

## Transport Statement

Tees Valley Energy Recovery Facility  
Grangetown Prairie, Dorman Point  
Prepared on behalf of Viridor Tees Valley Limited  
March 2023

Intended for  
**Viridor Tees Valley Limited**

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# **TEES VALLEY ENERGY RECOVERY FACILITY GRANGETOWN PRAIRIE, DORMAN POINT TRANSPORT STATEMENT**

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# 1. INTRODUCTION

## 1.1 Appointment and Brief

This Transport Statement has been prepared by Ramboll UK Limited (Ramboll) on behalf of Viridor Tees Valley Limited to support a reserved matters application for the proposed development of Tees Valley Energy Recovery Facility (ERF) on a site at Grangetown Prairie near Middlesbrough.

Tees Valley Authorities, Durham County Council and Newcastle City Council (the Councils) have joined together to create an opportunity for a contractor to design, build, finance and operate a new ERF to be located in the Tees Valley on a mandated site owned by the South Tees Development Corporation (STDC). Redcar & Cleveland Borough Council (RCBC), as the local planning authority, granted outline planning permission for the construction of an ERF and associated development at the site under Ref R/2019/0767/OOM on 24 July 2020.

Viridor is applying for reserved matters approval for the details of an ERF pursuant to this outline permission. The application for outline permission refers to an ERF with a capacity of approximately 450,000 tonnes of residual waste per year.

## 1.2 Background

It was agreed with RCBC Planning that the proposed development was unlikely to have a material impact on the operation of the local highway network during the typical weekday AM and PM peak hours and no further assessment was required as part of the Transport Statement. The scope and approach for this Transport Statement was set out to Adrian Miller by email dated 4 June 2021 and it was confirmed by return:

*'This is a reasonable approach as the peak hour traffic movements would be low. A Transport Statement setting out this information and making a commitment to minimising deliveries during the peak hours would be sufficient'.* [email dated 7 June 2021 from Adrian Miller, Head of Planning and Development, Redcar and Cleveland Borough Council].

## 1.3 Scope

The scope of this Transport Statement has been informed by BREEAM New Construction 2018 requirements for achieving credits under Tra 01. Table 2.1 below identifies the BREEAM Tra 01 requirements and provides references within this document where these requirements are addressed. An Interim Travel Plan accompanies this BREEAM Transport Statement.

**Figure 2-1: Compliance with BREEAM New Construction 2018 requirements**

Tra 01 Requirements	Document Reference
<p><i>No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form</i></p> <p><b>The site-specific travel assessment shall cover as a minimum:</b></p> <ul style="list-style-type: none"> <li><i>If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.</i></li> <li><i>Predicted travel patterns and transport impact of future building or site users.</i></li> </ul>	<p>Documents prepared towards the end Concept Design. Site-specific Transport Statement and Interim Travel Plan provided.</p> <p>N/A – not relevant as this is a new facility, so there are no existing building users.</p> <p>See assessment of transport impacts in Section 5</p>

- *Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.*
- *Reporting of the number and type of existing accessible amenities within 500m of the site.*
- *Disabled access accounting for varying levels and types of disability, including visual impairment.*
- *Calculation of the existing Public Transport Accessibility Index (AI).*
- *Current facilities for cyclists.*

*Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation*

*If the occupier is known, involve them in the development of the travel plan*

*Demonstrate that the travel plan will be implemented and supported by the building's management in operation.*

See description of walking and cycling environment in Section 3.4

See existing accessible amenities in Section 3.5

See description of baseline conditions in Section 3; and proposed disabled parking provision in Section 4.1

See Section 3.3.3

See existing conditions in Section 3.4.3; and proposed cycle parking in Section 4.1

Interim Travel Plan provided:

- Aims, objectives and targets – see Section 6
- Measures – see Section 7
- Management strategy – see Section 8

See section 7 and 8

See Interim Travel Plan: Section 8

## 2. POLICY CONTEXT

### 2.1 National Planning Policy Framework (July 2021)

This Framework sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Paragraph 113 of the NPPF states:

*"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."*

Paragraph 104 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) 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;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) 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*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

Paragraph 108 of the NPPF states:

*"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 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."*

### 2.2 Redcar & Cleveland Local Plan (adopted May 2018)

The Redcar & Cleveland Local Plan sets out the vision and overall development strategy for the Council's area and how it will be achieved for the period until 2032. Policy TA 1 *Transport and New Development*, emphasises the need that all new development is served by sustainable transport modes including public transport, foot ways and cycle routes.

Policy TA 1 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."*

Future transport provision should take into account traffic forecasts. This should reflect existing demand and take account of other developments as well as trip reductions predicted as a result of the implementation of demand management measures identified in the Local Transport Plan (LTP)."



### **2.3 Strategic Transport Plan 2020-2030, Tees Valley Combined Authority**

The Strategic Transport Plan has been prepared to deliver three broad objectives:

- Social Opportunity – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing. Economic Growth – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish. Carbon Reduction and Environment – Reducing carbon emissions, minimising the impact of the transport network on the environment and supporting the legislative requirements to reduce air and noise pollution

### **2.4 Tees Valley Design Guide & Specification**

The Design Guide & Specification has been produced by a working group comprising Engineers and Planners from the Authorities of Hartlepool, Middlesbrough, Redcar and Cleveland, Stockton-on-Tees Borough and Darlington Borough Councils. The Guide indicates the minimum standards of the Highway Authority to ensure adoption under Section 38 of the Highways Act 1980. It is intended to be used by architects, engineers, planners and developers involved in the preparation of schemes for new development.

### **2.5 BREEAM New Construction 2018**

BREEAM is an assessment using scientifically based sustainability metrics and indices that covers a range of environmental issues. BREEAM is intended to raise awareness amongst owners, occupiers and designers of the benefits of taking a sustainability approach. It helps them to successfully adopt sustainable solutions in a cost-effective manner and provides market recognition of their achievements with the aim to reduce the negative effects of construction and development on the environment.

BREEAM credits for the proposed development have been targeted for Tra 01 (Transport assessment and travel plan).

Compliance with the requirements for BREEAM credits under Tra 01 is summarised in section 1.3.

## 3. BASELINE CONDITIONS

### 3.1 Site Location

The site lies within the south west corner of the STDC regeneration area within the Grangetown Prairie Zone. The extent of the ERF outline permission (R/2019/0767/OOM) covers around 10 ha of land that is roughly rectangular in shape. The site is situated between John Boyle Road to the west, Tees Dock Road to the east, the A66 to the south and the railway line to the north. Further to this, Dorman Point Way is a newly constructed road that lies to the south of the proposed ERF site.

The site subject to the reserved matters application sits within the area of the outline permission and covers an area of 8.87 ha, at 10m above Ordnance Datum.

The ERF site is a previously developed industrial site that was formerly used for the production of iron and steel (occupied by Eston Iron Works and Cleveland Steel Works). Following the closure of the steel works and cessation of industrial activities, the building complex was cleared in the 1980's and the site is now vacant.

### 3.2 Highway

The local highway network within the vicinity of the site is described below:

**Eston Road/ Middlesbrough Road East** - The proposed new access road connects onto Eston Road. Eston Road is a well-lit, two-way single lane carriageway subject to a 30 mph speed limit. Eston Road connects to a four-arm signalised junction with the A66 and Church Lane southbound. Northbound, Eston Road becomes Middlesbrough Road East/Puddlers Road that in turn connects to the A66 via a four-arm signalised junction.

**A66** - The A66 is a well-lit dual carriageway subject to a 50 mph speed limit. The A66 is a regional distributor road that runs between Grangetown, Teesside and Workington, Cumbria. The A66 provides links between Teesside and Darlington and connections to the A19, A1053 and A174.

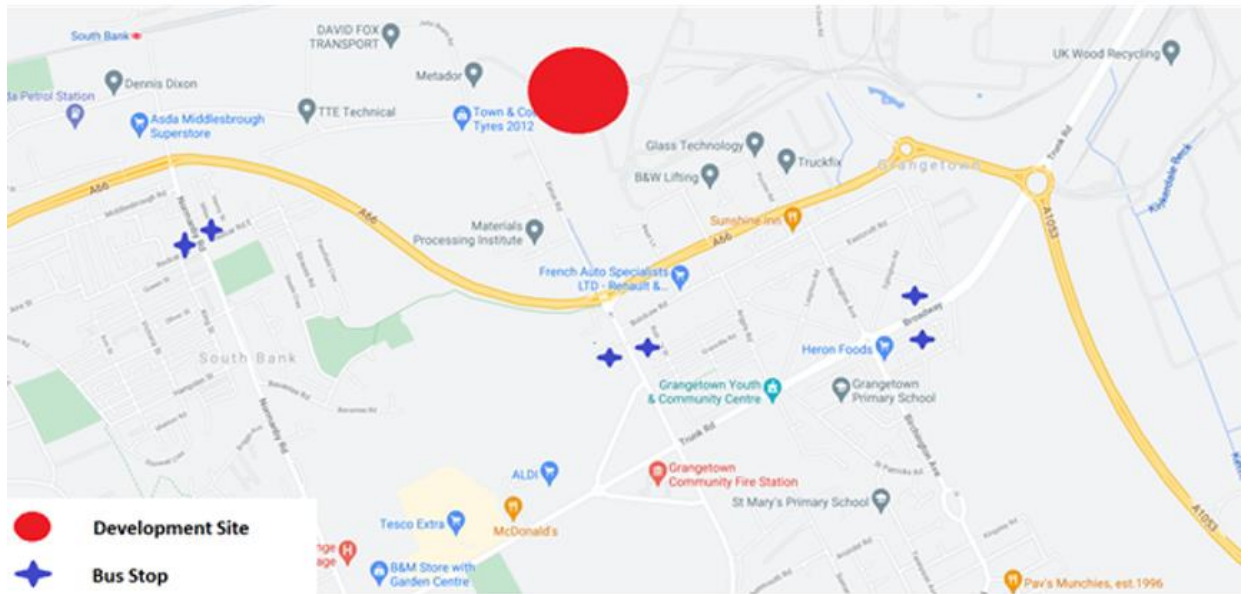
**A1053** - The A1053 is a dual carriageway, with a national speed limit. The A1053 connects the A66 in Grangetown with the A174 and forms part of the wider strategic road network. There are no footways either side of the road.

**A174** - The A174 is an unlit dual carriageway subject to the national speed limit. The A174 forms part of the strategic road network connecting Thornaby-on-Tees with Lazenby eastbound and with the A19 westbound.

### 3.3 Public Transport Accessibility

#### 3.3.1 Bus Services

The closest bus stops to the site are located on Church Lane approximately 0.6 km walking distance to the south of the site, Normanby Road, approximately 1.6 km walking distance to the west of the site and Broadway, 1.5 km walking distance to the southeast of the site, as shown in Figure 3.1.



**Figure 3.1: Bus Stop Locations** (Source: <https://www.google.com/maps>)

According to BREEAM guidance, a compliant rural node includes any bus service with a stop within 800m of the assessed building’s main entrance, measured via a safe pedestrian route (not ‘as the crow flies’). Therefore, the only compliant bus stop node is the bus stop located on Church Lane (c.640m walking distance).

**Table 3.1: Bus Services near the Development Site**

Service	Bus Route	Frequency		
		Monday-Friday	Saturday	Sunday
64A	Middlesbrough, South Bank, Normanby, Bankfields, Eston, Grangetown	From 0700 to 2233 (approximately every 30 mins)	From 0800 to 2233 (approximately every 30 mins)	From 0948 to 1848 (every 60 mins)
64	Middlesbrough, South Bank, Normanby, Bankfields, Eston, Grangetown	From 0730 to 1810 (approximately every 30 mins)	From 0800 to 1810 (approximately every 30 mins)	No Service
62	Middlesbrough, North Ormesby, Redcar, Redcar East, Kings Farm, New Marske, Marske	From 0643 to 2005 (approximately every 30 mins)	From 0812 to 2005 (approximately every 30 mins)	From 0905 to 2005 (every 60 mins)
101	Teesport-Middlesbrough Bus Station	3 buses a day	3 buses a day	3 buses a day

The routes map with the various services in the area including the services in Table 3.1 can be found in Appendix 1.

### 3.3.2 Rail Services

The closest rail station to the site is South Bank train station. The station is located west of the site and is approximately 1.1km walking distance. The Station is operated by Northern Trains and runs between Bishop Auckland and Saltburn. Monday to Sunday services are hourly in both directions. Table 3.2 shows the route and services from South Bank station.

According to BREEAM guidance, a compliant rural node includes any railway station within 1600m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). Therefore, South Bank Station (c.1100m walking distance) has been included as a compliant node.

**Table 3.2: Services from South Bank Station**

Rail Route	Frequency	
	Monday-Saturday	Sunday
Bishop Auckland-Darlington-Middlesbrough-South Bank-Redcar-Saltburn	Every 60 mins	Every 60 mins

### 3.3.3 BREEAM Accessibility Index

The BREEAM Accessibility Index (AI) is an indicator of the accessibility and density of the public transport network at a point of interest (the BREEAM assessed building), as defined under credit Tra 01 in BREEAM New Construction 2018. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

The public transport Accessibility Index (AI) for the assessed building is calculated and BREEAM credits awarded according to the building type.

The Accessibility Index is determined by entering the following information into the BREEAM Tra 01 calculator:

- The distance (m) from the main building entrance to each compliant public transport node;
- The public transport types serving the compliant node, e.g. bus or rail; and
- The average number of services stopping per hour at each compliant node during the operating hours of the building for a typical day.

A compliant rural node includes any bus service with a stop within 800m and any railway station within 1600m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies').

According to Table 7.2 of the BREEAM guidance, default operating hours of a 24 hour use building for a typical day are 07:00-20:00. A typical day should be taken as a mid-week day.

Using the BREEAM Tra 01 calculator to input details for the site, an AI of 0.89 has been achieved.

The BREEAM Tra 01 AI calculator output for the site can be seen in Appendix 2.

## 3.4 Pedestrian and Cycle Accessibility

### 3.4.1 Pedestrian Environment

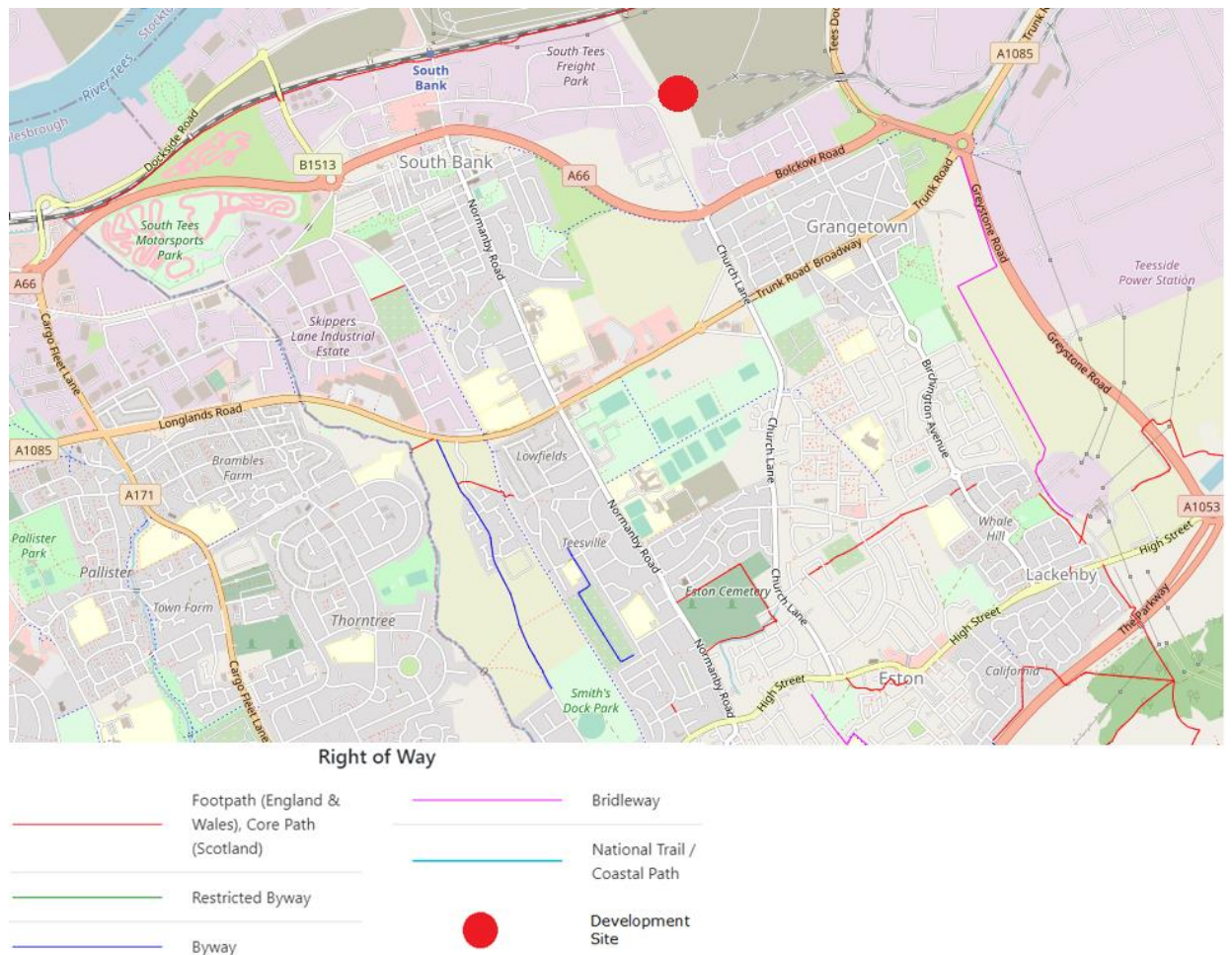
**Eston Road/ Middlesbrough Road East** – The A66/Eston Road/Church Lane signalised junction provides controlled pedestrian crossings with the exception of the left turn slip road on Eston Road and the left turn slip road off the A66 westbound. From the A66 signalised junction, a shared footway/cycle way is provided northbound on the western side of Eston Road for approximately 110 m. From this point, only a footway is provided allowing access to the adjacent industrial sites on the western side. Footways are provided on either side of Middlesbrough Road. Uncontrolled pedestrian crossing points in the form of dropped kerbs and tactile paving are provided along Eston Road / Middlesbrough Road East at all the industrial access points. Footways are provided along the entirety of the route from Eston to South Bank Station.

**A66** – East of the junction with Eston Road, the A66 provides a footway along the entire northern side with barrier protection. A shared footway/cycleway is provided along the southern side up to West Lane. West of the junction with Eston Road, a segregated shared footway/cycleway is provided along the southern side of the A66 and allows access to the South Bank residential area.

### 3.4.2 Public Rights of Way

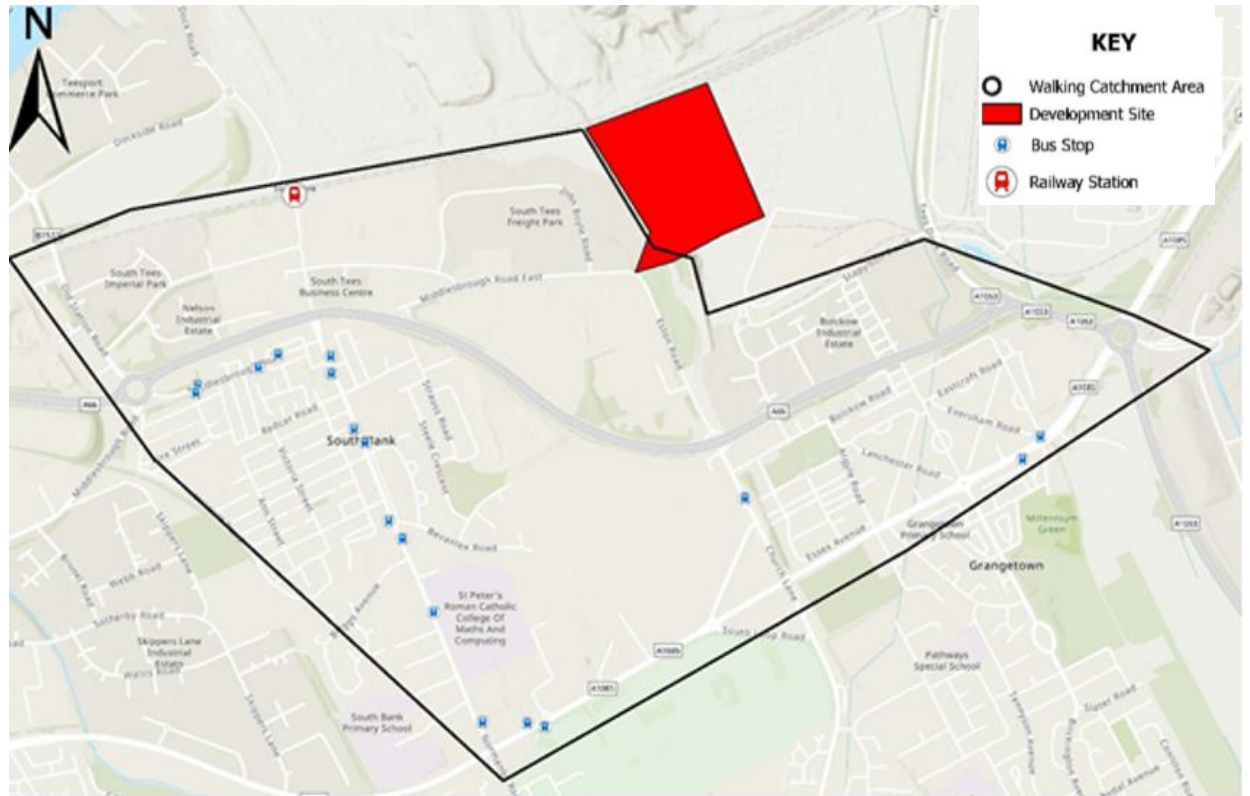
A public footpath is located north of the site and parallel to the Tees Valley line on the southern side. A public bridleway is located south east of the site along the A1053. The bridleway starts at the five-arm roundabout with the A1085 Trunk Road and runs south towards Lackenby.

Figure 3.2 shows the location of the public footpaths and bridleways located around the proposed development.



**Figure 3.2: Location of Public Footpaths and Bridleways around Proposed Development** (Source: footpathmap.co.uk)

Figure 3.3 shows the walking catchment area with walking estimates based on average walk speed of 4.8 km/h (400 m = 5 mins). The CIHT suggests a preferred maximum walk distance of 2,000 m for commuting trips. An approximate 20-minute walk isochrone from the development site is shown below.



**Figure 3.3: Walking Catchment around Development Site** (Source: ArcGIS)

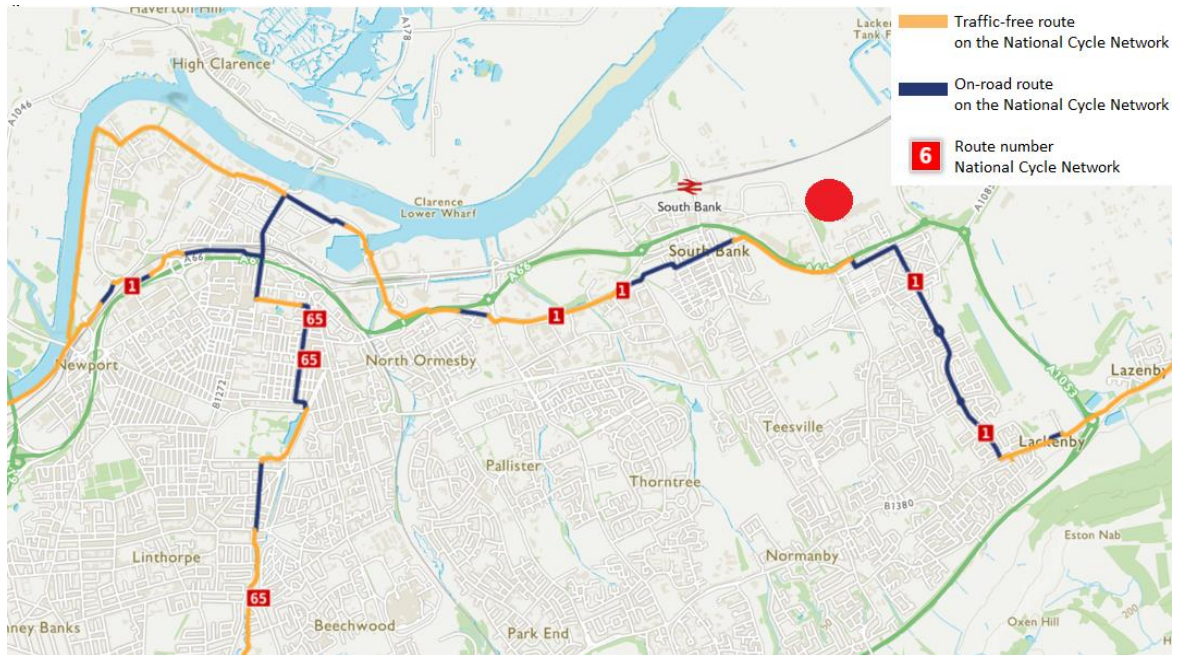
### 3.4.3 Cycle Environment

National Route 1 of the National Cycle Network runs from Dover to the Shetland Islands. 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 65 of the National Cycle Network runs from Hornsea to Middlesbrough. 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 before joining B1380 Ladgate Lane. Route 65 then crosses the A174 and continues south.

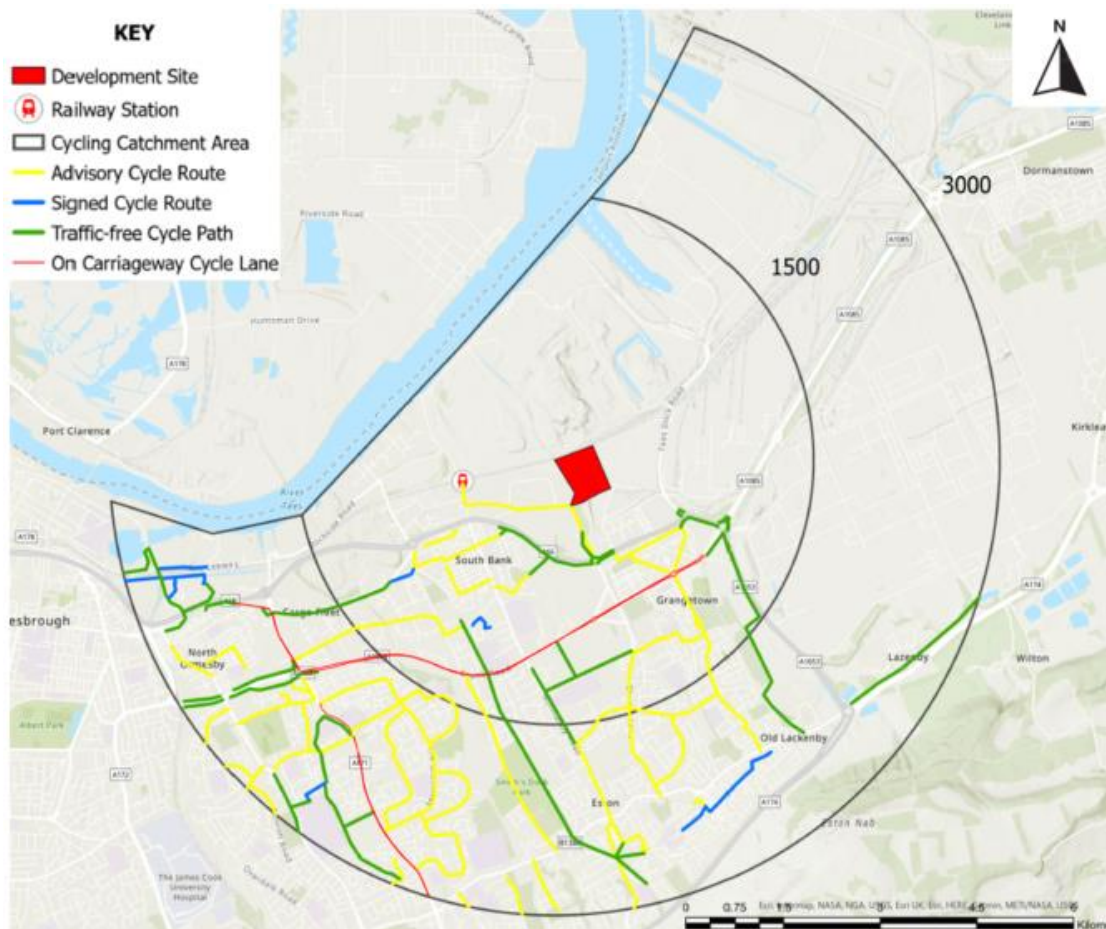
National Route 14 of the National Cycle Network runs from Darlington to South Shields via Durham and Consett. A section through Stockon-on-Tees and Wingate to Hasell shares the route with National Route 1.

Figure 3.4 shows the National Cycle Network routes within the vicinity of the proposed development.



**Figure 3.4: National Cycle Network Around Proposed Development** (Source: Sustrans Cycle Map, Sustrans)

Figure 3.5 shows an approximate catchment area showing the areas accessible within reasonable cycling distance of the site. Cycling estimates have been based on an average cycle speed of 18 km/h (1,500 m = 5 mins).



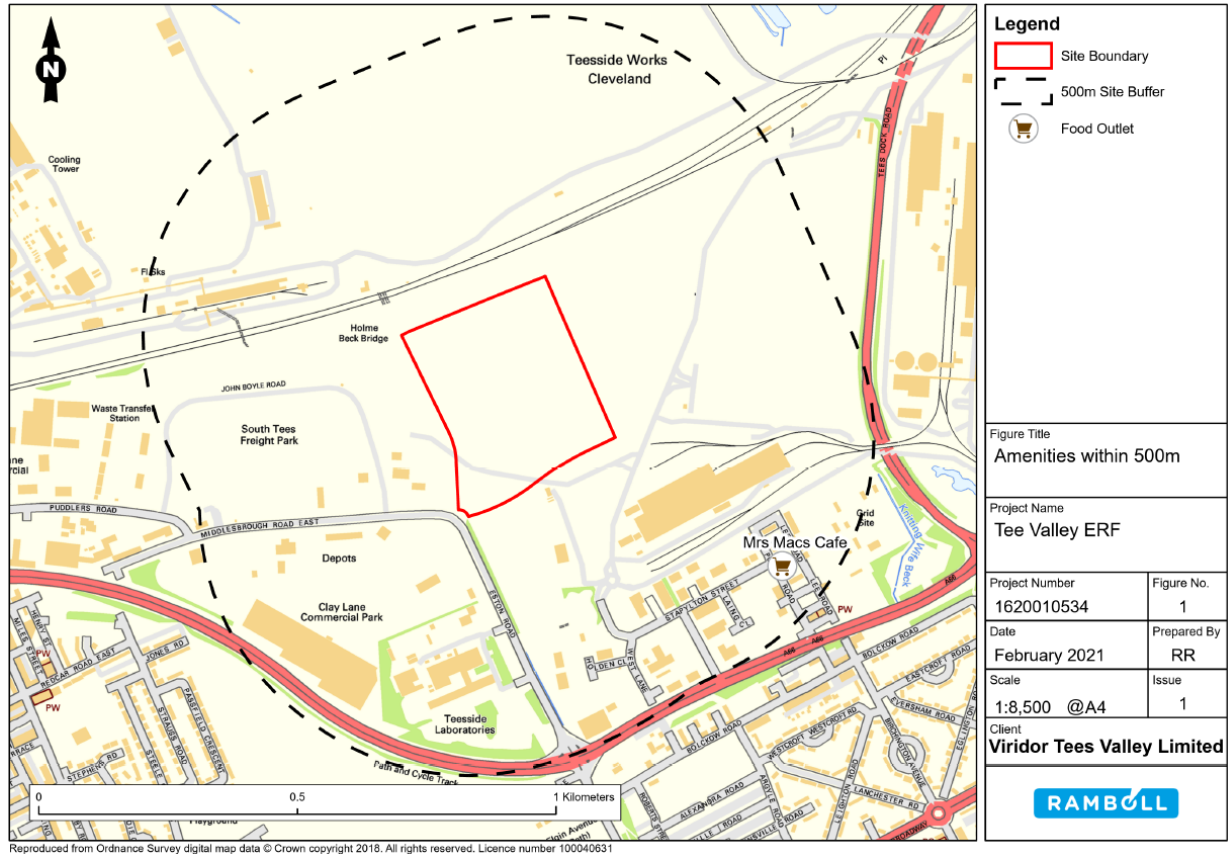
**Figure 3.5: Cycling Catchment Around Development Site** (Source: ArcGIS)

### 3.5 Existing Accessible Amenities

The BREEAM guidance identifies nine types of amenities. The existing accessible amenities within 500m of the site are listed in Table 3.3; and illustrated in Figure 3.6 below.

**Table 3.3 Existing accessible amenities**

Amenity	Existing accessible amenity within 500m of Site
Appropriate food outlet	Mrs Macs Cafe
Access to cash	N/A
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	N/A
Access to a recreation or leisure facility for fitness or sports	N/A
Publicly available postal facility	N/A
Community facility	N/A
Over the counter services associated with a pharmacy	N/A
Public sector GP surgery or general medical centre	N/A
Childcare facility or school	N/A



**Figure 3.6 Existing accessible amenities within 500m radius of site**

It should be noted that there are a number of amenities just outside of the 500m radius of the site, however they have not been considered for the purpose of this BREEAM assessment.



## 4. PROPOSED DEVELOPMENT

The extent of the outline planning permission covers an area approximately 10 ha and is known as Grangetown Prairie. 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 6.5 km to the northeast of Middlesbrough town centre. The site is bound by the partially constructed access road to the west, further development plots of the STDC to the east and south, Dorman Point Way, and the Tees Valley railway line to the north.

### 4.1 Parking Provision

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 5) it is proposed to provide the parking provision shown in Table 4.1.

**Table 4.1: Parking Provision**

Type of Parking	Total Spaces	Of which Disabled Spaces	Of which EV Spaces
General Staff Parking	29		11
Car Club	10		
Visitor	6		1
Electric Vehicle (EV)	20*	2	-
Contract Authority (CA)	56		6
Disabled	7	-	2

\* with other spaces ducted to facilitate future installation of EV charging points.

In addition, 90 grasscrete spaces would be provided for contractor parking during construction and a coach parking area (there is space for up to two minibuses or one coach) would be located towards the south of the tarmac car park to cater for larger groups of visitors attending the site. All visits will be by prior appointment. Secure spaces for bicycles and motorcycles will also be provided to the south of the admin building for use by staff and visitors.

### 4.2 Site 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, independent to this reserved matters application. This includes the newly constructed 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 proposed layout showing the site access and internal layout is shown in Appendix 3. Pedestrian routing is shown in Appendix 4.

## 5. TRIP GENERATION

### 5.1 Staff and HGV Movements

The site will consist of five operational shift teams and two maintenance teams, with three, three and two shifts, respectively. The total number of staff for the operation and maintenance teams is anticipated to be 44,. The plant will be available for waste deliveries 364 days per year (excluding Christmas day) from 0700-2000. It should be noted a small amount of waste deliveries may occur outside of these hours.

It should be noted that vehicle movements have been estimated based upon available information, as a result there may be some variation in the vehicle split between RCV and HGV (although this has not been defined in the assessment). In addition, assumptions have been made in respect to the payload and therefore the number of estimated vehicles generated by the site which may vary marginally in the future. However, the estimate of vehicles generated by the proposed development is considered to be realistic and robust for the assessment undertaken.

### 5.2 Total Vehicle Trip Movements

The tables below show the forecast vehicle trip generations for staff and HGVs across a typical weekday and weekend.

As identified in Table 5.1 the results show minimal impact on the local highways with 18 movements in the typical weekday AM Peak (0800 to 0900 hrs) and 17 movements in the typical weekday PM Peak (1700 to 1800 hrs).

**Table 5.1: Total Vehicle Trip Movements (weekdays)**

Hour of Day	Staff Vehicles		HGVs		Total Movements
	In	Out	In	Out	
0000					
0100					
0200					
0300					
0400					
0500			1	1	2
0600	13		1	1	15
0700	13	5	2	2	22
0800			9	9	18
0900			22	22	44
1000			21	21	42
1100			15	15	30
1200	8		16	16	40
1300			20	20	40
1400	5		26	26	57
1500		13	20	20	53
1600			5	5	10
1700		13	2	2	17
1800			1	1	2
1900			1	1	2
2000		8			8

Hour of Day	Staff Vehicles		HGVs		Total Movements
	In	Out	In	Out	
0000					
2100					
2200		5			5
2300				5	5
<b>Total</b>	<b>44</b>	<b>44</b>	<b>162</b>	<b>162</b>	<b>412</b>

Site operations at weekends are expected to generate a peak of 53 movements between 1500 hrs to 1600 hrs, as identified in Table 5.2.

**Table 5.2: Total Vehicle Trip Movements (weekend days)**

Hour of Day	Staff Vehicles		HGVs		Total Movements
	In	Out	In	Out	
0000					
0100					
0200					
0300					
0400					
0500			1	1	2
0600	13		1	1	15
0700	13	5	2	2	22
0800			2	2	4
0900			7	7	14
1000			17	17	34
1100			16	16	32
1200			12	12	32
1300			13	13	26
1400	5		16	16	37
1500		13	20	20	53
1600			15	15	30
1700		13	4	4	21
1800			1	1	2
1900					
2000		8			8
2100					
2200	5				5
2300		5			5
<b>Total</b>	<b>44</b>	<b>44</b>	<b>127</b>	<b>127</b>	<b>342</b>

It is noted that the anticipated 324 daily HGV movements on a typical weekday expected under the reserved matters scheme are consistent with the trips presented in the accompanying Transport Statement to the outline planning permission.

While the anticipated 254 daily HGV movements on a typical weekend day expected under the revised scheme are greater than the weekend trips presented in the outline planning permission (160

HGV trips), it is noted that the weekend operational hours for the revised scheme are now extended to 0700 hrs to 2000 hrs (with occasional movements outside these core hours), compared to 0830 hrs to 1330 hrs under the outline planning permission. Furthermore, 24 HGV movements are expected during a typical weekend midday peak, a reduction from the 38 HGV movements presented in the Transport Statement accompanying the outline planning permission.

## 6. CONCLUSIONS

This Transport Statement is focussed on the Tees Valley ERF to support the reserved matters application and to fulfil BREEAM New Construction 2018 requirements for achieving credits under Tra 01. This Transport Statement has considered a review of relevant transport and planning policies (Section 2) and the baseline transport conditions at the proposed development site (Section 3).

Section 4 provides a full description of the transport aspects of the proposed scheme. The proposed provision is for 58 car parking spaces, of which 7 are disabled spaces and 20 provide electric vehicle (EV) charging points. BREEAM requires cycle parking which is secure, covered, lit, and in a prominent site location visible to potential users. In response, cycle spaces are to be provided in a secure and covered location.

Section 5 outlines the predicted staff and HGV movements. 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 PM peak hours and weekend midday peak hour and that no further traffic impact analysis is required as part of this Transport Statement.

**APPENDIX 1**  
**BUS ROUTE MAP AND SERVICES**

# Middlesbrough – Teesport

# 101

via North Ormesby • Berwick Hills • Thorntree • Brambles Farm • Normanby • Eston • South Bank • Grangetown

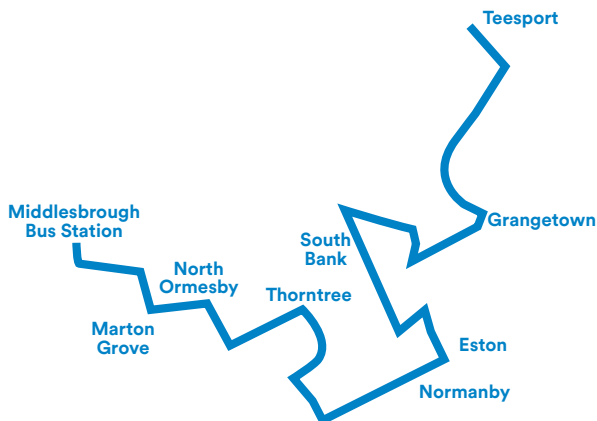
via Middlesbrough Bus Station, Wilson Street, Albert Road, Borough Road, Marton Road, A172 Longlands Road, Ormesby Road, Homerton Road, Cargo Fleet Lane, College Road, The Greenway, Cargo Fleet Lane, Normanby Road, Ormesby Road, Ormesby High Street, Church Lane, Fabian Road, Normanby Road, A66, Church Lane, Trunk Road, Broadway, Trunk Road, Tees Dock Road, Access Roads, Dabholm Road to Tesco Roundabout. Return via outward route reversed to Borough Road, then via Hartington Street to Middlesbrough Bus Station.

## DAILY MONDAY TO SUNDAY

Middlesbrough Bus Station	0505	-	1300	-	2100
Longlands Roundabout	0513	-	1308	-	2108
Ormesby Road, Buccaneer	0516	-	1311	-	2111
Berwick Hills	0518	-	1313	-	2113
Thorntree Job Centre	0522	-	1317	-	2117
Ormesby Post Office	0526	-	1321	-	2121
Normanby Top, High Street	0530	-	1325	-	2125
Eston, Church Lane	0532	-	1327	-	2127
South Bank	0538	-	1333	-	2133
Grangetown Broadway	0544	-	1339	-	2139
Teesport, Gates	0547	-	1347	-	2147
Teesport, Tesco Distribution Warehouse	0550	-	1350	-	2150

## DAILY MONDAY TO SUNDAY

Teesport, Tesco Distribution Warehouse	0612	-	1412	-	2212
Teesport, Gates	0615	-	1415	-	2215
Grangetown Broadway	0618	-	1418	-	2218
South Bank	0623	-	1423	-	2223
Eston, Church Lane	0628	-	1428	-	2228
Normanby Top, High Street	0630	-	1430	-	2230
Ormesby, Post Office	0633	-	1433	-	2233
Thorntree Job Centre	0637	-	1437	-	2237
Berwick Hills	0640	-	1440	-	2240
Ormesby Road, Bailey Grove	0642	-	1442	-	2242
Longlands	0644	-	1444	-	2244
Middlesbrough Bus Station	0649	-	1449	-	2249



## Changes to Service 101 from Sunday 30th October 2022

Following customer requests, there will be some minor retiming of trips to departing from Teesport towards Middlesbrough to be 5 minutes later throughout at 12 minutes past the hour. This is to better assist Teesport employees finishing on the hour. Journeys from Middlesbrough Bus Station towards Teesport remain unchanged.

Stagecoach service 101 is a partnership with the Tees Valley Combined Authority, Tees Valley Mayor, Redcar and Cleveland Borough Council, Middlesbrough Borough Council and Jobcentre Plus. We are delighted to have been chosen to operate this key bus service, providing key transport links to the growing employment area of Teesport.

Service 101 is scheduled to run at key shift start and finish times, providing sustainable public transport links from many areas, including central Middlesbrough, North Ormesby, Berwick Hills, Thorntree, Brambles Farm, Normanby, Eston, South Bank and Grangetown.

## Fares

**£3.50 per trip**  
single fare from most locations to Teesport

**£6.00 per day**  
Stagecoach DayRider Plus valid throughout

**£18.00 per week**  
Stagecoach MegaRider Plus valid throughout

**£29.00 per week**  
SmartZone Tees Valley valid throughout

**£12.00 per week**  
Stagecoach 101Rider also exclusively available for travel on this service.

Teesside Tripper, Teesside MegaRider and Teesside SmartZone also valid between Middlesbrough and Grangetown.



TEES VALLEY MAYOR



You might not need this, for up to the minute information why not **download the Stagecoach Bus App.**

**APPENDIX 2**  
**BREEAM TRA 01 AI CALCULATOR OUTPUT**



BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

**NODE 1**

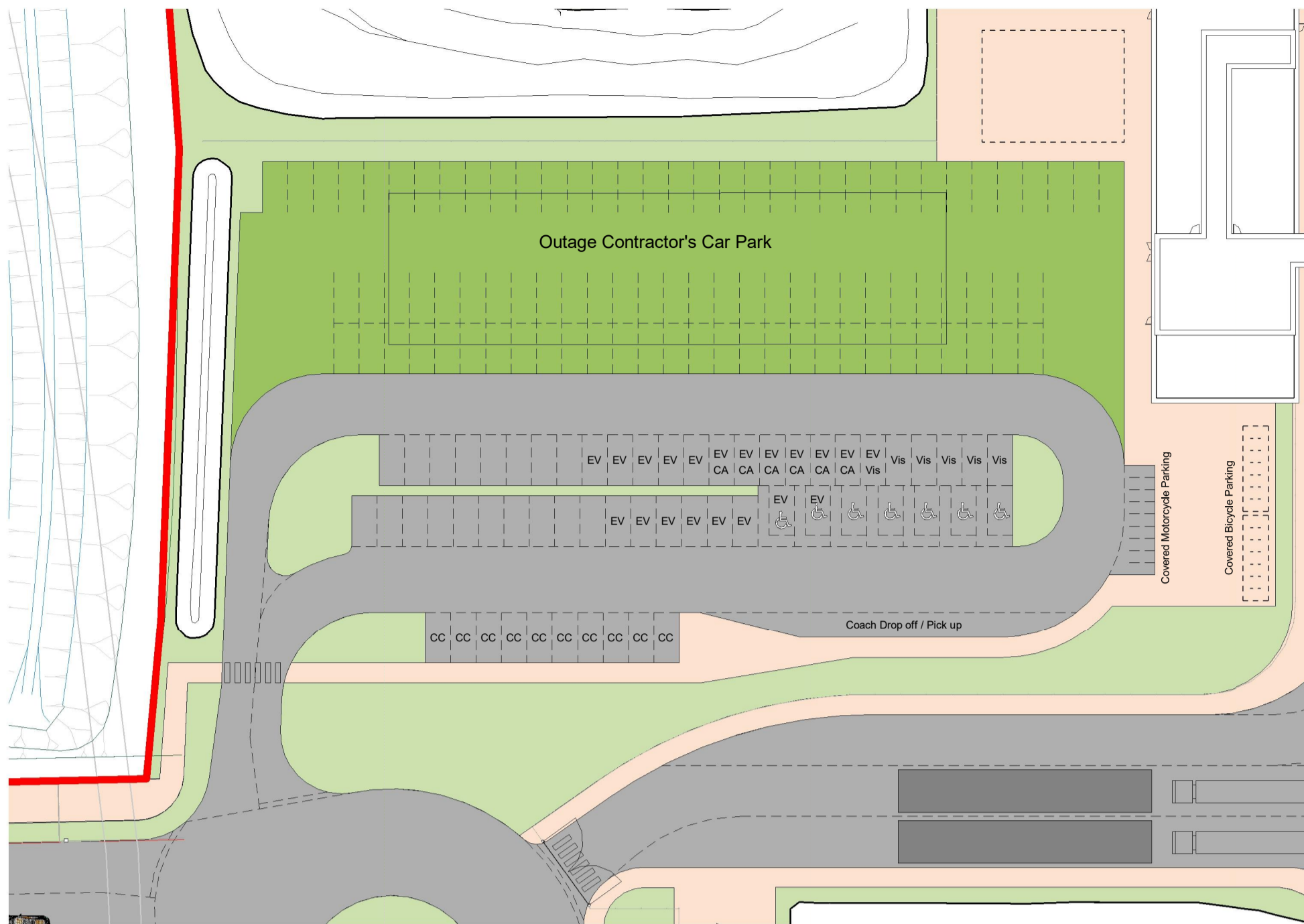
Public transport type	Rail									
Distance to node (m)	1100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

**NODE 2**

Public transport type	Bus									
Distance to node (m)	645									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.23									

Accessibility Index	0.89
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**APPENDIX 3  
PROPOSED LAYOUT**



**Staff & Visitor Car Park**

1 : 500

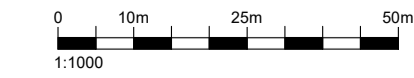
- Common Legend**
1. Electrical & Workshop
  2. Tipping Hall
  3. Fuel Storage Bunker
  4. Boiler House
  5. Flue Gas Treatment (FGT) Hall
  6. Stack
  7. Lime Storage Silos / Dosing \*
  8. Fire Water Tank & Pumphouse
  9. Emergency Diesel Generator (EDG)
  10. Vehicle Queuing Bays
  11. Air Pollution Control residues (APCr) Storage & Loadout
  12. Admin Block - Reception, Offices and Visitors
  13. Bottom Ash Storage Hall
  14. Air Cooled Condensers (ACC)
  15. Turbine Hall
  16. CCUS Future Expansion Area A
  17. CCUS Future Expansion Area B (or other future provision)
  18. Contractors compound for shutdown
  19. Combined Heat & Power (CHP) Building
  20. Substation/Transformer
  21. Demin Water Tank
  22. Landscape & Ecology
  23. SuDS/Wetland Area
  24. Security Control & Driver & Crew Welfare Facility
  25. Weighbridge (3 In & 2 Out)
  26. Waste Reception Area For Quarantined Waste and Contaminants
  27. Staff & Visitor Car Parking
  28. Rainwater Pit (roofs)
  29. Generator Step-up Transformers
  30. Diesel & Ammonia Bund
  31. Fin Fan Coolers
  32. Laboratory \*
  33. In/Over Bunker Shredder \*
  34. Effluent Treatment Pit
  35. Recycled Water Tank \*
  36. Chemical Dosing Skid \*
  37. Water Treatment Plant
  38. Compressed Air Station \*
  39. Weighbridge Offices / Traffic Control
  40. Switchgear Transformer \*
  41. Feedwater Pumps \*
  42. CEMS
  43. Hot Load Bay
  44. Backload Area / Crane Maintenance \*
  45. Raw water pumps and tank \*
  46. Oil Tank
  47. Crew Parking Bays
  48. Outside Staff Area
  49. Quarantine Bay \*
  50. Emergency Access

- EV Electric Vehicle Charging Parking Space
- CA Contract Authority Parking Space
- CC Car Club Parking Space
- Vis Visitor Car Parking

- Reserved Matters Boundary
- - - Outline Planning Boundary

- Gravel
- Grass
- Grasscrete
- Tarmac
- Concrete
- Paved Footpath

Site Area: 88,180m<sup>2</sup> / (21.79 acres)  
 CCUS Area: 12,000m<sup>2</sup> / (2.97 acres)  
 Landscaping Area: 20,000m<sup>2</sup> / (4.94 acres)



**Note - Items marked \* are internal elements, refer to drawing 20-0006 Proposed GA Plan Level 00 for locations**

**Site Plan**

1 : 1000



**General Notes**

Do not scale from this drawing. Only work to written dimensions.  
 All site dimensions shall be verified by the Contractor on site prior to commencing any works.  
 This drawing is the property of Fletcher-Rae (UK) Limited (t/a Fletcher-Rae) and copyright is reserved by them. The drawing is not to be copied or disclosed by or to any unauthorised persons without the prior written consent of Fletcher-Rae (UK) Limited.

Map bases were provided to Viridor Tees Valley Limited by the Tees Valley Energy Recovery Facility Contract Authority (comprising Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland, and Stockton Unitary Authorities and Durham County Council and Newcastle City Council) in 2020.

Rev.	Description	Date	ISS	APP
P13	Amendments to suit client comments	24.02.2023	JDC	RT
P12	Additional EV provision indicated	22.02.2023	JDC	RT
P11	General Amendments	21.02.2023	JDC	RT
P10	Amendments to legend	14.02.2023	JDC	RT
P9	Amendments to suit client comments	07.02.2023	JDC	RT
P8	Planning / Bid Issue	31.01.2023	JDC	RT
P7	General Updates	27.01.2023	JDC	RT
P6	General Updates	10.01.2023	JDC	RT
P5	General note added for copyright purposes	04.04.2022	JDC	RT
P4	Drawing updated to client comments	28.03.2022	JDC	RT
P3	Planning pack update	10.02.2022	JDC	RT
P2	Planning pack issue	09.02.2022	JDC	RT
P1	Planning pack updated to reflect Acciona comments	09.12.2021	JDC	RT
P0	Planning pack first issue	16.10.2021	JDC	RT

Scale: As indicated @ A1  
 Status: S2 Information  
 Drawn By: JDC  
 Checked By: RT  
 Date: 04.04.2022

Client: **VRIDOR**  
 Project: **TEES VALLEY ERF**  
 Sheet Name: **Proposed Site Plan**

Project No. Orig. Zone Level Type Role Cls Dwg No. Rev  
**20044-FRA-00-DR-A -90-0003 P13**

**fletcher|rae**  
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 e info@fletcher-rae.com

**APPENDIX 4**  
**PEDESTRIAN ROUTES**

**General Notes**

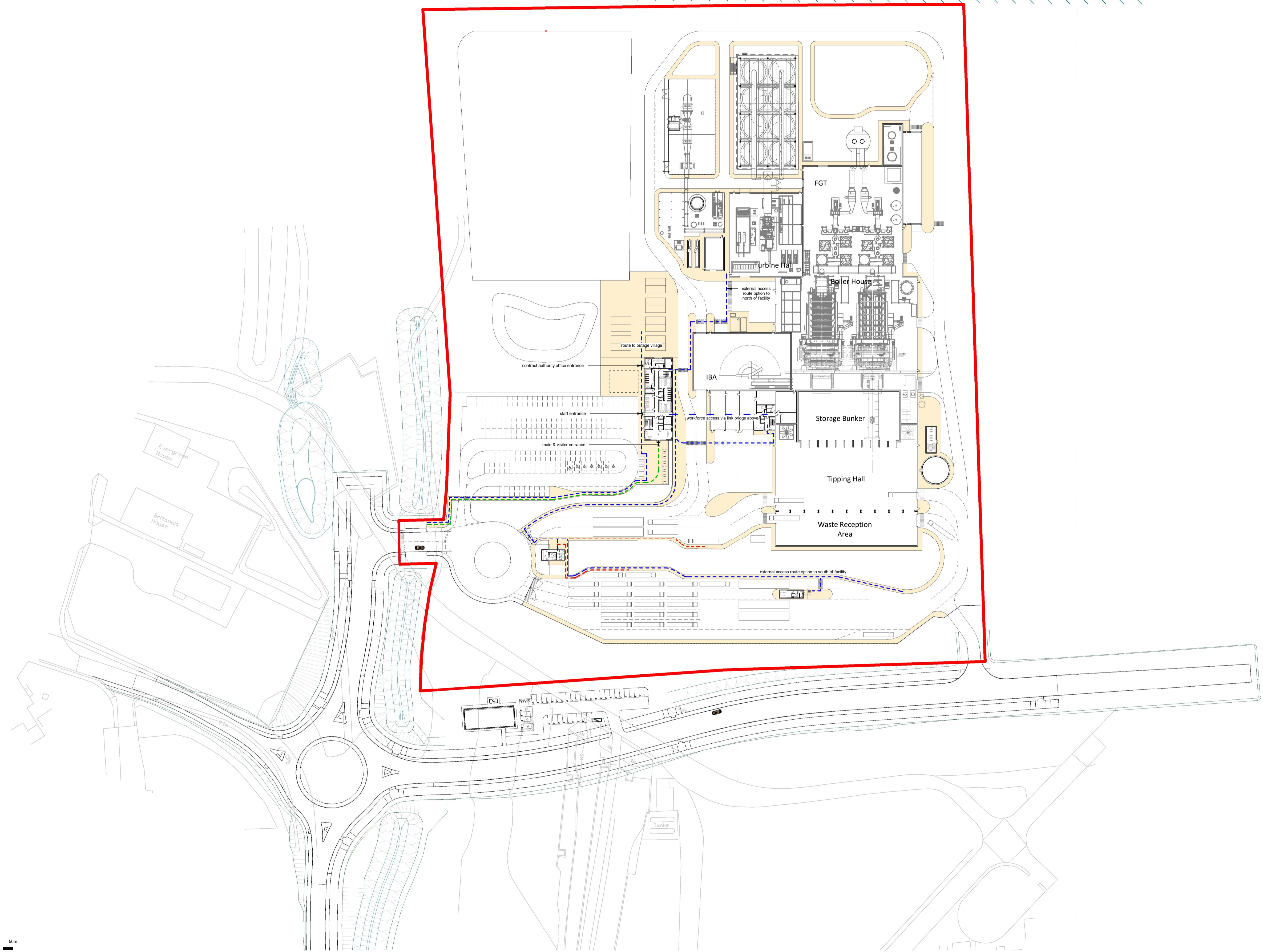
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Map bases were provided to Viridor Tees Valley Limited by the Tees Valley Energy Recovery Facility Contract Authority (comprising Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland, and Stockton Unitary Authorities and Durham County Council and Newcastle City Council) in 2020.

- visitor access route
- staff access route
- driver access route
- footpath and/or dedicated pedestrian area
- pedestrian crossing points
- Lease boundary



P11	General Amendments	21.02.2023	JDC	RT
P10	General amendments	14.02.2023	JDC	RT
P9	Amendments to suit client comments	07.02.2023	JDC	RT
P8	Planning / Bid Issue	31.01.2023	JDC	RT
P7	General Updates	10.01.2023	JDC	RT
P6	General note added for copyright purposes	04.04.2022	JDC	RT
P5	Drawing updated to client comments	28.03.2022	JDC	RT
P4	Planning pack update	10.02.2022	JDC	RT
P3	Planning pack issue	09.02.2022	JDC	RT
P2	Additional WC added to Gatehouse	27.01.2022	JDC	RT
P1	Planning pack updated to reflect Acciona comments	09.12.2021	JDC	RT
P0	Planning pack first issue	16.10.2021	JDC	RT
Rev.	Description	Date	ISS	APP

Scale: As indicated @ A1  
 Status: S2 Information  
 Drawn By: JDC  
 Checked By: RT  
 Date: 04.04.2022

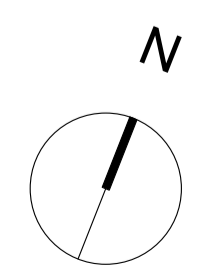
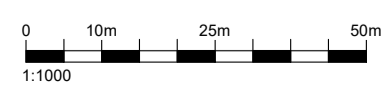
Client: VIRIDOR  
 Project: TEES VALLEY ERF

Sheet Name: Pedestrian Routes

Project No. Orig. Zone Level Type Role Cls Dwg No. Rev  
 20044-FRA-00-00-DR-A -90-0024 P11

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**APPENDIX 5**  
**EMAIL CORRESPONDENCE WITH RCBC HIGHWAYS AND RCBC PLANNING**

## Tom Smith

---

**From:** Emma Robinson [REDACTED]  
**Sent:** 08 June 2021 08:04  
**To:** Michael Pantling-Skeet; Zoe Woodland; Jamie Ward; Nicola Evans; Khushboo Raniga  
**Cc:** Steve Molnar  
**Subject:** FW: Viridor Tees Valley ERF transport information

Hi All,

Please see below for your information.

Kind regards  
Emma

--

Emma Robinson  
Technical Director

Office: [REDACTED]  
Mobile: [REDACTED]



---

**From:** Adrian Miller [REDACTED]  
**Date:** Monday, 7 June 2021 at 15:37  
**To:** Steve Molnar [REDACTED]  
**Cc:** Emma Robinson <emma.robinson@torltd.co.uk>, Andrew Short [REDACTED]  
**Subject:** RE: Viridor Tees Valley ERF transport information

Hi Steve ,

I took the opportunity to speak to engineers and they comment;

*This is a reasonable approach as the peak hour traffic movements would be low. A Transport Statement setting out this information and making a commitment to minimising deliveries during the peak hours would be sufficient.*

So looks fine  
Regards  
Adrian

**Adrian Miller BA (Hons) Dip TP MRTPI**  
**Head of Planning and Development**  
**Redcar and Cleveland Borough Council**

Directorate of Growth, Enterprise and Environment  
Redcar and Cleveland House  
Kirkleatham Street  
Redcar

Yorkshire  
TS10 1RT

Tel: [REDACTED]  
Mob: [REDACTED]

Email: [REDACTED]  
Website: <http://www.redcar-cleveland.gov.uk>

Follow us on Twitter: @redcarcleveland  
Like us on Facebook: facebook.com/redcarcleveland

Upcoming leave: Friday 21 May 2021

NO CONFIDENTIAL INFORMATION



---

**From:** Steve Molnar [REDACTED]  
**Sent:** 04 June 2021 09:17  
**To:** Adrian Miller [REDACTED]  
**Cc:** Emma Robinson [REDACTED]; Andrew Short [REDACTED]  
**Subject:** Viridor Tees Valley ERF transport information

Hi Adrian,

We have been looking closely at the transport requirements for the RM application for the ERF and reviewing the outline permission and the ES, and note that the ES concluded that the proposed development was unlikely to have a material impact on the operation of the local highway network during the typical weekday AM and PM peak hours and no further assessment was required as part of the accompanying Transport Statement.



The contract authorities are expecting to have different delivery patterns/hours including deliveries at weekends, and we have been looking at these and conclude that the vehicle trips generated by the proposed scheme are consistent with the approved outline planning permission, and therefore no further assessment is required.

We can of course provide the traffic generation details to support this, as outlined below.

The trips presented in the Transport Statement accompanying the outline application were predicted to generate 21 movements (9 arrivals and 12 departures) during the typical weekday AM peak (0800-0900), and 0 movements during the typical weekday PM peak (1700-1800). On a typical weekday, 324 HGV movements were predicted. It predicted the proposed development would generate 160 HGV movements on a Saturday between 08:30-13:30.

As identified in Table 1 below, Viridor’s detailed scheme also results in minimal impact on the local highways with 18 movements in the typical weekday AM Peak (0800-0900) and 17 movements in the typical weekday PM Peak (1700-1800). The anticipated 324 daily HGV movements on a typical weekday expected under Viridor’s detailed scheme are consistent with the outline planning permission.

Furthermore, site operations at weekends are expected to generate 4 movements in the typical weekend AM peak (0800-0900) and 21 movements in the typical weekend PM peak (1700-1800), with 254 HGV movements generated on a typical weekend day between 07:00-20:00, as identified in Table 2. While the anticipated 254 daily HGV movements on a typical weekend day expected under the revised scheme are greater than the weekend trips presented in the outline planning permission, it is noted that the weekend operational hours for the revised scheme are now extended compared to the outline planning permission, meaning these trips are distributed across the whole day.

**Table 1: Total vehicle trip movements (weekdays (weekend days))**

Hour of day	Staff Vehicles		HGVs		Total Movements			
	In	Out	In	Out				
00								
01								
02								
03								
04				1	1	2		
05			1	1	2			
06	13	5	1	2	1	2	15	22
07	13	5	2	2	2	2	4	44
08			2	22	2	22	4	44
09			7	7	7	7	14	
10			17	15	17	15	34	30
11			16	16	16	16	32	
12	8		12	20	12	20	32	40
13			13	13	13	13	26	
14	5	13	16	20	16	20	37	53
15		13	20	20	20	20	53	
16		13	15	2	15	2	30	17
17		13	4	4	4	4	21	
18			1	1	1	1	2	2
19								
20		8					8	
21								
22	5	5					5	5
23		5					5	
<b>Total</b>	<b>44</b>	<b>44</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>342</b>	

**Table 2: Total vehicle trip movements**

On this basis we propose that the Reserved Matters application will be supported by a Transport Note explaining that:

- the proposed development is compliant with relevant national and local planning policy in transport terms, namely:
  - National Planning Policy Framework (February 2019)
  - Redcar & Cleveland Local Plan (Adopted May 2018)
  - Redcar & Cleveland Local Transport Plan 2011-21
  - Tees Valley Design Guide & Specification
- the proposed development is unlikely to have a material impact on the operation of the local highway during the typical weekday AM and PM peak hours through presentation of estimated trip generation as above, as per the outline planning permission;
- the access junction design works in terms of technical requirements;
- the internal access roads/routes have all been designed to work well regarding vehicle tracking / timing, internal road layout and parking design;
- matters such as pedestrian and cycle access have been provided for in the site layout and what provision is made for facilities e.g. crossings and cycle parking; and,
- routes to public transport facilities have also been identified and addressed, as appropriate.

Do let me know if you have comments on this approach,

Kind regards

Steve

Steve Molnar BA(Hons) MPhil Dip UP MRTPI  
Technical Director  
Office [REDACTED]  
Mobile [REDACTED]



TERENCE  
O'ROURKE



+think ●rchestrate }esolve

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