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# Tees CCPP Project

The Tees Combined Cycle Power Plant Project  
Land at the Wilton International Site, Teesside

## Volume 1 - Chapter 18

Regulations – 6(1)(b) and 8(1)

**Applicant:** Sembcorp Utilities UK  
**Date:** November 2017

- 18.1 An EIA has been undertaken of Sembcorp Utilities (UK) Limited ('Sembcorp') plans to construct and operate a natural gas fired combined-cycle gas turbine (CCGT) generating station with an output capacity of up to 1,700 MWe ('the Project') on land within the Wilton International site, Teesside. The EIA commenced with scoping, the main purpose of which was to identify the likely significant effects of the Project that would require investigation and to develop the resulting terms of reference for the assessment studies.
- 18.2 The scoping process also involved setting out the scope of the EIA in terms of its technical, spatial and temporal coverage and then, based on knowledge of the intended activity at the time of scoping and the Project's environmental and socio-economic setting, identifying the key issues for the EIA to address.
- 18.3 In February 2017 a Scoping Report for the Project was submitted to a range of consultees. In March 2017 the Secretary of State responded with a Scoping Opinion including responses from the consultees.
- 18.4 Further baseline studies ensued and impact assessment proceeded iteratively with the developing design. Considerable iteration between the design and EIA teams was required for certain subjects such as air quality and noise. This iterative process helped to develop and quantify certain parameters for assessment and to include the necessary mitigation.
- 18.5 The scoping process for the Project involved setting out the scope of the EIA in terms of its technical, spatial and temporal coverage. The scoping process was advised by interaction with the Project design team and by public consultation on the Scoping Report. The scoping process also identified the key sources of information to be used in the EIA.
- 18.6 During the next four months or so the EIA proceeded with data acquisition, consultation and impact assessment. Consultation included public meetings in July 2017 and subject specific discussions (e.g. over air quality, ecology) with statutory consultees.
- 18.7 In June 2017, as required by Section 42 of the 2008 Planning Act, Sembcorp consulted with those persons specified in that and following sections of the Act, and in regulations made pursuant to the Act. These persons included local authorities, prescribed consultation bodies, affected owners and other interests in land.
- 18.8 This formal consultation stage was based on providing consultees with information compiled at that point in time on the Project's environmental and social effects. This information was provided in the form of the Preliminary Environmental Information Report (PEIR). Feedback from the consultation on the PEIR informed the completion of the EIA and production of this ES which

forms part of the DCO submission. As a matter of necessity the EIA work has been undertaken ahead of a completed design and the Project is at the time of ES preparation yet to appoint an Engineering Procurement and Construction (EPC) contractor. The topic assessments within the EIA therefore adopt a reasonable worst case scenario regarding their models / assessments in terms of dimensions / emissions / operating scenarios etc.

18.9 In some instances the effects remaining after assessment were still significant and/or it was believed they could be reduced further and so additional iterative assessment between the EIA and design teams ensued. The subjects of air quality and noise are examples of where additional iterative assessment was especially beneficial in terms of optimising the proposed design and configuration to reduce potential impacts.

18.10 The main conclusions in regard to the likely significant effects of the Project are as follows.

- Potential impacts on soils and groundwater are amenable to tried and tested mitigation measures (e.g. for waste management, storage of fuels and chemicals) and no significant effects are predicted on these resources. These mitigation measures will also serve to protect surface water resources from accidental harm.
- There will be no significant effects on surface water resources or on ecological populations and human users that rely on them. The Project will be constructed to make use of the existing water disposal and drainage infrastructure, via the existing Wilton International Site surface water drainage system.
- There will be no significant flood risk to the operational Project and risk will be minimised through appropriate water management plans and designs for flood prevention management measures. Additionally the project is not considered to have the potential to increase the risk or severity of flooding elsewhere.
- There will be no significant effects from emissions associated with construction traffic on any road during any phase of the construction. Similar conclusions apply to the operational and likely decommissioning phase traffic.
- If unmitigated, there is potential for significant effects associated with dust emissions at nearby existing industrial facilities within the Wilton site. For a phased development, the first operational CCGT itself could also be affected during construction of the second CCGT. No residential receptors or public amenity areas would be affected. The Project will implement standard control measures to reduce dust emissions; residual effects are considered to be, at worst, minor and likely not significant.

- During the operational phase, in terms of human health there are no significant effects predicted at receptors. The air quality standard is not exceeded or approached and effects are not significant.
- In terms of European and nationally designated sensitive ecological receptors, the contributions by the Project to impacts at all receptor locations are not significant for all pollutants and impacts of interest. The contributions from the Project at the two Local Wildlife Sites are also insignificant.
- Predicted noise levels from construction activities will be within accepted criteria and there will be no significant effects. No significant noise effects are predicted from construction traffic. There will be no significant effects from vibration. During operation, the Project has the potential to result in noise impacts at the closest residential receptors to the site. These include Grangetown, Lazenby and Lackenby. These potential impacts have been mitigated by early optimisation of the layout of the site and design of plant mitigation. As a result of this embedded mitigation the resulting noise levels are not expected to result in significant noise effects at the nearby residential receptors at any time of day or night.
- The Project is predicted to have no significant effects on habitats or species during construction. There are several areas protected for nature conservation at the international, national and local levels around the Project Site. During operation, the air quality modelling, predicts that contributions from the Project at all the protected areas will be 'insignificant'; i.e. below the threshold set out in Environment Agency guidance. A Habitats Regulations Assessment screening exercise was undertaken and concluded that there will be no likely significant effects on protected sites either alone or in combination with other plans or projects.
- There will be no significant effects on landscape character during construction and operation as a result of the current industrial context of the Project site. There will be effects of not significant to minor to moderate significance on a small number of nearby recreational and residential receptors during operation. Long-term effects will reduce over time as the Project is within a large industrial area and adjacent to an established industry.
- A previous baseline study concluded that there are unlikely to be archaeologically significant buried remains on the Project Site. A number of important listed buildings lie within 2 km of the Project Site. Of all the heritage assets in the area the iron age hillfort site at Eston Nab is the most likely to be affected by the Project. However, the vista from Eston Nab is dominated by the existing heavily industrialised nature of the Teesside landscape and the Project will cause little change to the setting of this asset. Overall there will be no significant effects on any of the cultural heritage assets around the Project Site as a result of potential changes to their settings.

- Construction traffic will lead to increased flows of cars and HGVs on the local road network. In one instance the percentage increase of HGVs should only exceed the 10% of baseline flows (the assessment criterion) on the A1053 Greystone Road at the peak period of the construction phase. This road is part of the strategic road network and designed to carry large volumes of traffic and HGVs and the temporary period of exceedance is not anticipated to lead to any significant effects in terms of congestion or safety. No significant effects on road users are predicted during operation.
- During construction, the Project is anticipated to result in direct investment of £700 million and employment equating to up to 131 full time equivalent jobs. This will bring both direct economic and employment benefits and additional benefits arising from indirect and induced expenditure by suppliers and employees of the Project. During operation, the Project is expected to generate 247 full time equivalent jobs (60 as a direct result of the Project and approximately 187 jobs within the local economy). The Project is therefore predicted to have a long term positive effect on the local economy.
- CCGT gas-fired power stations are intrinsically safe operations however an assessment has been undertaken of major accidents and hazards. The assessment concluded that appropriate mitigation, management and regulatory controls that will be put in place will minimise the risk of major accidents or impact of natural disasters.

18.11 Cumulative effects were assessed for all scoped in topics. The assessment included consultation on other projects and plans to be screened into the assessment. To the extent possible, potential cumulative effects were assessed as an integral part of the assessment for each subject. The assessment of cumulative effects demonstrated that the mitigation measures planned for the Project adequately mitigated its contribution to cumulative effects with other projects.

18.12 The ES sets out the mitigation measures that the Project is committed to implementing. During construction, Sembcorp will deliver on the commitments it has made in the ES with the help of a Construction Environmental Management Plan (CEMP) (an outline of which is presented in the *Annex L*). The CEMP will be a living document and will continue to be developed as the Project proceeds through the detailed design and construction phases, to reflect the results of any discussions with relevant bodies such as Redcar and Cleveland Borough Council, the Environment Agency and Natural England and to include requirements of any granted DCO. Sembcorp's EPC contractor will also be contractually bound to the terms of the CEMP and all works will be required to comply with its provisions.