



Redcar & Cleveland Borough Council
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SOL ENVIRONMENT

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Our Ref: R/2022/0675/SCP
Your Ref:
Contact: Mr D Pedlow
Date: 21 September 2022

Dear Sir/Madam

PROPOSAL: SCOPING OPINION FOR A LITHIUM REFINING PLANT
LOCATION: PD PORTS CONTAINER TERMINAL KINKERDALE ROAD GRANGETOWN
MIDDLESBROUGH TS6 6UD
APPLICANT: GREEN LITHIUM

I am writing with regard to the submitted Scoping Opinion relating to the proposed development of a lithium refining plant at PD Ports Container Terminal, Kinkerdale Road, Grangetown, Middlesbrough TS6 6UD.

The Scoping Request sets out the content of the Environmental Statement. The proposed list would appear to be a comprehensive list for the proposed development and would provide sufficient scope for the proposed ES.

A number of responses have been received by both internal and external consultees, copies of which are set out below. The responses can also be found on the Council website by using the following link;

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://www.redcar-cleveland.gov.uk)

Health and Safety Executive (HSE)

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

Environment Agency

Having reviewed the supporting documentation, we would expect the following matters to be dealt with as part of any planning application of these works:

Environmental Permits The installation will be subject to the Environmental Permitting Regulations (2016) and the Control of Major Accident Hazards – (COMAH) regulations (2015), we would strongly encourage early engagement with the local offices of the Health and Safety Executive and the Environment Agency to discuss the implications of this for the Operator.

We would recommend a review of the facility with consideration towards the overall pollution prevention systems and storage/containment of liquids including potential fire water/foam. Examples include:

- secondary containment that is impermeable to all potentially polluting liquids with measures to protect groundwater and any drainage system to surface water and/or local networks;
- a minimum volume of secondary containment at least equivalent to the capacity of any tank plus 10% or, if there is more than one tank in the secondary containment, at least equivalent to the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest;
- all fill points, vents, gauges and sight gauges located within the secondary containment;
- associated above ground pipework protected from accidental damage
- below ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks.

This is not an exhaustive list.

Teeswork Environment and Biodiversity Strategy

This application is located within the Teeswork boundary. Therefore, the principles of the Teeswork Environment and Biodiversity Strategy (which is currently being reviewed in association with other planning applications that fall within the Teeswork boundary) may be applicable to this development.

National Highways

We have reviewed the Screening Opinion Document provided and have observed that, as a result of the initial assessment in relation to traffic and transport (detailed within section 6.12 of the Screening Opinion Document), the development will not have any significant additional operational traffic impacts. While this may ultimately be the case, we would request that further information is provided to ensure that this outcome is fully evidenced and therefore reasonable.

From reviewing the Screening Opinion Document, can I suggest you provide the following specific information to build an evidence-based approach:

- *The Screening Opinion Document identifies that the proposal will “become a major employer”. However the vehicular figures provided in Table 6.1 only relate to the transport of material. Information in relation to staff numbers and likely movements should therefore be provided and built into the evidence.*
- *The Screening Opinion Document supports multi-modal transportation of the various material required for the process, including some transport of material by rail and port (sea), which we support. However it would be useful to understand the planning provisions that would be put in place to ensure such other modes are ultimately used once the site is operational. If these planning provisions are not intended to be provided (i.e. limit specific movements to specific modes), what is the potential impact (that could be achieved if planning permission were gained) in terms of vehicle numbers, if road were to be used instead (for example the 350,000 tonnes per annum of import of Mineral concentrate intended to be imported by Sea)?*
- *Should it be required (i.e. if the evidence provided above in relation to vehicle numbers results in a value significantly different to the currently stated 25 HGVs per day), evidence should be provided in relation to a comparison with*

extant uses. While it is identified that “traffic would therefore be negligible and significantly less than the existing volumes associated with the operational port storage and former refinery activities that this development replaces”, this is not substantiated by any evidence in terms of what those existing volumes are. This would be of benefit to be provided if this comparison with extant uses needs to be made.

- *The coverage of the construction activities by a Construction Traffic Management Plan would be acceptable and National Highways would likely require to be named within any such condition. This would be able to be confirmed as part of further discussions.*

We look forward to receiving further information in relation to the above and working with the applicant team to reach an informed (and hopefully positive) view on the development proposals with regard their potential impact at the Strategic Road Network. If you require any further information, or have any queries, please do not hesitate to get in touch

Cleveland Police ALO

Applicant can contact me for any input, guidance they believe I could offer.

Network Rail

Network Rail own, operate and develop Britain’s railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Any Environmental Impact Assessment for this scheme should include consideration of the impact of the proposals upon the operational railway. This should also include an assessment of the impact of haulage routes for construction and operational site traffic upon railway assets including bridges and level crossings.

NB – The use of private sidings that connect into Network Rail assets, must first be discussed with Network Rail prior to use.

Conclusion

Thank you again for the opportunity to comment on the above Scoping Request. We trust that the above will be given due consideration in determining the request and if you have any enquiries in relation to the above, please contact us at townplanninglne@networkrail.co.uk.

Redcar and Cleveland Borough Council LLFA

Agreement with section 6.4 with regards to the water environment. All surface water to discharge from the site and will connect to existing surface water drainage system. At this early stage no additional comments can be made other than to advise the applicant should consider policy sd7 of the local plan and also the tees valley sustainable urban drainage systems (suds) guidance design guide & local standards.

Redcar and Cleveland Borough Council Environmental Protection (Nuisance)

I note an EIA scoping report has been submitted in support of this request. Air Quality and Noise Emissions from the operational phase of the development will be subject to an Environment Agency permit and further detailed assessments should be submitted at the full application stage. These

assessments should take into account the cumulative effect of other planned or operational processes for emissions to air and noise to ensure national standards

For construction dust and noise, a CEMP has stated in the scoping report should be submitted as part of any future application

I have no objection in principle subject to further assessments being presented as part of the addendum EIA that will accompany any future application.

Redcar and Cleveland Borough Council Environmental Protection (Contamination)

I note that the applicant has provided an EIA scoping request with section 6.2 in respect of Contaminated Land stating the following:

The extent of any historical contamination assessment and any associated remediation that was carried out as part of the decommissioning of the former refinery plant is unknown, so although the site is not reported to be grossly contaminated, the development site including the location of a former tank farm and will be subject to a detailed geotechnical and geo-environmental ground investigation prior to development. The results of the assessment will be used to inform the scope and requirements of any remediation, detailed foundation design and site layout.

Should any contaminated land be encountered it will be removed and the site remediated to a standard that is both suitable for redevelopment as a Lithium Refinery and does not present any unacceptable risks to the underlying groundwater and wider environment.

This proposed methodology is acceptable.

In order to minimise the environmental impact and to ensure that the site is fully characterised and suitable for the proposed end use I would recommend the inclusion of the full Standard Contaminated Land Condition onto any planning permission which may be granted:

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In March 2022 Natural England released advice about the adverse effect that nutrient pollution is having on habitat sites within Redcar and Cleveland. The Local Authority is still examining how this may impact on developments within the Borough. I have attached below a link to further information on this matter that may assist you in the preparation of any future planning application.

[Planning update newsletter about nutrient pollution \(March 2022\) \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108444/planning-update-newsletter-about-nutrient-pollution-march-2022.pdf)

There are a number of consultees that have not responded to the consultation process, should these be received at a later date these would be attached to the Council website where you can view them.

I hope the above is helpful in progressing the application however if you require anything further please contact me.

Yours faithfully

Mr D Pedlow
Principal Planning Officer