



South Industrial Zone

Environmental Statement
July 2020

Volume 3 - Technical Appendices

Appendices to Chapter E
(Noise and Vibration)

Appendix E1: Consultation Correspondence

[REDACTED]

From: [REDACTED]
Sent: 19 June 2020 09:29
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Proposed development - South Industrial Zone (South Tees)
Attachments: 1305-STDC SB-SD-00.01 Existing Site Plan.pdf; 1305-TM-SB-SD10.02 Proposed Site Plan Option01 Aerial.pdf

Hi Mick

Thank you for getting back to us and providing some useful leads with respect to baseline, unfortunately, none of the references provide sound level survey information that could assist our study.

Currently we are working on a set of assumptions for the noise assessments. We are trying to go with a reasonable worst case approach, taking in consideration that the closest sensitive receptors are located around 500 metres from the site boundary.

Baseline sound levels

We are unable to undertake any sound level surveys at the moment. This is due to our current company Health and Safety constraints and the likelihood that the current sound environment may not be representative, e.g. road traffic flows and industrial activity in the area. We are, therefore, proposing to model existing rail and traffic sources to establish baseline levels for daytime and night-time. We are unable to include other sound sources, e.g. industrial, within the noise model with any degree of certainty so will rely on road and rail. This is considered to represent a conservative baseline.

Rail Traffic

We will predict rail noise levels to estimate the baseline and the future baseline levels. We assume that no change will occur in the train service schedule. Flows and class of the trains will be taken from the scheduled timetable within next 3 months from www.realtimetrain.co.uk and averaged.

Road Traffic

The traffic flows are based on the North Regional Transport Model (NRTM)

Construction

Due to lack of detailed construction information at this stage we are proposing to apply a reasonably worst case approach. We are proposing to use piling rig sound sources with the highest noise levels (taken from BS5228) and locate each source at the southern edge of each proposed building (with reference to the attached layout), which is considered to represent the worst case scenario for noise assessment. Vibration will be scoped out given the separation distance between the site and sensitive receptors.

Construction hours are assumed to be 24hrs a day, 7 days per week, which is understood to be common practice in the area.

Operation

The proposed development is described as Class B2 (General Industry), as a reasonably worst case from acoustics point of view. The attached drawings illustrate the currently proposed site plan indicating the location of the buildings and the vehicle movement/access points.

The maximum height of the proposed buildings are considered to be 35m. No further information is available at the time of writing. We propose the following sources assumptions for the operational activities:

-Building breakout noise

Internal reverberant sound level of 85dBA. Each building assumed to be 35m high, model sound propagation using ISO9613 Acoustics – Attenuation of Sound during Propagation Outdoors: Part 2: General Method of Calculation (1996).

-Each building has an associated industrial AHU unit/large extract fan unit on the south of the building positioned near the roof. Propagation using ISO9613.

-Traffic movements in and out model using Calculation of Road Traffic Noise (CRTN)

-Operating hours is considered to be 24hrs a day, 7 days per week.

Please can you confirm if the above assumptions are satisfactory.

Regards

Roma



From:

Sent: 09 June 2020 11:15

To:

Cc:

Subject: [External] FW: Proposed development - South Tees Development Corporation

Morning Cat,

Please see our response below,

The following planning application has an accompanying EIR - Outline Planning Application For An Overhead Conveyor And Associated Storage Facilities In Connection With The York Potash Project R/2017/0906/OOM which may help with both AQ and noise.

AQ:

RCBCs 2020 ASR with 2019 data will be submitted to Defra by the end of June 2020, 2019 data is available if you can advise what is required.

We would still want to see the justification for scoping out construction traffic.

Will there be any consideration of cumulative AQ impact of the overall site development on current commercial activities including other proposed applications i.e energy from waste application on the Prairie site?

It is likely the site will generate a large increase in traffic levels – therefore we would like your assessment to consider traffic along the A66 through Middlesbrough and the southbank area of RCBC.

We have a NOx tube on the A66 just after the Bolckow Ind Est entrance (heading towards M'bro) it's not exceed the 40µg limit yet, but we are seeing an increase each year and its average is generally late 20µg's but we have seen monthly totals in the late 30 µg's.

Noise

The site in general was regulated under a A1 permit by the Environment Agency, and when in operation particularly the Blast furnace area in Redcar did generate noise complaints which both ourselves initially and the Agency investigated. (we have not monitored with a noise meter)

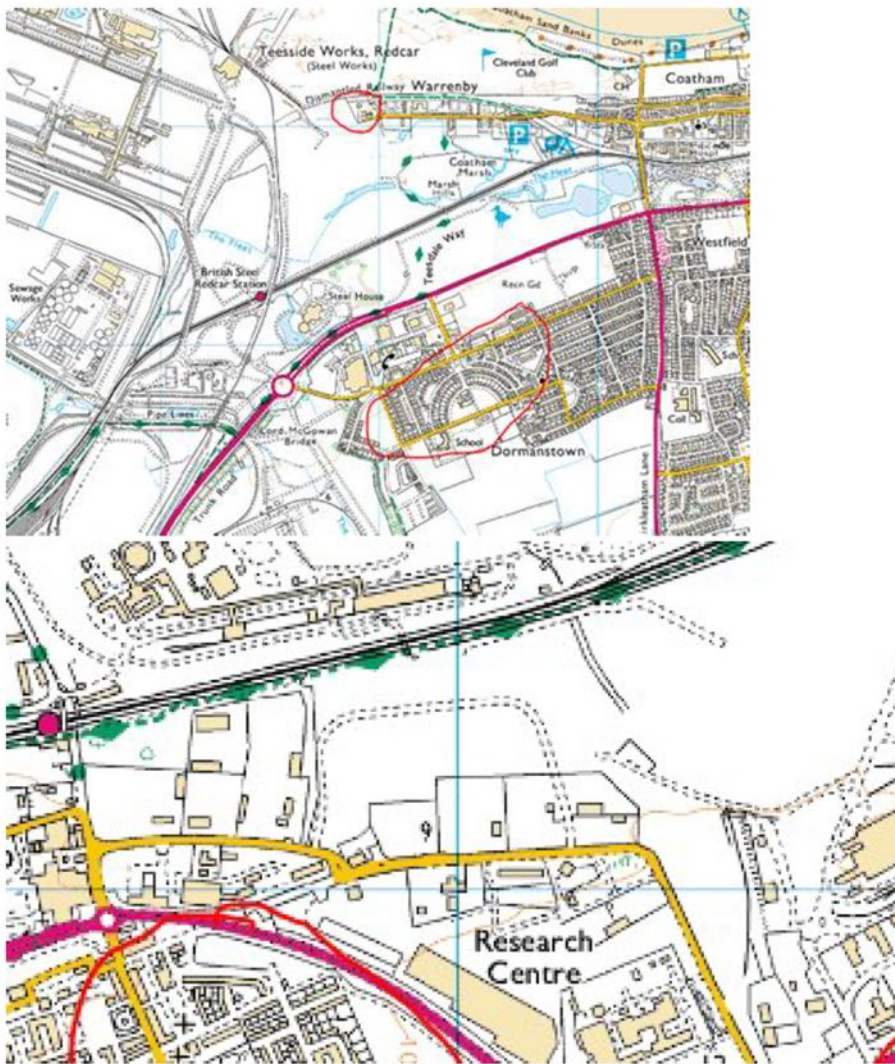
Base line monitoring may have been carried out for the Scoping Opinion Under Part 2 Section 6 Of The Town And Country Planning (Environmental Impact Assessment) Regulations 2017 Energy From Waste Plant (Efw) R/2019/0700/SCP prior to the Covid restrictions.

We are not sure of the quality of the Defra noise maps for use, they are very broad scale. Given the ongoing changes in the is it still not possible to undertake any form of noise monitoring?

We are not aware of any loud industrial noise activities (Or other activity) with close proximity to the study area, that may affect the baseline levels, however the MGT biomass plant I believe is in the commissioning stage, and there is also operations on Redcar Bulk terminal for storage of arising's from the tunnel on the Anglo American polyhalite project

Highlighted closest residential properties circled in red below.

The following planning application has an accompanying EIR - Outline Planning Application For An Overhead Conveyor And Associated Storage Facilities In Connection With The York Potash Project R/2017/0906/OOM may help with any sensitive non-residential receptors within the study area.



We currently do not have any noise policy related document on the council's website so the general list you have proposed below is acceptable

- Professional Practice Guidance on Planning and Noise (ProPG)
- National Planning Policy Framework (NPPF);
- Noise Policy Statement for England (NPSE);
- BS 5228:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise and Part 2: Vibration; (Discuss concessions on working hours (eg long processes that must be continuous such as concrete pumping).
- BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound; (what target noise criteria is considered appropriate for this area (eg rating level not to exceed background level).
- British Standard BS 8233:2014 Guidance on sound insulation and noise reduction for buildings;
- Design Manual for Roads and Bridges LA 111, Noise and Vibration, Revision 1;
- BS 6472 (2008), Guide to Evaluation of Human Exposure to Vibration in Buildings;

Regards

Mick [REDACTED]
Contaminated Land Officer

Redcar & Cleveland Borough Council



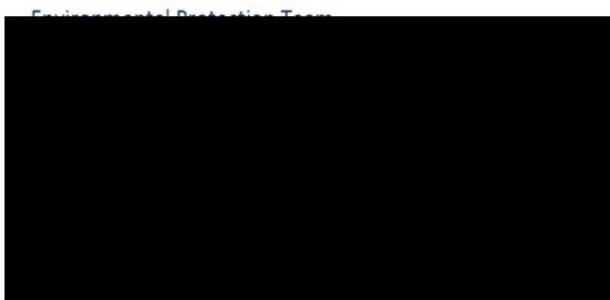
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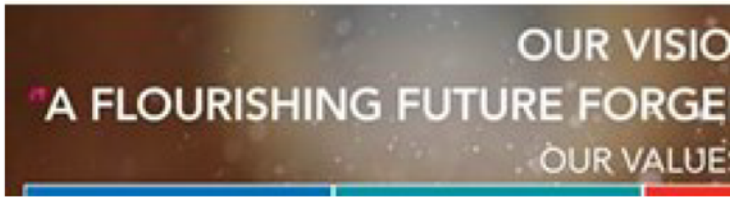
From: [REDACTED]
Sent: 26 May 2020 14:26
To: [REDACTED]
Subject: FW: Proposed development - South Tees Development Corporation

Hi Cat,
I'll pass this on to relevant colleagues to comment and get back to you.
With respect to Greenhouse gasses assessment we don't have a climate change officer. Rebecca Wren (Planning Strategy Manager) is leading the work on our emerging Environment Strategy and is happy to speak to you.
Regards

Mich [REDACTED]
Contaminated Land Officer
Redcar & Cleveland Borough Council



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From: Environmental Protection
Sent: 22 May 2020 11:21
To: [REDACTED]
Subject: FW: Proposed development - South Tees Development Corporation

From: [REDACTED]
Sent: 22 May 2020 10:32
To: Environmental Protection <Environmental.Protection@redcar-cleveland.gov.uk>
Cc: [REDACTED]
Subject: Proposed development - South Tees Development Corporation

Good Morning,

My colleagues and I are working on an EIA for the South Tees Development Corporation's (STDC) forthcoming outline planning application for the Southern Industrial Zone, South Tees area, Redcar, which Lichfields has discussed with Adrian Miller (Head of Planning). To assess the potential impacts, we would like to discuss the methodologies and queries outlined below with relevant officers at the council to address any comments that you may have at this stage. We have broken down our comments into air quality, noise, and greenhouse gases. We have also provided some background information on this scheme below if useful.

I would be grateful if you could please review the below or pass these notes to the relevant person. We are working to very tight time scales at present so I would greatly appreciate your input as soon as possible.

As an aside, please treat this project as confidential.

[Introduction to the scheme](#)

The proposed development will comprise storage or distribution facilities (Use Class B8) and general industry (Use Class B2) with ancillary office accommodation (Use Class B1). A separate application will also be brought forward for a new quay and dredging within the River Tees in addition to land-based development. Arup is assisting with the planning application and EIA for the land-based development. The landside development will include site remediation, new accesses to the site, new buildings, installation of a surface water drainage system, a pumped drainage system, a power supply system and water supply system, and associated ancillary works.

We attach a draft red line boundary and draft development parameters. These are subject to change following ongoing environmental assessments but will help form our initial discussions.

[Air Quality](#)

Contact: [REDACTED]

To assess the potential impacts on air quality, we would propose the methodology outlined below for the EIA chapter and we would like to address any queries that you may have.

Scope of assessment

- A baseline assessment will be undertaken to determine existing air quality in the area using available data from the Redcar and Cleveland Borough Council (RCBC) review and assessment process and data available from the Defra UK-Air Website;
- An assessment of construction dust and emissions during the construction phase of the proposed development will be undertaken. The Institute of Air Quality Management (IAQM) guidance for the assessment of dust from demolition and construction will be followed;
- At this time, it is assumed that the construction traffic assessment will be scoped out. This will be confirmed following receipt of construction traffic data, which will be screened using the IAQM screening criteria;
- An assessment of operational impacts resulting from the proposed development will be carried out, including detailed dispersion modelling of the emissions from operational traffic should the IAQM screening criteria be exceeded;
- No assessment of car parks or combustion sources are proposed at this time, based on the information available about the proposed development;
- All marine elements associated with the new quay and dredging will be covered in a separate assessment, including emissions from ships and any potential impacts from shipping emissions to onshore receptors;
- We will screen traffic data and if required, assess impacts to both human and ecological receptors in the area;
- Model verification will be undertaken, using data from RCBC monitoring sites that are suitable for verification once traffic data is available; and
- Mitigation measures will be recommended for the construction and operational phases, should they be required.

We would also like to ask if 2019 monitoring data is available? If not, we will use the 2019 ASR and a baseline year of 2018.

Greenhouse Gases

Contact: [REDACTED]

Our carbon and climate change team are assessing the whole lifecycle greenhouse gas emissions for the scheme, including embodied material emissions, construction process emissions, and operational emissions for the design life of the project. We would like to discuss the impact of the scheme with the climate change officer at the council. In particular we would like to confirm our understanding of the council's climate change targets and mitigation strategy, and discuss our methodology and assumptions to ensure the assessment is as robust as possible for the planning application. Could you advise who to speak to about this and provide their contact details please?

Noise

Contact: [REDACTED]

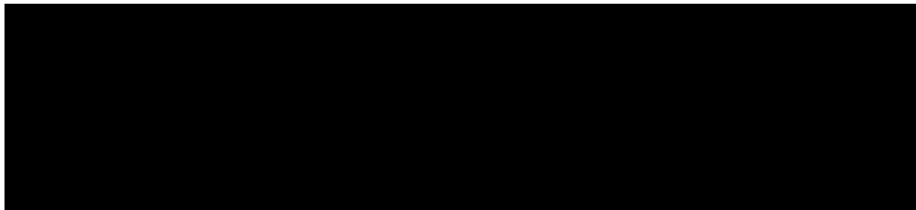
The Noise team would like to discuss:

- 1) The noise baseline, since due to COVID-19 it will be impossible to undertake any noise survey, therefore we need to agree on the way we gather the baseline levels (e.g. modelling approach, getting data from DEFRA maps, any other available data from council) and what year we should use for the baseline. (The Steelworks was closed just 5 years ago)
- 2) Any loud industrial noise activities(Or other activity) with close proximity to the study area, that may affect our baseline levels.
- 3) Highlight closest residential properties and any sensitive non-residential receptors within the study area.
- 4) Agree on the policies and guidance that we are planning to use. Is there any specific requirement from the Council? (Currently we cannot find any noise policy related document on the council's website) so a general list would be (based on the information that we have right now):
 - Professional Practice Guidance on Planning and Noise (ProPG)
 - National Planning Policy Framework (NPPF);
 - Noise Policy Statement for England (NPSE);


- BS 5228:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise and Part 2: Vibration; (Discuss concessions on working hours (eg long processes that must be continuous such as concrete pumping).
 - BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound; (what target noise criteria is considered appropriate for this area (eg rating level not to exceed background level).
 - British Standard BS 8233:2014 Guidance on sound insulation and noise reduction for buildings;
 - Design Manual for Roads and Bridges LA 111, Noise and Vibration, Revision 1;
 - BS 6472 (2008), Guide to Evaluation of Human Exposure to Vibration in Buildings;
- 4) Assumptions that we have to propose due to lack of detailed design information
- 5) Any other consultees that we should be contacted with regard to noise impacts associated with this development.

Many thanks for your help. Looking forward to hearing from you.

Kind regards,
Cat



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