

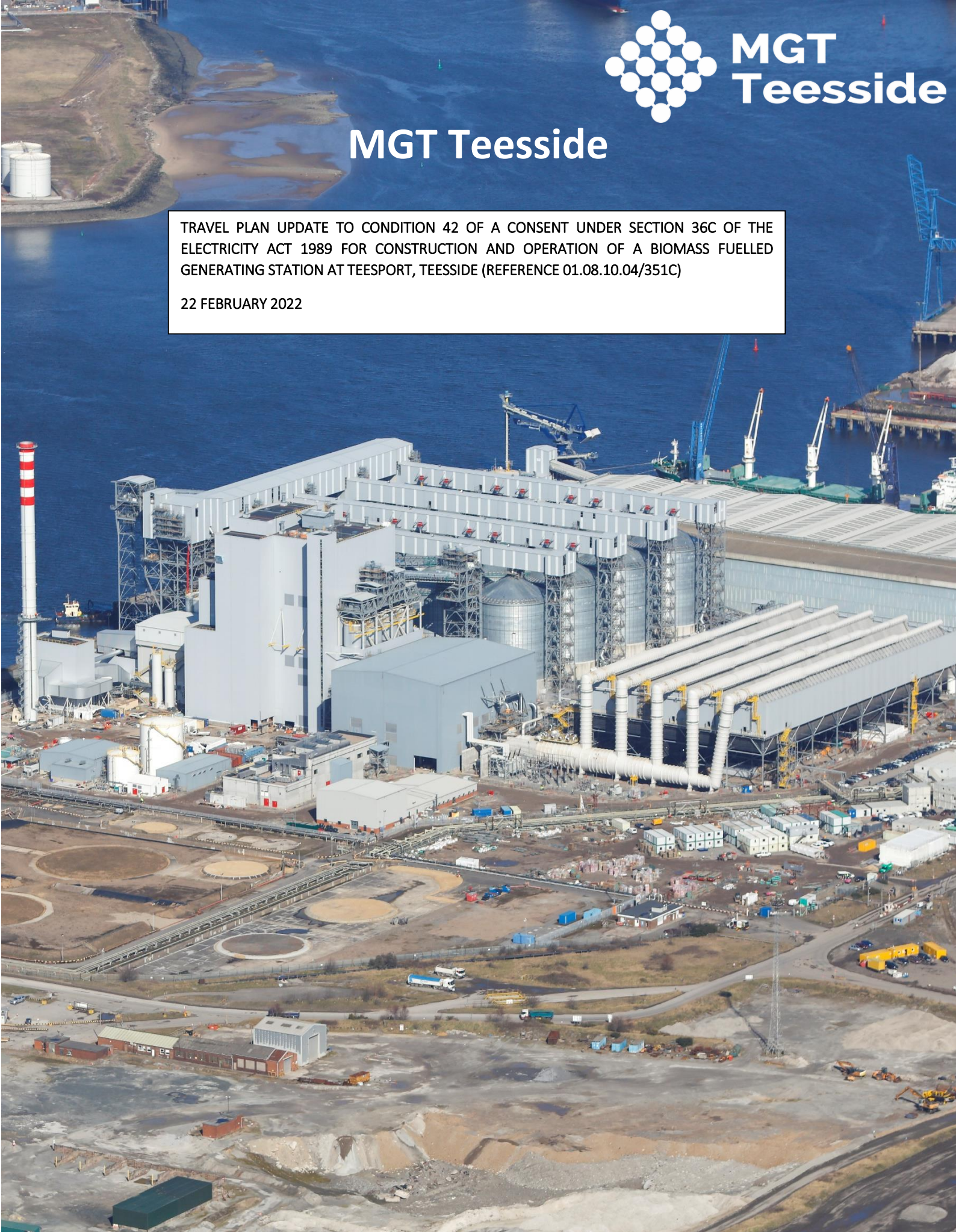


**MGT
Teesside**

MGT Teesside

TRAVEL PLAN UPDATE TO CONDITION 42 OF A CONSENT UNDER SECTION 36C OF THE ELECTRICITY ACT 1989 FOR CONSTRUCTION AND OPERATION OF A BIOMASS FUELLED GENERATING STATION AT TEESPORT, TEESSIDE (REFERENCE 01.08.10.04/351C)

22 FEBRUARY 2022



TEES RENEWABLE ENERGY PLANT (THE PLANT)

TRAVEL PLAN UPDATE TO CONDITION 42 OF A CONSENT UNDER SECTION 36C OF THE ELECTRICITY ACT 1989 FOR CONSTRUCTION AND OPERATION OF A BIOMASS FUELLED GENERATING STATION AT TEESPORT, TEESIDE DATED 23th OCTOBER 2015 WHICH IS A VARIATION OF THE ORIGINAL SECTION 36 CONSENT DATED 15 JULY 2009 WITH REFERENCE 01.08.10.04/351C GRANTED TO MGT TEESIDE LIMITED (MGT)

TRAVEL PLAN UPDATE

1. PURPOSE

This document is an update to the Tees Renewable Energy Plant Travel Plan (RPS 2012) and Travel Plan (Ref: 70110-00-YDR-ONM-TR-507D) previously submitted to Redcar and Cleveland Borough Council (RCBC) both of which discharged Condition 42 as per the decision notice 01.08.10.04/351C as varied by the decision letter dated 23rd October 2015, issued by the then Department of Energy and Climate Change under Section 36 of the Electricity Act 1989. Condition 42 states:

The commencement of the Development shall not take place until there has been submitted to, approved in writing by and deposited with, the Council a scheme for transporting those involved in the construction and operation of the Development by means other than by single passenger car occupancy. The approved scheme shall be adhered to throughout the period of construction and operation of the Development unless otherwise agreed in writing by the Council.

2. INTRODUCTION

MGT is developing a 100% biomass fuelled power project (the plant) on a site in Teesside (the site). The plant will be one of the world's largest renewable energy plants, providing some 299MWe (gross) of renewable energy electricity, enough to power around 600,000 homes.

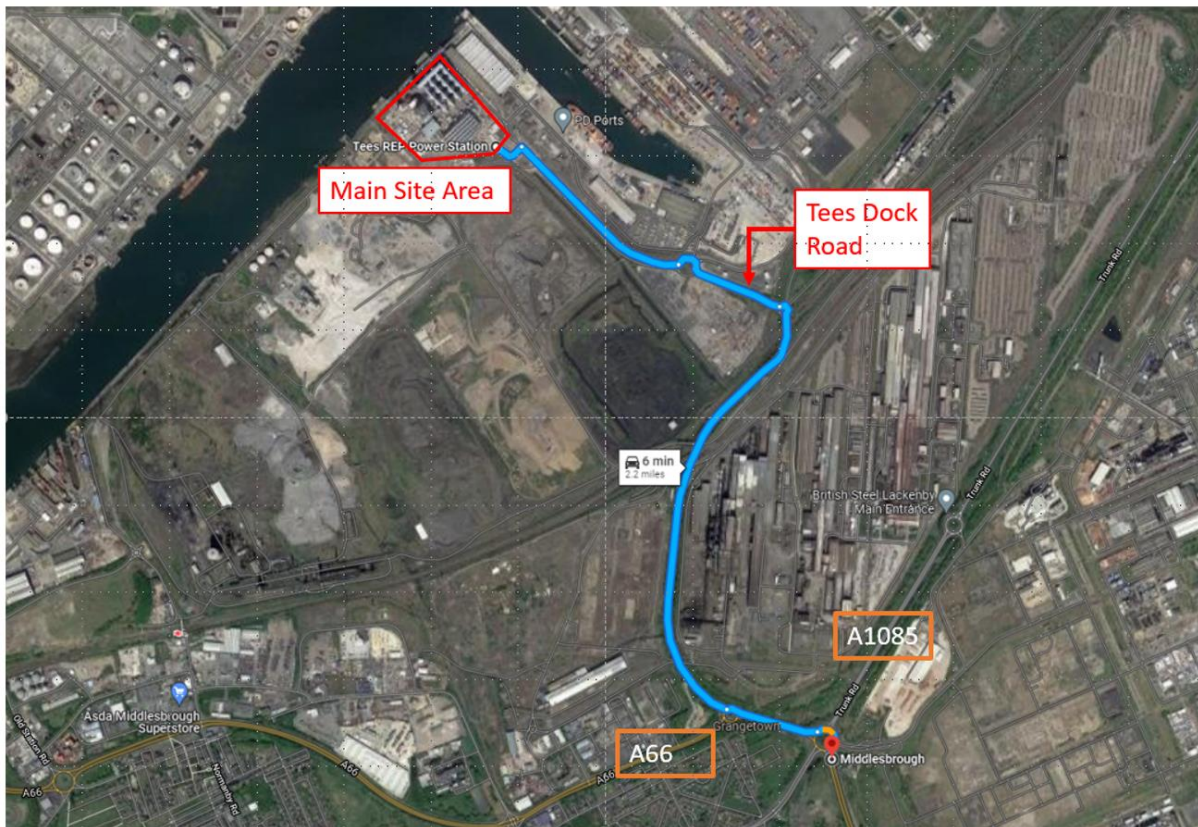
The construction works at the plant are substantially complete and the works are focusing on commissioning with commercial operation anticipated to commence in the second half of 2022. This report serves to provide an update to the Travel Plan (Ref: 70110-00-YDR-ONM-TR-507D) which focused on construction by providing details of anticipated workforce travel during commercial operation. This Travel Plan Update is restricted to the strategy in place with regards to staff movements to and from their place of work at the site.

3. THE SITE

The plant is located adjacent to the main southern dock at Teesport on the south bank of the River Tees in the borough of Redcar and Cleveland. The Site access is via the roads within Teesport which are unclassified. Beyond Teesport, roads link to the wider strategic road network which includes the A66, A174, A1053 and A1085. The A19 from the A1(M) are also key arterial routes for the site. These will be feeder routes for the workforce as well as materials brought by road to site. The description of the latter is contained within Tees Renewable Energy Plant Travel Plan. (RPS 2012). Figure 1 identifies the access route to be used for access to the site from the A66, the A1053 and the A1085.

South Bank Station located approximately 5.6 km to the south west is the nearest railway station to the site. This links in to the main national rail network.

Figure 1 – Access to the Site from the Highway Network



4. WORKFORCE TRAFFIC GENERATION AND IMPACTS DURING OPERATION

During operation workforce numbers and shift patterns will be as follows:

Operation shift travelling:

- Incoming day shift operators 5 persons at 06:15 hrs (every day)
- Outgoing night shift operators 5 persons at 06:45 hrs (every day)
- Incoming night shift operators 5 persons at 18:15 hrs (every day)
- Outgoing day shift operators 5 persons at 18:45 hrs (every day)

Day working staff members travelling:

- Incoming day working staff; 22 persons at 07:30 - 08:30 hrs (week days, excluding weekends)
- Outgoing day working staff; 22 persons at 16:00 – 17:00 hrs (week days, excluding weekends)

Daily contractors:

- Incoming daily contractors staff; 20 persons at 07:30 - 08:30 hrs (week days, excluding weekends)
- Outgoing daily contractors staff; 20 persons at 16:00 – 17:00 hrs (week days, excluding weekends)

Annual overhaul contractors (one time per year, for 21 days):

- Incoming day shift annual overhaul contractors, 75 persons at 06:00 hrs (every day, for 21 days during annual overhaul)
- Outgoing night shift annual overhaul contractors, 75 persons at 06:30 hrs (every day, for 21 days during annual overhaul)

- Incoming night shift annual overhaul contractors, 75 persons at 18:00 hrs (every day, for 21 days during annual overhaul)
- Outgoing day shift annual overhaul contractors, 75 persons at 18:30 hrs (every day, for 21 days during annual overhaul)

Staff are anticipated to arrive at the site within the 30-minute period preceding the start of the operating day/shift and depart in the 30-minute period that follows the end of the operating day/shift.

Staff are likely to originate from different locations with their travel impacts concentrated on the local A1053 highway network and Tees Dock Road but we anticipate road usage to entry the site will be via:

- 25% Trunk Road from Redcar -> Teesdock road to site
- 25% A174 road from Saltsburn and Marske areas -> Teesdock road access to site
- 25% A66 road from Middlesbrough -> Teesdock road access to site
- 25% A174 road from Yarm area -> Teesdock road to site

The workforce numbers during commercial operation will be considerable less than those considered when the Tees Renewable Energy Plant Travel Plan was produced which predicted during operation 150 two way trips, spread throughout the day by the shift system. The Tees Renewable Energy Plant Travel Plan concluded there would be a minimal impact as the existing local road network will have sufficient capacity to accommodate this level of increase in traffic volume. This conclusion is borne out by the fact that the trips during the construction period of the plant were more than 150 two-way trips and there was no noticeable impact on the traffic in the locality of the site.

It is concluded that operation of the plant will not have a significant impact on the road network.

6. TRAVEL INITIATIVES

The Travel Plan (Ref: 70110-00-YDR-ONM-TR-507D fully considered travel initiatives such as local shuttle bus service, local train services railways and cycle ways and the reader is referred back to that report. That report concluded that due to the fairly remote location of Teesport and the lack of immediately accessible public services to the site, the predominant and preferred form of transport used by the workforce will be by car.

Based on the foregoing and the fact that the plant will not have a significant impact on the road network, during commercial operation the following travel initiatives are proposed:

- Car sharing is discouraged due to covid at the present time but in time consideration will be given to encourage car sharing by including it in site inductions and if there is interest development of a database of staff interested in car sharing.
- Sustainable travel will be encouraged through the staff induction process and by the display of cycle and relevant bus and train timetables.

MGT Teesside Limited

22 February 2022.