraphs 105 and 106 of the NPPF consider parking provision at development sites, stating that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) The accessibility of the development.*
- b) The type, mix and use of development.*
- c) The availability of and opportunities for public transport.*
- d) Local car ownership levels.*
- e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities

should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists”.

In considering applications for development, Paragraph 108 of the NPPF states it should be ensured that:

- *“Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location.*
- *Safe and suitable access to the site can be achieved for all users.*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

Paragraph 109 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Within this context, Paragraph 110 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*
- *Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles.*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

Finally, Paragraph 111 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

The proposed development is consistent with the NPPF. A suitable vehicle access arrangement can be accommodated to serve the site from the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area. The predicted levels of traffic to be generated by the development site will not materially affect the operation of the local highway network. A Transport Statement has been prepared for the proposed development and the residual cumulative impact of the proposed development is not considered to be severe within the context of Paragraph 109 of the NPPF.

4.2.2 Planning Practice Guidance

Planning Practice Guidance (PPG) was launched by the DCLG on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the NPPF. PPG replaces previous planning practice guidance documents. The guidance is a key material consideration in the decision making process, set within the overarching NPPF.

PPG provides advice on when Transport Assessments and Transport Statements are required and what they should contain⁹:

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”

Furthermore, it states that:

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

And:

“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.”

⁹ *Planning Practice Guidance: Travel Plans, transport assessments and statements in decision-taking*, Department of Communities and Local Government, Revision Date: 06/03/2014, Paragraph 005.

The content and structure of this Transport Statement has been prepared in accordance with the PPG.

4.3 Local Policy

4.3.1 Redcar and Cleveland Local Plan (Adopted May 2018)

The Redcar and Cleveland Local Plan sets out the vision and overall development strategy for the borough and how it will be achieved in the period up to 2032.

The document provides the policy framework to deliver sustainable development across the borough.

Policy TA 1 (Transport and New Developments) of the Local Plan is relevant to the proposed development from a transport perspective. Policy TA 1 emphasises the promotion of sustainable travel at new developments to minimise environmental impacts and to support residents' health and wellbeing.

The Policy states that proposals will be supported that:

- “a) improve transport choice and encourage travel to work and school by public transport, cycling and walking;*
- b) minimise the distance people need to travel;*
- c) where appropriate, contribute positively to wider demand management measures to address congestion, environmental and safety issues; and*
- d) have regard to the number of cycle and car parking spaces as set out within the Tees Valley Design Guide and Specification for Residential and Industrial Estates.”*

Whilst it is acknowledged that the industrial setting and proposed use of the site will likely mean that most trips are made by car, there are some opportunities to access the site by sustainable travel modes including walking, cycling and public transport. Pedestrian and cycle access to the site will be promoted as far as practically possible through the inclusion of 3.0m wide shared footway/cycleways to be delivered as part of the new link road infrastructure proposed to serve the wider STDC masterplan area. Appropriate levels of cycle parking will be provided at the site. Further, as agreed with RCBC Highways, appropriate levels of car parking will be provided at the site to accommodate the staff shift patterns.

4.3.2 Redcar and Cleveland Local Transport Plan 2011-21

RCBC's third Local Transport Plan (LTP3)¹⁰ was adopted in March 2011 and sets out how the Council will seek to improve transport services and facilities in the coming years in order to address local issues and the key national aims of:

- Supporting Economic Growth.
- Reducing Carbon Emissions.
- Promoting Equality of Opportunity.
- Contributing to Better Safety, Security and Health.
- Improving Quality of Life and a Healthy Natural Environment.

4.3.3 Tees Valley Design Guide & Specification

The Tees Valley Design Guide & Specification¹¹ ("the Design Guide") is intended to be used by architects, engineers, planners and developers in the preparation of schemes for new development. The Design Guide indicates the minimum standards of the Highway Authority to ensure adoption under Section 38 of the Highways Act 1980.

The Design Guide has been produced and is regularly updated by a working group from five local authorities, which includes RCBC. The standards and specifications are applicable to the five Councils subject to the local variations detailed at the beginning of the document.

The details of vehicular access will be designed in accordance with the Tees Valley Design Guide & Specification.

¹⁰ *Redcar & Cleveland Local Transport Plan 2011-21*, Redcar & Cleveland Borough Council, 2011

¹¹ *Design Guide & Specification - Residential and Industrial Estates Development*, Tees Valley Partners, 2013.

5 Development Proposals

5.1 Introduction

This Section provides an overview of the development proposals and provides a summary of the access, parking and servicing arrangements.

5.2 The Development Proposal

The proposal is to redevelop the site for an EFW capable of processing up to 450,000 tonnes of waste per annum (over 1,200 tonnes per day).

The potential size of the EFW is approximately 140 metres by 70 metres (9,800 sqm) with the stack height being between 70 and 80 metres in height. This size relates to the building itself and the parking areas which will be subject to further detail design.

5.3 Vehicular Access

Vehicular access to the site will be provided as part of the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area. This includes a proposed new four-arm roundabout onto Eston Road located to the immediate southwest of the development site. Access to each individual development plot of the wider STDC masterplan area will be provided from the main link road from a series of simple priority junctions.

At this stage the internal layout of the site is unknown. However, discussions with the client team indicate that separate accesses will be required to accommodate staff and HGV movements.

The proposed layout of the link road infrastructure serving the STDC site masterplan is shown in Appendix A. It can be seen that the site has sufficient frontage to accommodate new access points along its southern, western and eastern boundaries.

As discussed with RCBC Highways, it is envisaged that the access points into the site will be provided from simple priority junctions onto the new link road. In line with the Tees Valley Design Guide & Specification for Residential and Industrial Estates Development, the design of the access points will ensure that the following geometric parameters are adhered to:

- Siting of accesses on the same side of the carriageway will require a minimum separation distance of 90.0m. Siting of accesses on the opposite side of the carriageway will require a minimum separation distance of 40.0m.

- Minimum carriageway width of 7.3m.
- Minimum visibility splay of 2.4 x 43.0m to be provided for 30mph carriageways. Note that it may be a requirement on higher category roads for the Y distance to be 70.0m.
- Minimum junction kerb radii of 12.0m.

5.4 Car and Cycle Parking

As agreed with RCBC Highways, car parking provision at the site will be provided to accommodate the proposed staff shift patterns. Based on the current estimated levels of staff (see Section 6) it is proposed to provide approximately 33 car park spaces, including two electric vehicle charging points.

The internal site layout will also accommodate an appropriate level of cycle parking, to be agreed with RCBC at the detailed design stage.

5.5 Servicing

At the detailed application stage, the internal road layout will be designed to ensure that carriageways can accommodate the necessary turning movements associated with the largest anticipated service vehicle.

6 Vehicle Trip Generation

6.1 Introduction

This Section outlines the predicted additional traffic generations associated with the proposed development across a typical weekday and Saturday.

6.2 Staff Movements

The client team has advised that the site will be manned 24 hours a day, 365 days a year on the following shift pattern basis for Mondays to Saturdays (with lower staff numbers expected on Sundays):

- 25 staff working 0800-1600 hours.
- 8 staff working 1600-0000 hours.
- 8 staff working 0000-0800 hours.

Given the location of the site in respect to the surrounding local highway network, it is likely that the majority of staff movements would arrive/depart onto the A66 / Eston Road / Church Lane four-arm signalised junction.

To provide a robust assessment, it is assumed that all staff travel to the site as single occupancy car trips.

6.3 HGV Movements

6.3.1 Waste Delivery and Residual Waste Collection

The client team has advised that the site will be open to waste deliveries between 0830-1630 hours Monday to Friday and 0830-1300 hours on a Saturday. Residual waste will be removed from the site between 0600-1630 hours Monday to Friday and 0830-1300 hours on a Saturday.

All HGV movements would arrive/depart onto the A66 / Eston Road / Church Lane four-arm signalised junction.

6.4 Total Vehicle Trip Generation

The Tables below show the forecast vehicle trip generations for staff, waste delivery HGVs, and residual waste HGVs across a typical weekday and a Saturday.

Table 3: Total vehicle trip movements, Weekday

Time (hours)	Staff Movements		HGV (waste delivery)		HGV (residual waste)	
	Arr	Dep	Arr	Dep	Arr	Dep
0000-0100		8				
0100-0200						
0200-0300						
0300-0400						
0400-0500						
0500-0600						
0600-0700					4	4
0700-0800	25				4	4
0800-0900		8	5		4	4
0900-1000			10	5	4	4
1000-1100			20	10	4	4
1100-1200			30	20	4	4
1200-1300			20	30	4	4
1300-1400			15	20	4	4
1400-1500			12	15	4	4
1500-1600	8		10	22	4	4
1600-1700		25				
1700-1800						
1800-1900						
1900-2000						
2000-2100						
2100-2200						
2200-2300						
2300-0000	8					
Total	41	41	122	122	40	40

Table 4: Total vehicle trip movements, Saturday

Time (hours)	Staff Movements		HGV (waste delivery)		HGV (residual waste)	
	Arr	Dep	Arr	Dep	Arr	Dep
0000-0100		8				
0100-0200						
0200-0300						
0300-0400						
0400-0500						
0500-0600						
0600-0700						
0700-0800	25					
0800-0900		8	5		4	4
0900-1000			10	5	4	4
1000-1100			15	10	4	4
1100-1200			15	15	4	4
1200-1300			15	15	4	4
1300-1400				15		
1400-1500						
1500-1600	8					
1600-1700		25				
1700-1800						
1800-1900						
1900-2000						
2000-2100						
2100-2200						
2200-2300						
2300-0000	8					
Total	41	41	60	60	20	20

It can be seen from the Table above that the majority of vehicle trips generated by the proposed development will occur during the inter-peak periods i.e. between 0900-1600 hours.

During the typical weekday AM (0800-0900 hours) peak hour the development is predicted to generate 9 arrivals and 12 departures.

During the typical weekday PM (1700-1800 hours) peak hour the development is predicted to generate zero vehicle trips.

6.5 Summary

On the basis of the predicated staff and HGV movements outlined above, it has been agreed with RCBC Highways that the proposed development is unlikely to have a material impact on the operation of the local highway network during the typical weekday AM and weekday PM peak hours and that no further traffic impact analysis is required as part of the Transport Statement.

7 Personal Injury Accident Data

7.1 Introduction

This Section provides a summary of the latest five-year personal injury accident data on the study highway network.

A review of the Crashmap website has been undertaken to provide an assessment of the latest five-year personal injury accident record within the vicinity of the site. The accident data is provided at Appendix C.

Table 5: Road Traffic Accident Summary

Location	Accident Severity		
	Slight	Serious	Fatal
Eston Road	1	0	0
Middlesbrough Road East	1	0	0
Eston Road / A66 / Church Lane Four-Arm Signalised Junction	3	2	0
Total	5	2	0

7.2 Road Traffic Accidents

A review of the Crashmap website shows that there have been seven recorded accidents in the vicinity of the site during the latest five-year period.

7.2.1 Eston Road

One accident of slight severity occurred on Eston Road approximately 280m north of the signalised junction with the A66. The accident involved two cars and three casualties.

7.2.2 Middlesbrough Road East

One accident of slight severity occurred on Middlesbrough Road East approximately 43m west of its junction with John Boyle Road. The accident involved two cars and one casualty.

7.2.3 Eston Road / A66 / Church Lane Four-Arm Signalised Junction

At the Eston Road / A66 / Church Lane four-arm signalised junction, five accidents occurred.

On the western arm of the A66 heading east an accident of serious severity occurred and involved a car and a cyclist.

On the eastern arm of the A66 heading east an accident of serious severity occurred. It involved a motorcyclist and a car, and the motorcyclist was injured in the accident.

On the western arm of the A66 heading west two accidents of slight severity occurred. One involved a cyclist and a car, and the cyclist was injured. One accident involved a goods vehicle and a car.

One accident occurred on the western arm of the A66 heading east. It involved two cars and one injury.

7.3 Summary

A total of seven accidents have occurred over the latest five-year study period at the junction / extent of highway considered to be the study area as part of this Transport Statement. Five of the accidents were classified as slight and two as serious. Of the seven accidents, one involved a cyclist.

Overall, the number of accidents occurring on the study highway network over the latest five-year period is considered to be low given the daily traffic flows and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

8 Summary and Conclusions

This Transport Statement has been prepared to accompany a forthcoming outline planning application for a proposed Energy from Waste Plant (EFW) at Grangetown Prairie.

The site forms part of the South Tees Development Corporation (STDC) Master Plan for the creation of a world-class industrial park on the River Tees and is located north of Grangetown, approximately 6.5km to the northeast of Middlesbrough town centre.

The proposal is to redevelop the site for an EFW capable of processing up to 450,000 tonnes of residential waste per annum (over 1,200 tonnes per day).

The work undertaken as part of this Transport Statement is based on the scope of works agreed with RCBC Highways at a meeting held on 19 November 2019.

The Transport Statement has:

- Provided a description of the surrounding study highway network.
- Examined the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport.
- Considered relevant national and local transport planning policy.
- Outlined the proposed development including the access, parking and servicing arrangements.
- Determined the predicted Weekday AM and Weekday PM peak hour vehicle trip generations associated with the proposed development. Consideration has been given to staff and HGV movements based on first principles information supplied by the client team.
- Provided an analysis of the latest recorded five-year personal injury accident data on the study highway network.

It has been demonstrated that:

- The development accords with both national and local transport policy.
- Whilst the industrial setting and proposed use of the site will likely mean that most trips are made by car, there are some opportunities to access the site by sustainable travel modes including walking, cycling and public transport. At the request of RCBC, 3.0m wide shared footway/cycleways will be required along the key sections of the

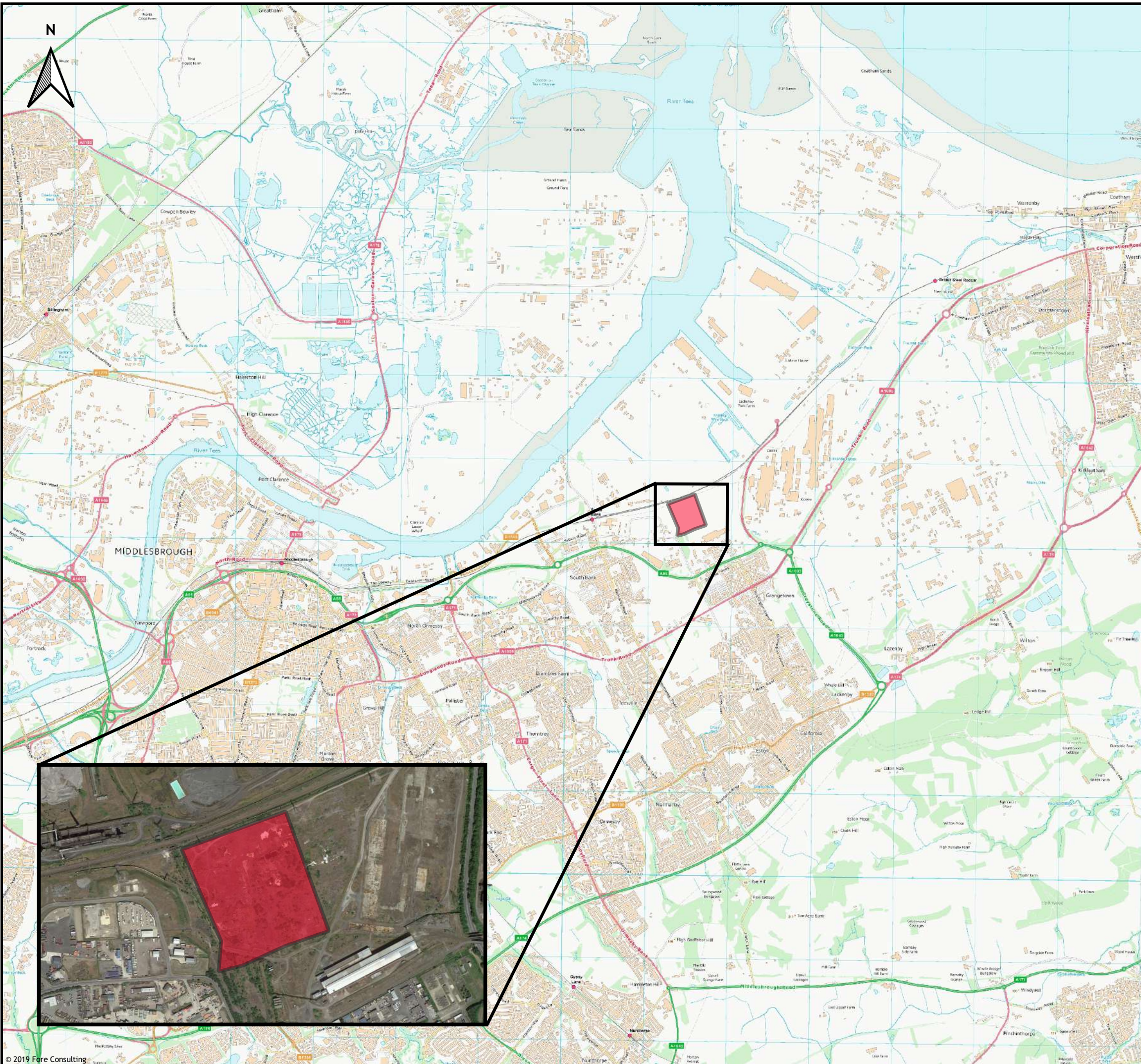
new link road to tie into the access connection points serving the various development plots of the wider STDC masterplan.

- Vehicular access to the site will be provided as part of the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area. This includes a proposed new four-arm roundabout onto Eston Road located to the immediate southwest of the development site.
- Access to each individual development plot of the wider STDC masterplan area will be provided from the main link road from a series of simple priority junctions. At this stage the internal layout of the site is unknown. However discussions with the client team indicate that separate accesses will be required to accommodate staff and HGV movements. It is considered that the site has sufficient frontage to accommodate new access points along its southern, western and eastern boundaries onto the link road.
- As agreed with RCBC Highways, car parking provision at the site will be provided to accommodate the proposed staff shift patterns. Based on the current estimated levels of staff it is proposed to provide approximately 33 car park spaces, including two electric vehicle charging points. The internal site layout will also accommodate an appropriate level of cycle parking, to be agreed with RCBC at the detailed design stage.
- The majority of vehicle trips generated by the proposed development will occur during the inter-peak periods i.e. between 0900-1600 hours. During the typical weekday AM (0800-0900 hours) peak hour the development is predicted to generate 9 arrivals and 12 departures. During the typical weekday PM (1700-1800 hours) peak hour the development is predicted to generate zero vehicle trips.
- It has been agreed with RCBC Highways that the proposed development is unlikely to have a material impact on the operation of the local highway network during the typical weekday AM and weekday PM peak hours and that no further traffic impact analysis is required as part of the Transport Statement.
- A total of seven accidents have occurred over the latest five-year study period at the junction / extent of highway considered to be the study area as part of this Transport Statement. Five of the accidents were classified as slight and two as serious. Of the seven accidents, one involved a cyclist. Overall, the number of accidents occurring on the study highway network over the latest five-year period is considered to be low given the daily traffic flows and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

The residual cumulative impacts of the proposed development are not considered to be severe within the context of Paragraph 109 of the NPPF.

It is therefore concluded that, in terms of highways, the development proposals are acceptable.

Figures



Key:
 Site Location

Contains OS data © Crown copyright and database rights (2019)

Fore Consulting Limited
 Suite 14, City Quadrant
 11 Waterloo Square
 Newcastle Upon Tyne
 NE1 4DP
 0191 255 7778
 www.foreconsulting.co.uk



Client:
 Hartlepool Borough Council

Project:
 Proposed Energy from Waste Plant, Grange Town
 Prairie

Figure Title:
 Site Location

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 2212

Figure Number:
 Figure 1



Key:

- Site Location
- A66
- Eston Road
- A1053
- A174

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Client:
 Hartlepool Borough Council

Project:
 Proposed Energy from Waste Plant, Grangetown Prairie

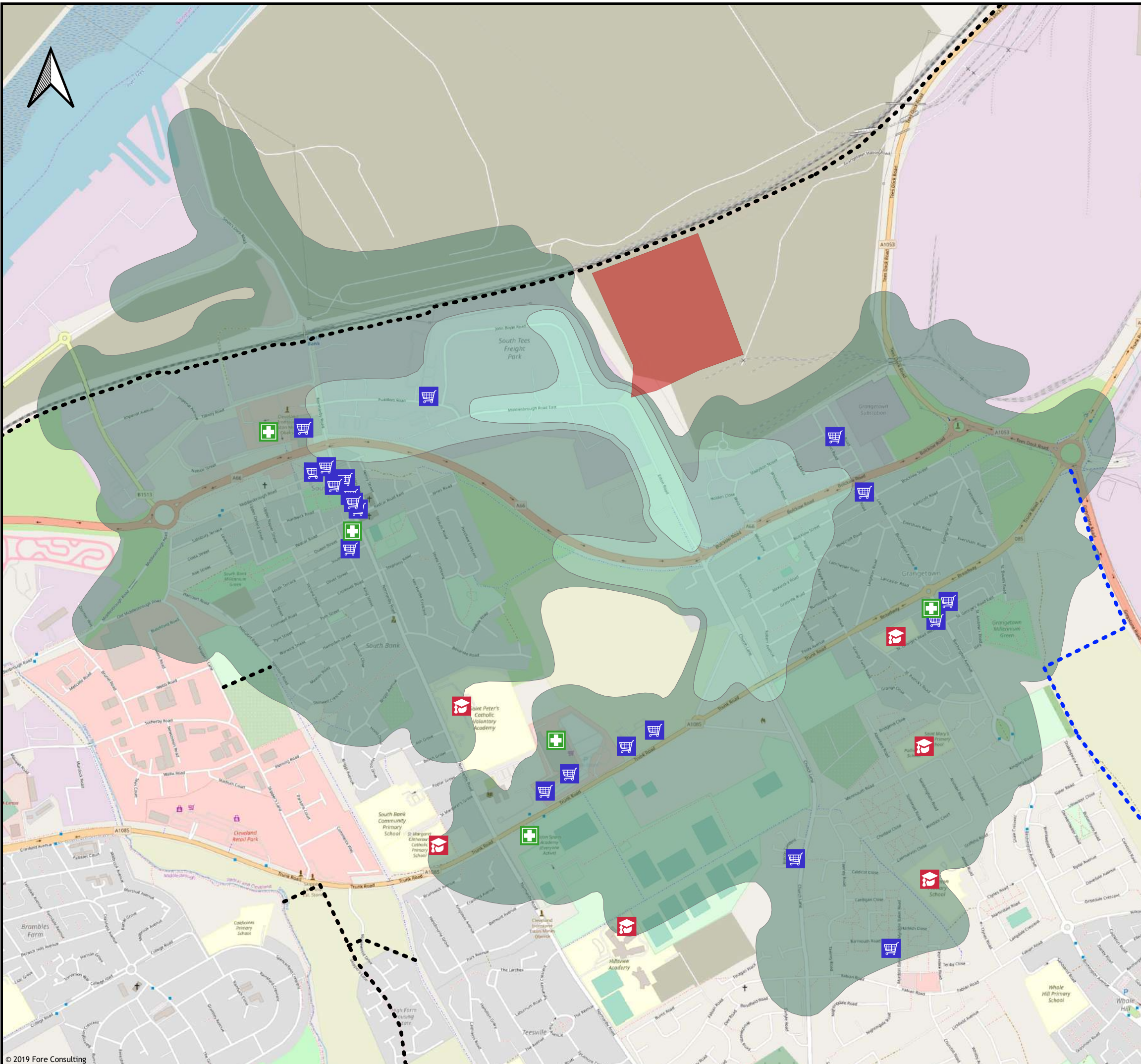
Figure Title:
 Local Highway Network

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 2212

Figure Number:
 Figure 2



- Key:**
- Site Location
 - 500m Walking Isochrone
 - 1.0km Walking Isochrone
 - 2.0km Walking Isochrone
 - Public Rights of Way Footpath
 - Public Rights of Way Bridleway
 - + Health (e.g. pharmacy or medical centre)
 - 🎓 Education (e.g. primary or secondary school)
 - 🛒 Retail (e.g. supermarket or fast-food takeaway)

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 Prairie

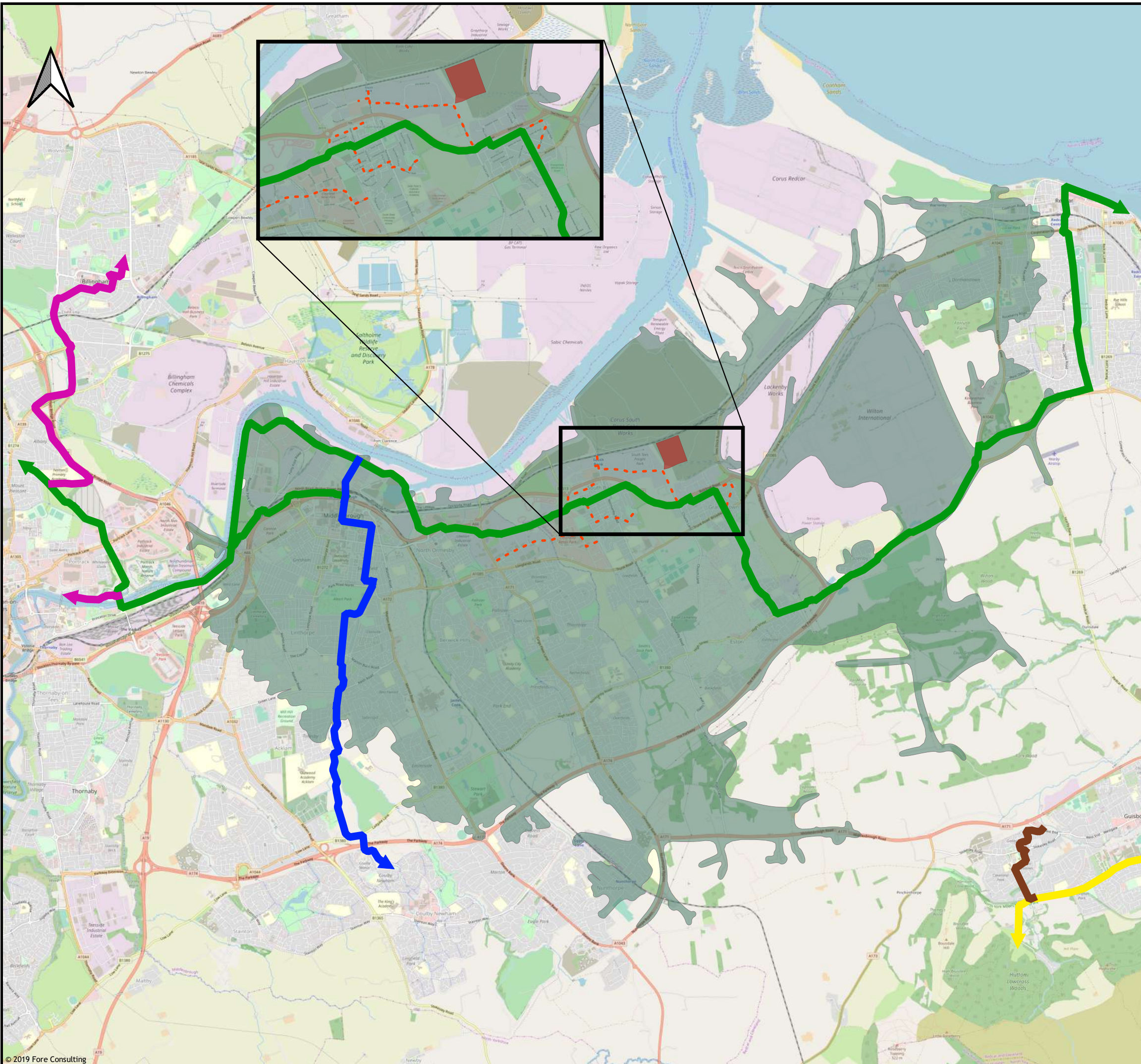
Figure Title:
 Pedestrian Catchment

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 2212

Figure Number:
 Figure 3



- Key:**
- Site Location
 - 8.0km Cycle Catchment
 - National Route 1
 - National Route 14
 - National Route 65
 - National Route 168
 - National Route 54
 - Advisory Routes close to the site

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Client:
 Hartlepool Borough Council

Project:
 Proposed Energy from Waste Plant, Grangetown Prairie

Figure Title:
 Cycling Catchment

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 2212

Figure Number:
 Figure 4



Key:

- Site Location
- Bus Routes
- Bus Stops

Bus Services:

Number 62/62A - Middlesbrough to New Marske

Number 64/64A - Redcar /Eston to Middlesbrough

Number 794 - Middlesbrough to Normanby

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 11 Waterloo Square
 Newcastle Upon Tyne
 NE1 4DP
 0191 255 7778
 www.foreconsulting.co.uk



Client:
Hartlepool Borough Council

Project:
Proposed Energy from Waste Plant, Grangetown Prairie

Figure Title:
Public Transport Network

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 2212

Figure Number:
 Figure 5

Appendix A

Indicative Site Masterplan

100
Millimetres
0 10
DO NOT SCALE



KEY

National Grid Overhead with 65m maximum easement

Rev.	Date	Description	By	Chk'd	App'd

STDC
Teeside Management Offices,
Redcar, TS10 5QW
www.southteesdc.com



Project Title:
FORMER STEELWORKS SOUTH TEES

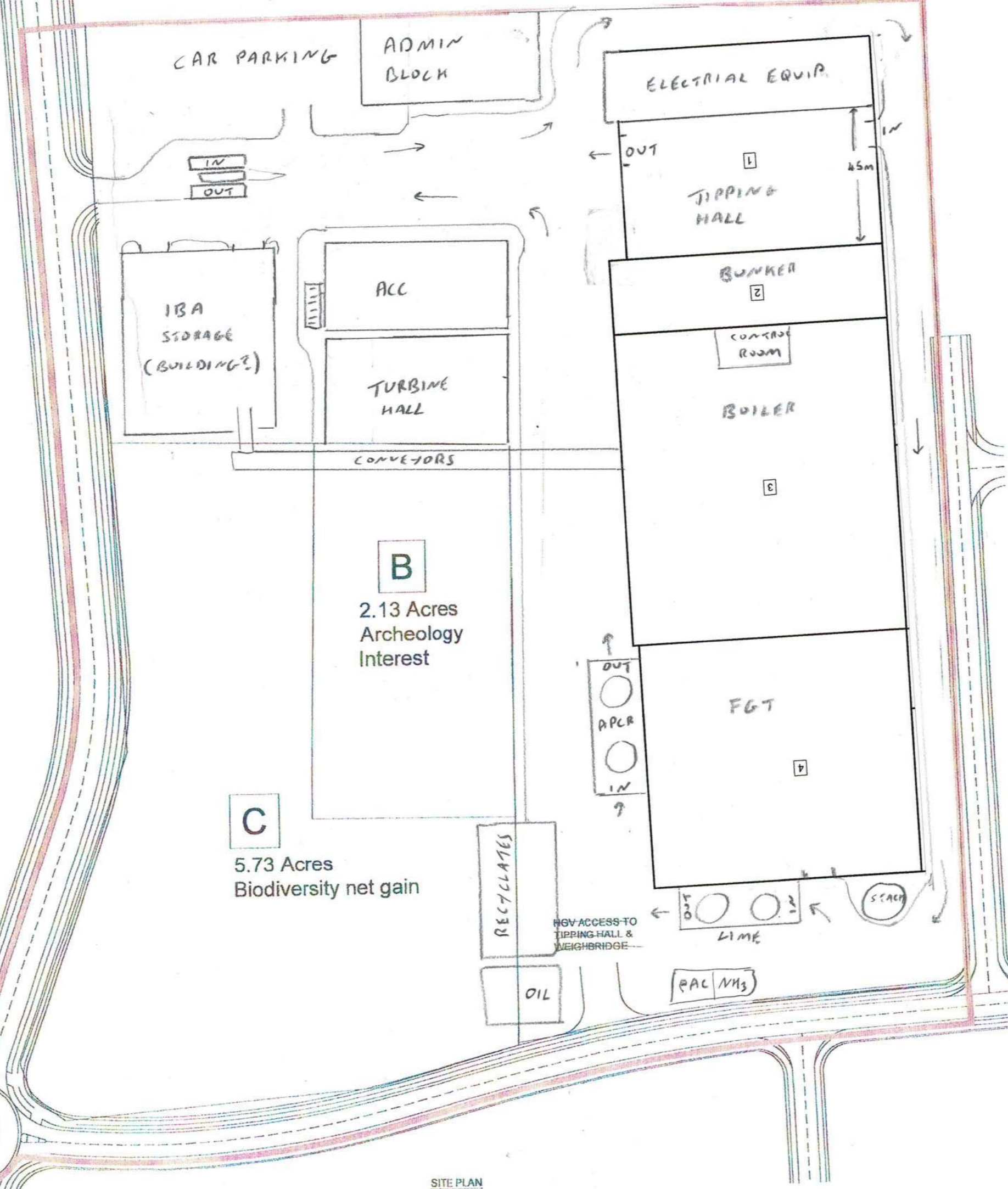
Drawing Name:
**SOUTH INDUSTRIAL ZONE
GRANGETOWN PRAIRIE
PROPOSED LAYOUT
OPTION G**

Drawn by: LCD Date: MAY 19
Checked by: JA/ DE Date: MAY 19
Approved by: JMC Date: MAY 19

Drawing Number:
STDC-SIZ-GP-GEN-0005

Drawing Scale:
1:2,000

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2. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED/VERIFIED ON SITE.
3. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PLANNING PERMISSIONS.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
5. ALL WORKS IN WATERCOURSES WILL BE CARRIED OUT WITH CARE TO MINIMISE THE RISK OF POLLUTION ARISING TO POLLUTION PREVENTION GUIDELINES.
6. ALL WORKS AFFECTING FLOOD DEFENCES, MAIN WATERCOURSES AND/OR ORIGINARY WATERCOURSES WILL BE SUBJECT TO CONSENT FOR PERMANENT AND TEMPORARY WORKS UNDER THE LAND DRAINAGE ACT 1975.
7. THE LOCATIONS OF ANY KNOWN SERVICES SHOWN ON DRAWING ARE APPROXIMATE AND FOR GUIDANCE ONLY. THE CONTRACTOR WILL CONFIRM THE LOCATION OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORKS.
8. THE ELECTRONIC MOBILE OF THIS DRAWING IS NOT TO BE USED FOR SETTING OUT.

LEGEND

STRUCTURES LAYOUT	
STRUCTURE	AREA (M ²)
1 - TIPPING HOUSE	8020
2 - STORAGE BUNKER	2300
3 - BOILER HOUSE	9950
4 - FLUE GAS TREATMENT	7200
5 - STACK	200 x 215
6 - TURBINE HALL	2410
7 - RESIDUE TREATMENT	2250



SITE PLAN

HARTLEPOOL BOROUGH COUNCIL
INDICATIVE SITE PLAN - GRANGETOWN PRAIRIE
PROPOSED ENERGY RECOVERY CENTRE

AS SHOWN @ A0

Scale: AS SHOWN @ A0

Design: AALAM

Checked: [Signature]

Approved: [Signature]

Digital File Name: 20190915-1-0012-CR-15-1000

Drawn: [Signature]

Rev: [Signature]

Date: [Signature]

Scale: 05/12/2019

Appendix B

Scoping Response



Redcar & Cleveland Borough Council
Corporate Directorate of Growth, Enterprise and Environment
Redcar and Cleveland House
Kirkleatham Street
Redcar
TS10 1RT
01642 774774
adrian.miller@redcar-cleveland.gov.uk
www.redcar-cleveland.gov.uk

JBA Consulting
Salts Mill
Victoria Road
Saltaire
ShIPLEY
West Yorkshire
BD18 3LF

Our Ref: R/2019/0587/SCP
Your Ref: 2019s0951 - Hartlepool EfW -
Scoping Letter FINAL.docx

Contact: Adrian Miller
Direct line: 01287 612454

Date: 23 October 2019

Dear Mr Maslen,

Town and Country Planning Act 1990 (as amended)

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 Scoping Request sets out the proposed format and content of the Environmental Statement. The following topics are set out as those that will be considered;

- 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

The proposed list above and the narrative provided in the submitted letter, are accepted as a comprehensive list for the proposed development and would provide an appropriate scope for the proposed ES.

Below are the comments from both the internal and external consultees in respect of the scoping submission, copies of which can be found in full using the link;

<https://planning.redcar-cleveland.gov.uk/Planning/Display?applicationNumber=R%2F2019%2F0587%2FSCP>

External stakeholder comments received as a result of consultation;

1. Environment Agency 15 October 2019

Thank you for referring the above Scoping Opinion which we received on 19 August 2019. Having reviewed the supporting documentation, we would expect the following matters to be dealt with as part of any planning application of these works:

Water Framework Directive (WFD)

The development needs to give due regard to the objectives of the Water Framework Directive. In considering the development further, we would expect a WFD Assessment to be submitted as part of a planning application. The WFD assessment should undertake an assessment of the proposed activity on the water environment.

Water Quality

If the proposed development intends to make a discharge to the environment, the applicant will need to ensure that they connect to mains sewage. If this is not feasible, the Applicant will need to apply for an appropriate environmental permit from the Environment Agency.

The Tees Estuary incorporates areas protected for conservation purposes. Therefore, any discharges to the Tees Estuary will need to assess the impact to the protected areas, and to the objectives of the WFD. The Applicant may need to undertake modelling and assessments which demonstrate the environmental impacts of any proposed discharges. In addition, best practice should be employed during the construction of the site to prevent leaks and spills of oils / fuels / chemicals, and mitigation of silty surface water.

Waste

The Applicant will need to demonstrate that the use of the proposed facility will follow the waste hierarchy. The Applicant will also have to demonstrate that the facility will be designed to make use of both heat and electricity production, and utilise the most efficient design in order to follow the Waste Strategy for England 2019.

Environmental Permitting Regulations (EPR)

It is unclear whether the proposed was will involve the use of hazardous residual waste. If the development proposal involves the use of non-hazardous residual waste, then the Energy from Waste (EfW) plant will require an EPR permit from the Environment Agency. Based on the information submitted, the proposed development appears to fall into Schedule 1 listed activity S5.1 A1 (b) "Incineration of non-hazardous waste in a waste incineration plant or waste co-incineration plant with a capacity exceeding 3 tonnes per hour".

The proposed stack height is stated as being between 70m to 80m. However, the stack heights could be higher. This is dependent on the outcomes of air quality and/or habitats assessments. It is noted that a similar type plant in the North Tees area has a stack height of 111m.

The proposed development will be of high public interest. Therefore, as part of the EPR permit, we will likely run a consultation to give people the opportunity to comment on the permit application. We strongly recommend that pre-application discussions are initiated with the Environment Agency at a suitable early opportunity.

Water Resources Consent

If the Applicant is proposing to abstract from a Surface Water (including the Tees Estuary) or any underground strata, then a Water Resources licence may be required from the Environment Agency. Any Water Resource license granted may have conditions attached to protect the environment. These conditions may provide protection for migratory fish and eels, and may limit the periods when abstraction could take place. It should be noted that there is no guarantee that an abstraction licence will be granted. Therefore, we strongly recommend that the Applicant submits a pre-application enquiry with the Environment Agency.

Contributing to Local Environmental Initiatives and Priorities

The Tees Estuary Partnership are developing a habitat banking scheme to offset any ecological impacts which could arise from development. This is based on the Biodiversity 2.0 Net Gain metric, and has been tweaked to fit the local context of Teesside. The Industry and Nature Conservation Association are currently finalising this metric. Therefore, we recommend that consideration is given to achieving a biodiversity net gain from the development.

Further information is available at;

<http://publications.naturalengland.org.uk/publication/5850908674228224>

2. Health and Safety Executive 19 September 2019

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (Development Management Procedure) (England) Order 2015, Town and Country Planning (Development Management Procedure) (Wales) Order 2012, or Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013]

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of Major Hazard Sites/ pipelines. This consultation, which is for such a development and is within at least one Consultation Distance, has been considered using HSE's planning advice web app, based on the details input on behalf of Redcar and Cleveland (B).

HSE's Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Unidentified Pipelines

There is at least one unidentified pipeline in this Local Authority Area. You may wish to check with the pipeline operator where known or the Local Authority before proceeding. The details HSE have on record for these pipelines is as follows:

4440193_ Sabic UK Petrochemicals Ltd North Tees to Olefins 6

This advice report has been generated using information supplied by Debbie Campbell at Redcar and Cleveland (B) on 19 September 2019. Note that any changes in the information concerning this development would require it to be re-submitted.

3. Cleveland Police 23 September 2019

Applicant can contact me for any advice/guidance I can offer in relation to designing out opportunities for crime to occur.

4. Ramblers 23 September 2019

We thank you for consulting the Ramblers regarding the above application. Provided that free and safe access to the nearby Teesdale Way is guaranteed throughout construction, the Ramblers have no objections to the proposal.

5. Network Rail 30 September 2019

In relation to the protection of the railway, any Environmental Impact Assessment for the site should include consideration of how the scheme may impact on operational railway safety. The Transport Assessment should include consideration of construction and haulage routes related to the proposed development and any impact these may have on railway assets such as bridges and level crossings.

6. Natural England 9 October 2019

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law¹ and guidance² has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact me on 0208 0265533 or andrew.whitehead@naturalengland.org.uk. For any

new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Advice related to EIA Scoping Requirements

1. General Principles

Schedule 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.*
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.*
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.*
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.*
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.*
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.*
- A non-technical summary of the information.*
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.*

It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the ‘in combination’ effects of the proposed development with any existing developments and current applications. A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

2. Biodiversity and Geology

2.1 Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework sets out guidance in S.174-177 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2 Internationally and Nationally Designated Sites

The ES should thoroughly assess the potential for the proposal to affect designated sites. European sites (e.g. designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2017 (as amended). In addition paragraph 176 of the National Planning Policy Framework requires that potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites.

Under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site.

Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Sites of Special Scientific Interest (SSSIs) and sites of European or international importance (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites)

The development site is approximately 1km from the nearest part of the following designated nature conservation sites:

Teesmouth and Cleveland Coast SSSI and Teesmouth and Cleveland Coast proposed SPA and proposed Ramsar site

Further information on the SSSI and its special interest features can be found at www.magic.gov .

The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the site and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.

□ *European site conservation objectives are available on our internet site*

<http://publications.naturalengland.org.uk/category/6490068894089216>

□ *The primary reason for designation of these sites is to protect the feeding grounds of the breeding common tern colony at Saltholme. Along the coast the SSSI also encompasses the dune systems at South Gare. A detailed analysis of potential impacts arising from the development including nutrient deposition from exhaust fumes, noise and any cooling water requirements should be provided as part of the EIA.*

2.3 Regionally and Locally Important Sites

The EIA will need to consider any impacts upon local wildlife and geological sites. Local Sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The Environmental Statement should therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures. Contact the local wildlife trust, geoconservation group or local sites body in this area for further information.

2.4 Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2017 (as amended)

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance by

suitably qualified and where necessary, licensed, consultants. Natural England has adopted standing advice for protected species which includes links to guidance on survey and mitigation.

2.5 Habitats and Species of Principal Importance

The ES should thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available here <https://www.gov.uk/guidance/biodiversity-duty-public-authority-duty-to-have-regard-to-conserving-biodiversity>.

Government Circular 06/2005 states that Biodiversity Action Plan (BAP) species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

Natural England advises that a habitat survey (equivalent to Phase 2) is carried out on the site, in order to identify any important habitats present. In addition, ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present. The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys);*
- Additional surveys carried out as part of this proposal;*
- The habitats and species present;*
- The status of these habitats and species (e.g. whether priority species or habitat);*
- The direct and indirect effects of the development upon those habitats and species;*
- Full details of any mitigation or compensation that might be required.*

The development should seek if possible to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of priority habitat for the area under consideration.

2.6 Contacts for Local Records

Natural England does not hold local information on local sites, local landscape character and local or national biodiversity priority habitats and species. We recommend that you seek further information

from the appropriate bodies (which may include the local records centre, the local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document).

Local Record Centre (LRC) in Redcar and Cleveland please contact:

ERIC North East Great North Museum: Hancock Barras Bridge Newcastle upon Tyne NE2 4PT.

3. Designated Landscapes and Landscape Character Landscape and visual impacts

Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography. The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.

Natural England supports the publication Guidelines for Landscape and Visual Impact Assessment, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment.

In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials. The Environmental Impact Assessment process should detail the measures to be taken to ensure the building design will be of a high standard, as well as detail of layout alternatives together with justification of the selected option in terms of landscape impact and benefit. The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant National Character Areas which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

4. Access and Recreation

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 networks 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.

Rights of Way, Access land, Coastal access and National Trails

The EIA should consider potential impacts on rights of way and coastal access routes in the vicinity of the development. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

5. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition (England Biodiversity Strategy, Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

6. Climate Change Adaptation

The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are

more resilient to current and future pressures' (NPPF Para 174), which should be demonstrated through the ES.

7. Contribution to local environmental initiatives and priorities

The Tees Estuary Partnership are developing a habitat banking scheme to offset any ecological impacts which could arise from development. This is based on the Biodiversity 2.0 Net Gain metric, and has been tweaked to fit the local context of Teesside. The Industry and Nature Conservation Association are currently finalising this metric. While not currently a mandatory requirement, consideration should be given to achieving a biodiversity net gain from the development.

8. Cumulative and in-combination effects

A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information):

- a. existing completed projects;*
- b. approved but uncompleted projects;*
- c. ongoing activities;*
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and*
- e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.*

7. Teesside International Airport 8 October 2019

Having reviewed the above scoping proposal, I can inform you that Teesside International Airport has some concerns about the impact to Aircraft from possible emissions released from the chimney that is to be part of the proposed energy from waste plant. The location of the proposed EFW plant falls close to the extended centreline from Teesside International Airport, thus any aircraft on an approach or take-off could be affected by possible smoke or airborne ash deposits that could put the safety of aircraft in flight at risk.

Therefore, we object to the above proposition in its current form. If some mitigation is provided with assurance that there will be no such emissions from the chimney, then we will be happy to review our response.

8. Northumbrian Water 8 October 2019

In making our response to the local planning authority Northumbrian Water will assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control. It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit;

<https://www.nwl.co.uk/developers.aspx>.

Having assessed the proposed development against the context outlined above we have the following comments to make:

At this early stage, the application does not provide sufficient information with regard to the management of foul and surface water from the development for Northumbrian Water to assess our capacity to treat the flows from the development.

The Developer should develop their Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely :-

- Soakaway*
- Watercourse, and finally*
- Sewer*

We recommend that the developer contact Northumbrian Water to agree allowable discharge rates and points into the public sewer network. This can be done by submitting a pre-planning enquiry directly to us. Full details and guidance can be found at;

<https://www.nwl.co.uk/developers/predevelopment-enquiries.aspx> or telephone 0191 419 6559

9. Highways England 9 October 2019

Our interest is the continued safety and operation of the Strategic Road Network (SRN). The closest point of the SRN is the A1053, Greystones Road, approximately a kilometre from the site. It is unlikely that the traffic from this development causes us any concern, however for certainty if you could consult on receipt of the planning application. As the scoping report points out the impact is probably greater at the construction stage than during operation so if a relevant Construction Transport Management plan can be included this would be helpful.

Redcar and Cleveland Council Service Teams

10. Planning Strategy 11 October 2019

The following policies are relevant when considering the proposed development:

National Policy

The revised National Planning Policy Framework (NPPF) was published by the government in February 2019. It is confirmed in the NPPF that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise, and that the NPPF is a material consideration in that regard (para. 2).

Redcar & Cleveland Local Plan 2015-2032 (May 2018):

Policy SD1: Sustainable Development

Policy SD2: Locational Policy

Policy SD3: Development Limits

Policy SD4: General Development Principles

Policy SD6: Renewable Energy

Policy SD7: Flood and Water Management

Policy LS4: South Tees Spatial Strategy

Policy ED6: Promoting Economic Growth

Policy N4: Biodiversity and Geological Conservation

Policy TA1: Transport and New Development

Minerals and Waste Core Strategy DPD

Policy MWC8: General Locations for Waste Management Sites

Policy MWC10: Sustainable Transport

Minerals and Waste Development Policies and Sites DPD

Policy MWP8: South Tees Eco Park

Supplementary Planning Documents:

- *South Tees Area SPD*
- *Developer Contributions SPD*

The above policies are considered relevant as part of EIA and should be taken into consideration when undertaken the EIA and preparing plans for the development.

11. Strategic Planning (Conservation) 26 September 2019

The Council's Historic Environment Record indicates that the site is surrounded by remnants of historic industry. The potential impacts of the development should therefore be taken into account. In order to comply with Policy HE3 of the adopted Local Plan, it will be necessary to carry out a desk based assessment to be submitted as part of the planning application. Cleveland Industrial Archaeology Society may be a useful information source.

12. Highways Engineers 9 October 2019

I refer to the application and have no further comments to add.

13. Local Lead Flood Authority (LLFA) 11 October 2019

A site-specific FRA should accompany any application and should be in accordance with Policy SD7 Flood and Water Management. The LLFA would be happy to discuss any specific matters relating to flood risk, surface water management and drainage strategy.

14. Environmental Protection (Contaminated Land) and (Nuisance) 30 October 2019

I have no objections to the above proposal.

15. Natural Heritage Manager

Further to comment received re PROW - this route forms part of a National Trail (England Coast Path), so needs to be accessible at all times.

16. Rights of Way 19 September 2019

The Teesdale Way public footpath lies to the north of the site but has a pipeline route between the path and the site boundary. There should be no interference with the availability and use of the PROW.

The traffic impact of the site will need to be the subject of a detailed Transport Assessment.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Adrian Miller', with a long horizontal stroke extending to the right.

**Adrian Miller BA (Hons) Dip TP MRTPI
Head of Planning and Development**

Appendix C

PIA Data

Crashmap Accident Data (Five Year Search Results)

Criteria

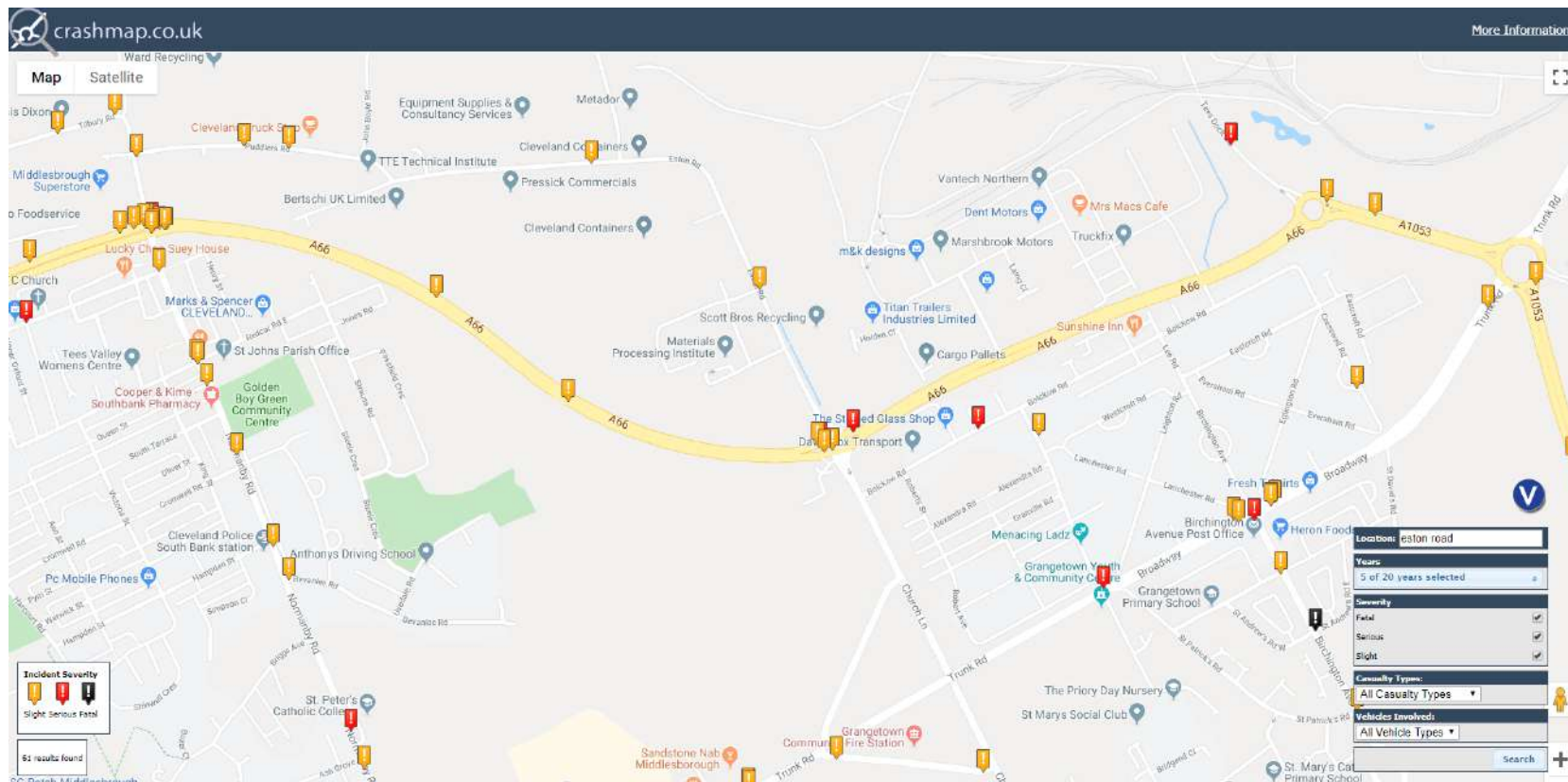
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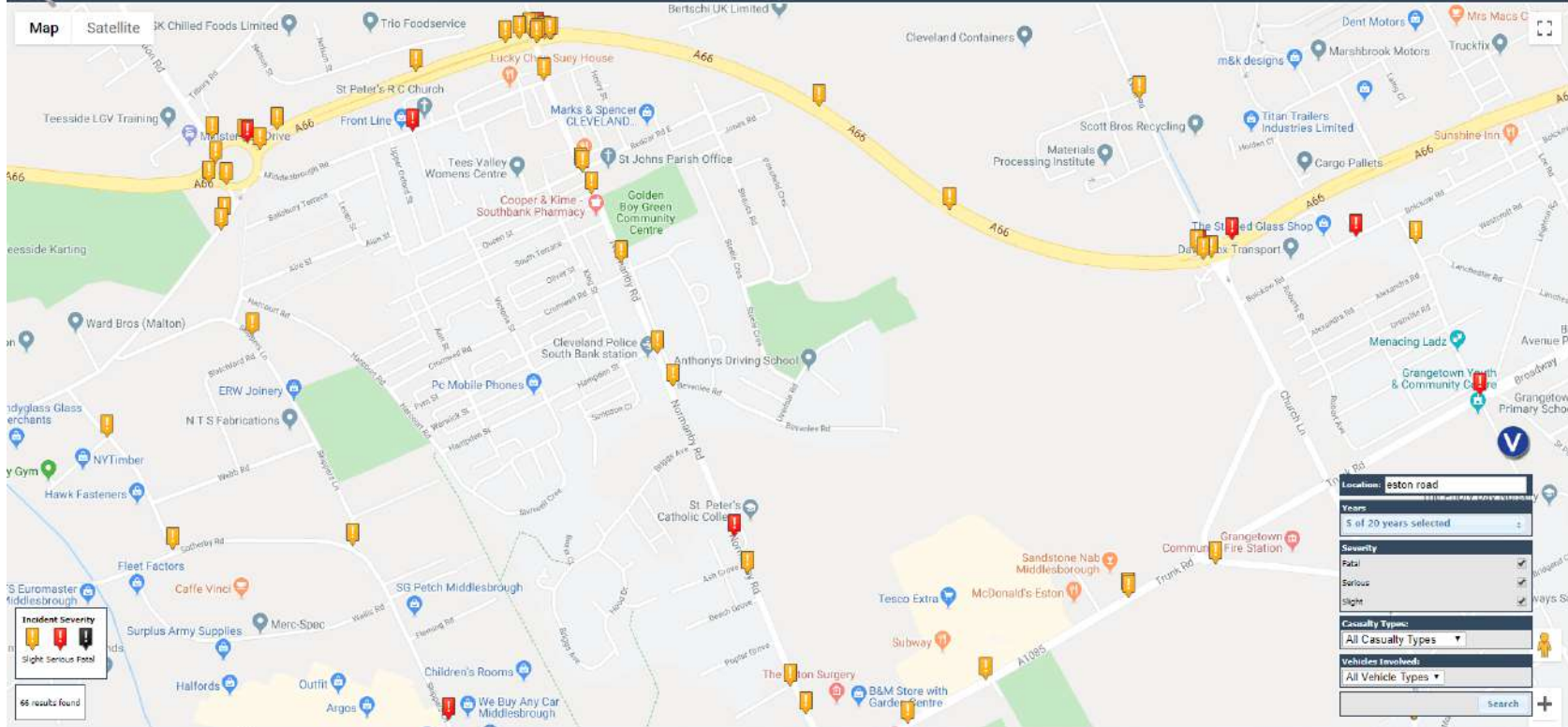
Years: 5 of 19 Years Selected

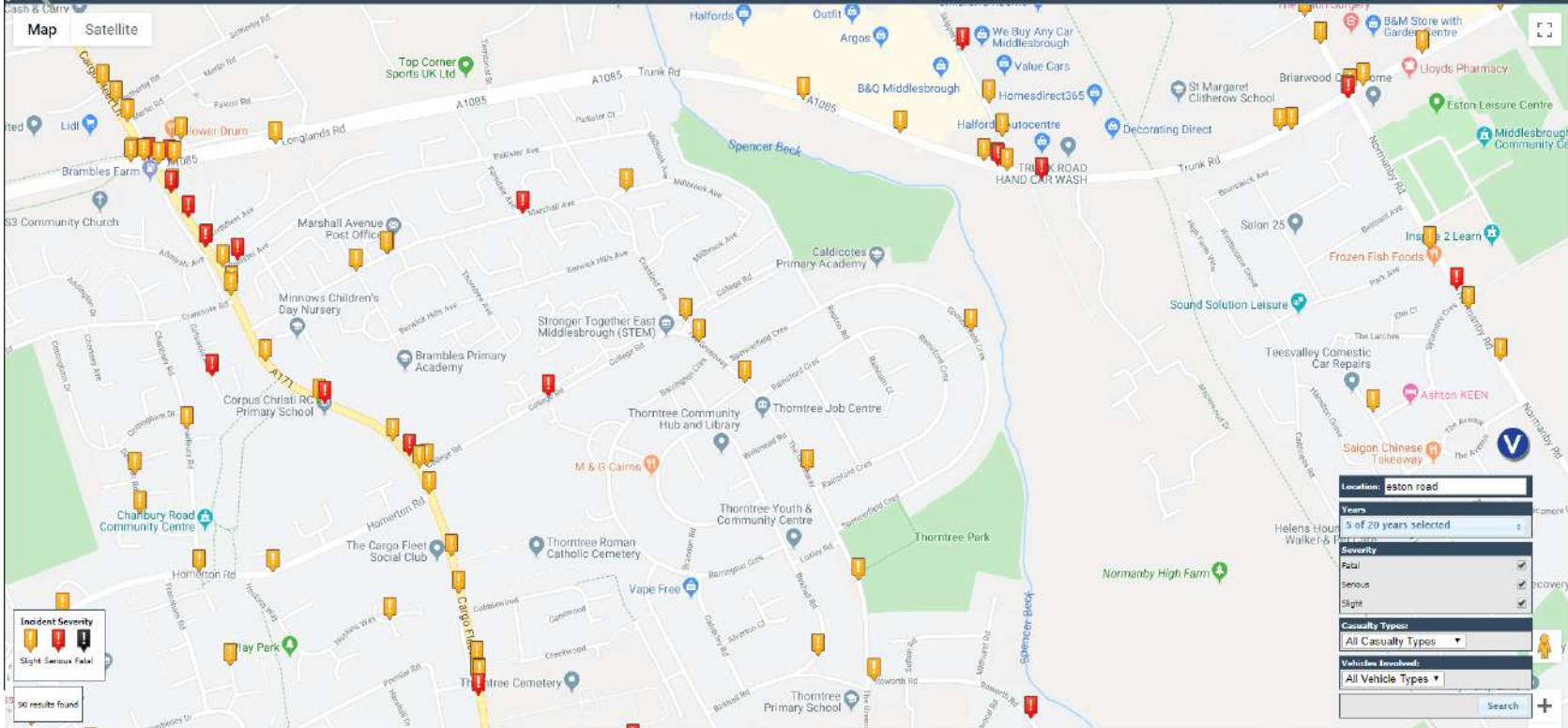
Severity: Fatal, Serious, Slight

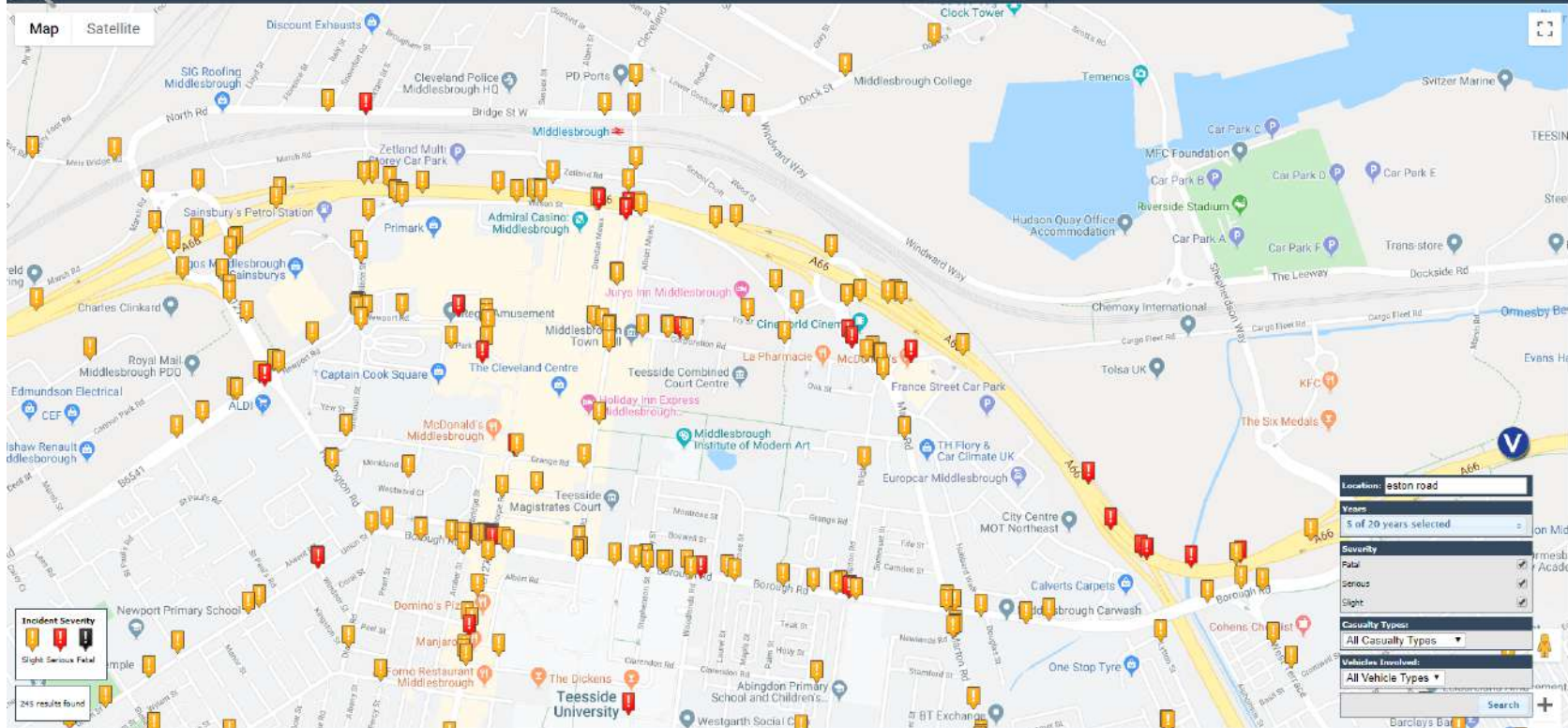
Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types









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