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From/Odd Wrth :	RCT CB Council HDC Section	Date/Dyddiad :	23/10/2014

Observations of the highways and transportation section in respect of proposed development affecting present or proposed highways

1. APPLICANT

TATA STEEL.

2. DESCRIPTION AND LOCATION OF PROPOSED DEVELOPMENT

An application for a Development Consent Order (DCO) has been made by Tata Steel UK Limited., (Tata) of 30 Millbank, London, SW1P 4WY to the Secretary of State for Energy and Climate Change under the Planning Act 2008 for the construction, operation and maintenance of a nationally significant infrastructure project (the Application).

3. Application Details

The authorised development comprises an electricity generating station with a capacity of more than 50MW and therefore it constitutes a nationally significant infrastructure project ("NSIP") under section 15 of the Planning Act 2008. Accordingly, it requires development consent under section 31 of the Planning Act 2008.

The Project will improve the efficiency of the steelworks and increase the onsite electricity generation capacity. It involves the installation of up to two new boilers (nominally up to 164 MW each) and associated steam turbines sets with a gross capacity of up to 150MWe. The generating station will be predominantly fuelled by gases which are generated by the steel making processes, with imported natural gas being used as a standby fuel to maintain minimum load on the boiler if and when process gases are not available.

4. Highway Assessment

Chapter 10 of the Environmental Statement (ES) considers the traffic impact of the proposed development during the construction, operation and

decommissioning phases of the project for the two different construction Options.

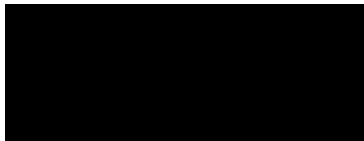
The scope of assessment has been discussed and agreed with NPTCBC as Local Highway Authority (LHA) and is based on the scoping opinion received from PINS. RCTCBC has been consulted as part of the Development Consent Order (DCO).

The study area includes 12 highways links, which incorporate the majority of Harbour Way, and routes between the site and the M4 Junctions 38, 40 and 41. It does not include any highway links at RCTCBC.

The construction phase will require the transport of 15-20 abnormal loads to the site. The delivery of abnormal loads and other HGV movements will have no adverse impact on highway capacity, operation and safety in RCTCBC.

5. Conclusions

The proposed development has no significant adverse impact on RCTCBC local and strategic highway network and therefore no highway objection is raised.



Highways Development Control and Adoptions Manager