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Tees CCPP Project

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

Statement of Common Ground with Redcar and Cleveland Borough Council – NOT SIGNED

The Planning Act 2008

Applicant: Sembcorp Utilities (UK)
Date: March 2018

DOCUMENT HISTORY

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GLOSSARY

Abbreviation	Description
Applicant	Sembcorp Utilities (UK) Limited
BAT	Best Available Technique
CCR	Carbon Capture Readiness
CCS	Carbon Capture and Storage
CEMP	Construction Environmental Management Plan
CHP	combined heat and power
DCO	Development Consent Order
EA	Environment Agency
EN-1	Overarching NPS for Energy
EN-2	NPS for Fossil Fuel Electricity Generating Infrastructure
EN-4	NPS for Gas Supply Infrastructure and Gas and Oil Pipelines
EN-5	NPS for Electricity Networks Infrastructure
ES	Environmental Statement
FTE	full-time equivalent
HGV	heavy goods vehicles
HRA	Habitats Regulations Assessment
LA	local authority
LIR	Local Impact Report
MW	megawatts
NPS	National Policy Statements
NSIP	Nationally Significant Infrastructure Project
PA 2008’	Planning Act 2008
RCBC	Redcar and Cleveland Borough Council
SCU	Sembcorp Utilities (UK) Limited
SoCG	Statement of Common Ground
the Site	The Project Site

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1 INTRODUCTION

Overview

1.1 This Statement of Common Ground ('SoCG') has been prepared on behalf of Sembcorp Utilities (UK) Limited ('SCU' or the 'Applicant') in respect of its application (the 'Application') for a Development Consent Order (a 'DCO'). The Application was accepted for examination by the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy on 18 December 2017.

1.2 SCU is seeking a DCO for the construction, operation and maintenance of a new gas-fired electricity generating station with a nominal net electrical output capacity of up to 1,700 megawatts ('MW') at ISO conditions (the 'Project' or 'Proposed Development'), on the site of the former Teesside Power Station, which forms part of the Wilton International Site, Teesside.

1.3 A DCO is required for the Proposed Development as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (a 'NSIP') under Sections 14 and 15(2) of the Planning Act 2008 ('PA 2008').

1.4 The DCO, if made by the SoS, would be known as the 'Tees Combined Cycle Power Plant Order' (the 'Order').

SCU

1.5 SCU provides vital utilities and services to major international process industry customers on the Wilton International site on Teesside. Part of Sembcorp Industries, a Singapore-based group providing energy, water and marine services globally, Sembcorp Utilities UK also owns some of the industrial development land on the near 810 hectares (2,000 acre) site which is marketed to energy intensive industries worldwide.

1.6 SCU Owns the land required for the Proposed Development.

The Project Site

1.7 The Project Site (the 'Site') is on the south west side of the Wilton International Site, adjacent to the A1053.

1.8 The Site lies entirely within the administrative area of Redcar and Cleveland Borough Council (RCBC) which is a unitary authority.

1.9 Historically the Site accommodated a 1,875 MW Combined Cycle Gas Turbine power station (the former Teesside Power Station) with the ability to generate steam for utilisation within the wider Wilton International site. The Teesside Power Station ceased generation in 2013 and was demolished between 2013 and 2015.

1.10 SCU has identified the Site, based on its historical land use and the availability of natural gas supply and electricity grid connections and utilities as a suitable location for the Project. In summary, the benefits of the Site include:

- brownfield land that has previously been used for power generation;
- on-site gas connection, supplied from existing National Grid Gas Plc infrastructure;
- on-site electrical connection, utilising existing National Grid Electricity Transmission infrastructure;
- existing internal access roads connecting to a robust public road network;
- availability of a cooling water supply using an existing contracted supply (from the Wilton Site mains) and existing permitted discharge consent for effluent to the site drainage system
- screening provided by an existing southern noise control wall, approximately 6 m in height;
- potential for future CHP and CCS; and

- existing services, including drainage.

1.11 A more detailed description of the Site is provided at Chapter 5 'Project Description and Alternatives' of the Environmental Statement ('ES') Volume I (Application Document Ref. 6.2.3).

The Proposed Development

1.12 The main components of the Proposed Development are summarised below:

- **Work No. 1** – a natural gas fired electricity generating station located on land within the Wilton International site, Teesside, which includes the site of a former CCGT power station, with a nominal net electrical output capacity of up to 1,700 MWe at ISO Conditions; and
- **Work No. 2** – associated development comprising within the meaning of section 115(2) of the 2008 Act in connection with the nationally significant infrastructure project referred to in Work No. 1.

1.13 Please refer to Schedule 1 of the Draft DCO (Application Document Ref. 2.1) for more detail.

1.14 It is anticipated that subject to the DCO having been made by the SoS (and a final investment decision by SCU), construction work on the Project would commence in around the second half of 2019. The construction of the Project could proceed under one of two scenarios, based on SCU's financial modelling, as follows.

- '**Scenario One'**: two CCGT 'trains' of up to 850 MW are built in a single phase of construction to give a total capacity of up to 1,700 MW.
- **'Scenario Two'**: one CCGT train of up to 850 MW is built and commissioned. Within an estimated five years of its commercial operation the construction of a further CCGT train of up to 850 MWe commences.

1.15 The above scenarios have been fully assessed within the ES.

1.16 A more detailed description of the Project is provided at Schedule 1 'Authorised Development' of the draft DCO (Application Document Ref. 2.1) and Chapter 5 'Project Description' of the ES Volume I (Application Document Ref. 6.2.5).

The purpose and structure of this document

1.17 Sections 2 to 25 of this SoCG set out the agreement that has been reached between SCU and Redcar and Cleveland Borough Council ('RCBC') in respect of the following matters relating to the Proposed Development:

- the role of RCBC;
- relevant planning history;
- local planning designations;
- relevant planning policy;
- the need for the Proposed Development;
- the principle of development;
- the benefits of the Proposed Development
- alternatives;
- flexibility and design;
- combined heat and power;
- carbon capture readiness;
- traffic and transport;

- air quality;
- noise and vibration;
- socio-economic characteristics;
- cultural heritage;
- landscape and visual;
- ecology and nature conservation;
- flood risk;
- contamination;
- major accidents;
- cumulative effects;
- the benefits of the Proposed Development;
- the scope of the draft DCO and draft requirements; and
- Construction Environmental Management Plan.

1.18 Section 26 of this SoCG summarises the matters that are still to be resolved between the parties and which require further discussion.

2 THE ROLE OF RCBC

2.1 The Site lies entirely within the administrative area of RCBC, as previously stated. RCBC falls within the definition of a local authority ('LA') for the purposes of Sections 43 and 56A of the PA 2008 and is the 'host local authority' for the purposes of the Application.

2.2 For the purposes of the Examination of the Application, RCBC will prepare a joint Local Impact Report ('LIR').

2.3 It is agreed that RCBC would be the relevant planning authority for the purposes of discharging the requirements contained at Schedule 2 to the draft DCO (Application Document Ref. 2.1). It is also agreed that RCBC would be responsible for consulting the bodies referred to in the requirements, where relevant, prior to their discharge.

3 RELEVANT PLANNING HISTORY

3.1 The Wilton International Site, within which the Site is contained, benefits from three (identical) instruments of consent granted by Redcar, Eston and Guisborough Borough Councils in 1946 (referred to collectively as the 'IOC'). The IOC effectively confers deemed planning consent for heavy and light industrial development.

3.2 The Site itself was previously occupied by the former Teesside Power Station – consented under Electricity Act 1989. The previous generating station was constructed at the Site in 1990 by Enron Power Company (later acquired by GDF Suez) and came into operation in 1993. The RCBC planning register includes numerous records associated with the previous generating station, including:

- Prior notification R/2012/0867/PND for the proposed demolition of 8 off heat recovery system generator exhaust stacks – granted in 2012;
- Planning permission R/2010/0141/FFM for upgrade of current power station (extension of extant permission R/2008/0062/FFM) – granted in 2010 (not implemented);
- Planning permission R/2008/0062/FFM for upgrade of current power station – granted in 2008 (not implemented);
- Planning permission R/2004/0814/FF for erection of an induction / reception facility – granted in 2004;
- Planning permission R/2003/0937/FF for erection of 2 no. single storey modular buildings – granted in 2003
- Planning permission R/2000/0204/FF for erection of an electricity sub-station – granted in 2000;
- Planning permission R/1999/0078/FF for new rotor storage parts building – granted in 1999;
- Planning permission R/1997/0629/FF for a new contractors building – granted in 1997;
- Planning permission R/1996/0702/FF for installation of underground natural gas pipeline and gas metering compound – granted in 1996;
- Planning permission R/1996/0332/FF for gas export metering station – granted in 1996; and
- Planning permission L/1993/0120/FF for formation of permanent car park and associated landscaping – granted in 1993.

3.3 The generating station ceased operations in 2013, and the decommissioning and demolition of all buildings and plant was undertaken between 2013 and 2015. Prior to 1990 the Site is understood to have been undeveloped / agricultural land.

3.4 It is agreed that the above is an accurate summary of the planning history of the Site.

4 LOCAL PLANNING DESIGNATIONS

4.1 The Site is identified by the Redcar and Cleveland Core Strategy Development Plan Document (2007) as falling within an area covered by Policy CS4 'South Tees Employment Area' and Policy CS10 'Steel, Chemical and Port-related Industries'.

4.2 Policy CS4 supports the development of energy industries, amongst other things, at the Wilton International Site. Policy CS10 supports the development and expansion of industrial activities (in general) at the Wilton International Site.

4.3 It is agreed that these policies are supportive of the principle of new energy generating infrastructure at the Site. It is also agreed that there are no other local planning designations that apply to the Site.

5 RELEVANT PLANNING POLICY

5.1 The national planning and local development plan policy considered to be relevant to the consideration of the Application is set out below.

National planning policy

5.2 It is agreed that the following National Policy Statements ('NPSs') are relevant to the Application:

- the Overarching NPS for Energy (EN-1);
- the NPS for Fossil Fuel Electricity Generating Infrastructure (EN-2);
- the NPS for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4); and
- the NPS for Electricity Networks Infrastructure (EN-5).

5.3 It is agreed that the above NPSs provide the primary basis for decisions by the SoS in relation to applications for NSIPs.

5.4 It is agreed that the following planning policy documents may also be relevant to the consideration of the Application:

- National Planning Policy Framework; and
- Planning Practice Guidance.

Local development plan policy

5.5 It is agreed that the following local development plan documents and policies may be relevant to the Application:

- Core Strategy Development Plan Document (2007):
  - CS1 Securing a Better Quality of Life;
  - CS4 Spatial Strategy for South Tees Employment Area;
  - CS8 Scale and Location of New Employment Development;
  - CS9 Protecting Existing Employment Areas;
  - CS10 Steel, Chemical and Port-related Industries;
  - CS11 Innovation and New Technologies;
  - CS22 Protecting and Enhancing the Borough's Landscape;
  - CS24 Biodiversity and Geological Conservation;
  - CS25 Built and Historic Environment; and
  - CS26 Managing Travel Demand.
- Development Policies Development Plan Document (2007):
  - DP1 Development Limits;
  - DP3 Sustainable Design;
  - DP6 Pollution Control;
  - DP7 Potentially Contaminated and Unstable Land;
  - DP10 Listed Buildings; and
  - DP11 Archaeological Sites and Monuments.
- Draft Publication Local Plan (November 2016) policies are as follows:

- SD1 Sustainable Development;
- SD2 Locational Policy;
- SD3 Development Limits;
- SD4 General Development Principles;
- SD6 Renewable and Low Carbon Energy;
- SD7 Flood and Water Management;
- LS4 South Tees Spatial Strategy;
- ED6 Protecting Employment Areas;
- N1 Landscape;
- N4 Biodiversity and Geological Conservation;
- HE 3 Archaeological Sites and Monuments;
- TA1 Demand Management Measures; and
- TA2 Travel Plans.

5.6 It is agreed that the Tees Valley Joint Minerals and Waste Development Plan document (2011) and the Interim Policy on Hot Food Takeaways document do not contain any relevant policies with regards to the Proposed Development.

5.7 It is agreed that while section 104 of the PA 2008 states that other matters that are 'important and relevant' (and to which the SoS must also have regard) include local development plan documents, EN-1 is clear that in the event of any conflict between a NPS and a local development plan document, the NPS prevails for the purpose of SoS decision-making given the national significance of the infrastructure concerned.

6 THE NEED FOR THE PROPOSED DEVELOPMENT

6.1 Section 3.3 of Part 3 of the Overarching NPS for Energy (EN-1) sets out a number of key reasons why there is an urgent need for new electricity generating infrastructure, including:

- meeting energy security and carbon reduction objectives;
- the need to replace closing electricity generating capacity;
- the need for more electricity capacity to support the increased supply from renewables; and
- future increases in electricity demand.

6.2 Paragraphs 3.3.15 - 3.3.24 of EN-1 deal with the urgency of the need for new electricity generating capacity. Paragraph 3.3.15 states that in order to secure energy supplies that enable the UK to meet its climate change obligations to 2050, there is an urgent need for new energy infrastructure to be brought forward as soon as possible.

6.3 Paragraph 3.3.23 confirms that the Government believes (based on predictions) that it is prudent, in order to minimise the risk to energy security and resilience, to plan for a minimum need of 59 GW of new electricity generating capacity by 2025. The Government would like to see a significant proportion of the balance come from low carbon generation (paragraph 3.3.22).

6.4 It is agreed that EN-1 confirms the need that exists for all types of nationally significant energy infrastructure, including new fossil fuel generating stations that are carbon capture ready, and makes clear that the SoS should assess such applications on the basis that this need and its scale and urgency has been proven. Furthermore, the SoS should give substantial weight to the contribution that all projects would make toward satisfying this need. As such, the need that exists for new electricity generating infrastructure is not open to debate or interpretation.

6.5 It is therefore agreed that the need for the Proposed Development is as set out in the NPSs for energy infrastructure, in particular, EN-1.

7 THE PRINCIPLE OF DEVELOPMENT

7.1 Policy CS4 of the Redcar and Cleveland Core Strategy Development Plan Document (2007) supports the development of energy industries, amongst other things, at the Wilton International Site.

7.2 The Proposed Development will support sustainable economic growth through the provision electricity generating capacity, for which there is a confirmed need, enhancing the security and diversity of UK energy supplies. The provision of secure energy supplies that are resilient to potential supply disruptions is critical to economic growth. It will generate substantial employment during the construction phase and a significant number of permanent operational jobs, creating both direct and indirect benefits for the local and regional economy. In addition, it will contribute to the delivery of the local development plan strategy, which refers to the suitability of the location for further power generation development and to support existing industries.

7.3 It is therefore agreed that that the principle of the Proposed Development in this location is acceptable and is supported by polices contained within the local development plan.

8 THE BENEFITS OF THE PROPOSED DEVELOPMENT

8.1 RCBC agrees with the Applicant's assessment of the key benefits of the Proposed Development as set out at section 6, paragraph 6.2 of the Planning Statement (Application Document Ref. 5.5).

8.2 It is agreed that need for the Proposed Development is established by NPS EN-1 and that its benefits substantially outweigh its limited adverse impacts.

9 ALTERNATIVES

9.1 The alternatives that have been considered by the Applicant, including alternative locations within the Wilton International Site, are set out within ES Volume I, Chapter 5 'Project Description and Alternatives' (Application Document Ref. 6.2.5).

9.2 It is agreed that the Applicant's approach to alternatives, including the selection of a location for the Proposed Development, has been both robust and proportionate, and has taken account of a number of relevant factors, including environmental sensitivity, technical considerations and land ownership.

10 FLEXIBILITY AND DESIGN

10.1 The Applicant has sought to incorporate a degree of flexibility within the draft DCO (Application Document Ref. 2.1). This flexibility is required as it is not possible to fix the plant configuration in advance of a lead contractor having been appointed for the detailed design and construction of the Proposed Power Plant. The decision on the plant configuration to be deployed would be informed by that detailed design work in addition to the contractor's selection of plant and process equipment.

10.2 The Applicant has therefore applied the 'Rochdale Envelope' approach to the EIA of the Proposed Development in order to provide the required flexibility. The assessment of the Proposed Development has been based upon maximum design parameters and each technical chapter of the ES presents the 'worst-case' in terms of predicted environmental effects. These design parameters would be secured by Requirement 4 'Detailed design' Parameters' of the draft DCO. It is agreed that the EIA provides a robust assessment of the likely significant environmental effects of the Proposed Development within the parameters defined by Requirement 4.

10.3 The Applicant has submitted 'Indicative Generating Station Plans (Sheets 1-3)' (Application Document Ref. 4.5) that provide an indication of how the Proposed Power Plant would appear based on the design parameters. The plans include 3-D visualisations showing how the Proposed Power Plant may appear. Furthermore, the Design and Access Statement (Application Document Ref. 5.6) provides information on the key design components for the Proposed Power Plant, including its anticipated appearance and finishes. The Applicant has also provided a substantial amount of design information in respect of the other components of the Proposed Development.

10.4 Requirement 4, sub-paragraph (1) secures the submission of the details of the Proposed Power Plant and sub-paragraph (2) requires those details to be in accordance with the design parameters/thresholds. Further details would be secured by the following requirements:

- Requirement 5. 'External lighting';
- Requirement6 'Fencing and other means of enclosure';
- Requirement 8 'Highway accesses';
- Requirement 9 'Temporary buildings and structures';
- Requirement 12 'Landscaping'; and
- Requirement 16 'Surface water drainage – operational'.

10.5 It is agreed that the above requirements would secure the submission of the necessary level of detail (in accordance with the design parameters) and provide RCBC, as relevant planning authority, with sufficient control over and certainty as to the final design of the Proposed Development.

10.6 Further to the above, it is agreed that the approach taken to securing design details for the Proposed Development is consistent with other development consent orders, notably 'The Ferrybridge Multifuel 2 (Generating Station) Order 2015'.

10.7 It is agreed that the Design and Access Statement (Application Document Ref. 5.6) provides an appropriate appraisal of the Site's context. With regard to this, it is agreed that the immediate context of the Site is industrial, being dominated by the large buildings and structures associated with the Wilton International Site, for a landscape and visual perspective, is not highly sensitive to change.

10.8 It is therefore agreed that the design of the Proposed Development is appropriate given its function and purpose (to generate electricity) and the context within which it would sit and that it represents 'good design' for the purposes of energy infrastructure and complies with policy in this regard set out in EN-1, EN-2, EN-4 and EN-5.

11 COMBINED HEAT AND POWER

11.1 It is agreed that the Applicant has appropriately assessed the feasibility of combined heat and power ('CHP') and reported the findings within the Combined Heat and Power Assessment (Application Document Ref. 5.7). It is agreed that at this current time there is no viable demand for CHP.

11.2 In addition, it is agreed that the draft DCO includes an appropriate requirement (Requirement 21 'Combined heat and power') that would ensure that the feasibility of CHP is periodically reviewed during the lifetime of the Proposed Development and space is maintained for CHP facilities in order to ensure that it is 'CHP Ready' in accordance with Environment Agency ('EA') guidance.

12 CARBON CAPTURE READINESS

12.1 It is agreed that the Carbon Capture and Storage ('CCS') and Carbon Capture Readiness ('CCR') Statement (Application Document Ref. 5.8) demonstrates that the Proposed Development complies with the requirements of the CCS/CCR regulations and relevant guidance.

12.2 It is agreed that Requirements 22 'CCS site' and 23 'CCS monitoring report' would ensure that space is maintained for carbon capture plant, should this be required, and that the feasibility of such plant being deployed is reviewed at regular intervals.

13 TRAFFIC AND TRANSPORT

13.1 The assessment of the traffic and transport effects of the Proposed Development is set out in ES Volume 1, Chapter 10 'Traffic and Transportation' (Application Document Ref. 6.2.10).

13.2 The scope and methodology of the assessment undertaken was discussed with RCBC as highway authority, Highways England and North Yorkshire County Council, amongst others. In addition, relevant Department for Transport and other guidance was taken into account.

13.3 It is agreed that the assessment demonstrates that the Proposed Development, during both the construction and operational phase (Scenario One and Scenario Two), will result in no significant effects on the local or Strategic Road Network and their users.

13.4 The impact on daily traffic flows would be less than 30% for both scenarios assessed, during construction and operation. Impacts on the Greystone and Westgate roundabouts would be less than 10% for both scenarios. The percentage increase of HGVs would only exceed 10% on the A1053 Greystone Road for the peak construction phase of Scenario One, which considers the single construction phase of the generating station. This road is part of the Strategic Road Network and designed to carry large volumes of traffic and HGVs. Impacts during the construction stage would be temporary.

13.5 In order to promote sustainable transport, the Applicant would implement travel and traffic management plans during construction to minimise transport effects and encourage sustainable modes. The travel and traffic management plans are secured by Requirements 14 and 19 of the draft DCO (Application Document Ref. 2.1).

13.6 Fuel would be transported to the Site by pipeline. Furthermore, the Site is also benefits from direct access to the A1053.

13.7 It is therefore agreed that the traffic and transport impacts associated with the Proposed Development are acceptable and not significant.

14 AIR QUALITY

14.1 The assessment of the air quality effects of the Proposed Development is set out in ES Volume 1, Chapter 7 'Air Quality' (Application Document Ref. 6.2.7).

14.2 The scope of the assessment includes construction and decommissioning emissions (dust, emissions from non-road mobile plant and from construction traffic), and process emissions from the Proposed Power Plant when operational. Operational traffic was screened out of the assessment as it will be significantly below the criteria set out in the Design Manual for Roads and Bridges 'DMRB' requiring an air quality assessment. It is agreed that the scope of the assessment is sufficient.

14.3 The assessment identifies the nearest sensitive receptors in air quality terms and defines the study areas used for the assessments of construction and process emissions in terms of human health and ecological receptors.

14.4 Construction emissions would be controlled in accordance with industry best practice and this would be secured by the Construction Environmental Management Plan ('CEMP'), which would need to be developed and approved by RCBC in accordance with Requirement 13 of the draft DCO (Application Document Ref. 2.1).

14.5 It is agreed that there are no significant effects from emissions associated with construction traffic, on any road during any phase of the construction works. If unmitigated, there are potentially significant effects associated with dust emissions at nearby existing industrial facilities and, if the development is phased, on the phase 1 CCGT itself during construction of the phase 2 CCGT. As such, mitigation measures have been recommended to control emissions to acceptable levels. It is agreed that any residual effects, after mitigation, will be (at worst) minor and not significant.

14.6 During the operational phase, in terms of human health there are no significant effects at the large majority of receptors. There is predicted to be an effect of moderate significance at the maximum off-site location for 1-hour NO2. However, it is noted that the air quality standard is not exceeded or approached and effects are not significant for the large majority of locations.

14.7 It is agreed that there are no significant effects on sensitive ecological receptors. In terms of European and nationally designated sensitive ecological receptors, the contributions by the Proposed Development to impacts at all receptor locations are insignificant for all pollutants and impacts of interest. The contributions from the Proposed Development at the two Local Wildlife Sites in the vicinity are also insignificant. Overall, it is agreed that no specific mitigation is required above and beyond that inherent in good design according to Best Available Technique (BAT).

14.8 During the decommissioning phase, if unmitigated, there is potential for significant effects associated with dust emissions and deposition at any nearby industrial premises that might be close to the Site boundary at that time. Human receptors are too distant to be impacted. As such, mitigation measures are recommended to control these emissions and residual effects are considered to be, at worst, minor and not significant.

14.9 It is therefore agreed that the air quality impacts associated with the Proposed Development are acceptable.

15 NOISE AND VIBRATION

15.1 The assessment of the noise and vibration effects of the Proposed Development is set out in ES Volume 1, Chapter 8 'Noise and Vibration' (Application Document Ref. 6.2.8).

15.2 The location of key noise sensitive receptors has been considered when assessing the effects associate with noise and vibration levels from the various phases of the Proposed Development. Key locations have been selected which are considered to be representative of the nearest and potentially most sensitive existing receptors to the Site and were agreed with the council.

15.3 The Proposed Development has the potential to result in noise impacts at the closest residential receptors to the Site. These include Grangetown, Lazenby and Lackenby.

15.4 The most important potential impacts are from the operation of the Proposed Power Plant which would result in noise from fixed equipment during the night when baseline noise levels are likely to be lowest. These have been mitigated by careful early layout of the Site, including placing key external sources such as cooling towers as far from receptors as possible, the retention of a noise barrier which provides noise reduction to residents in Lazenby and the provision of a new noise barrier on the western site boundary to reduce noise at Grangetown. On-plant mitigation, such as placing key items in buildings or enclosures, has also been employed. As a result of these embedded mitigation measures, the resulting noise levels are not expected to result in significant noise effects during operation.

15.5 The assessment also considered noise associated with heavy goods vehicles (HGV) on local roads and determined that this would be not significant.

15.6 It is therefore agreed that the noise and vibration impacts associated with the Proposed Development are acceptable and not significant.

16 SOCIO-ECONOMIC CHARACTERISTICS

16.1 The assessment of the socio-economic effects of the Proposed Development is set out in ES Volume 1, Chapter 13 'Socio-Economic Characteristics' (Application Document Ref. 6.2.13).

16.2 During construction, the Proposed Development is anticipated to result in direct investment of £700 million and employment for 98 full-time equivalent ('FTE') jobs spread over the construction period for Scenario One and employment for 131 FTE jobs spread over the construction period for Scenario Two. This would bring both direct economic and employment benefits and additional benefits arising from indirect and induced expenditure by suppliers and employees of the Proposed Development. Beneficial employment and economic effects are anticipated during construction. It is agreed that through this, the Proposed Development would contribute to meeting RCBC's Core Strategy policy aspiration that developments at the Wilton International Site will act as drivers of the Tees Valley economy.

16.3 During operation, the Proposed Development is expected to generate 247 FTE jobs (60 as a direct result of the Proposed Development and approximately 187 jobs within the local economy), bringing economic benefits through direct and indirect investment in the local, regional and national economy. In turn this would contribute towards the Tees Valley Economic Strategy which aims to create 25,000 additional jobs and attract investment of £2.8 billion into the Tees Valley economy. Beneficial employment and economic effects are therefore anticipated during operation.

16.4 More broadly, operation of the Proposed Development would contribute to security of energy supply across the UK, supporting the economic and social activities which depend on a reliable, available and economic source of energy.

16.5 The draft DCO includes Requirement 34 'Employment and skills plan' that is aimed at promoting employment, skills and training development opportunities for local residents during construction and employment opportunities during operation.

17 CULTURAL HERITAGE

17.1 The assessment of the cultural heritage effects of the Proposed Development is set out in ES Volume 1, Chapter 12 'Archaeology and Cultural Heritage' (Application Document Ref. 6.2.12).

17.2 The ES confirms that the information assessed to date provides no indication that there are any subsurface archaeological remains from any period at the Site. Furthermore, given the level of ground disturbance on the site since 1990, the assessment concludes that there is low/nil potential for the survival of archaeological remains, which would have been either severely truncated or completely destroyed by subsequent development.

17.3 The ES also confirms, in terms of cultural heritage in the surrounding area, that of all the assets the defensive site at Eston Nab is the most likely to be affected by the Proposed Development. However, the vista from Eston Nab is dominated by the existing heavily industrialised nature of the Teesside landscape. The level of effect on the Eston Nab site is considered to be minor and therefore not significant.

17.4 It is therefore agreed that the cultural heritage impacts associated with the Proposed Development are acceptable.

18 LANDSCAPE AND VISUAL

18.1 The assessment of the landscape and visual effects of the Proposed Development is set out in ES Volume 1, Chapter 11 'Landscape and Visual Amenity' (Application Document Ref. 6.2.11).

18.2 The study area for landscape and visual effects includes areas where it is considered that there is potential for significant direct or indirect effects on landscape character or sensitive views due to the construction, operation and decommissioning stages of the Proposed Development.

18.3 The baseline environment is already industrial with a number of infrastructural elements in the vicinity of the Site. These include the existing Ensus Plant, pylons and transmission lines, and road networks.

18.4 The key impact is likely to be from the heat recovery steam generators housing and from the stacks. However, it is important to note that the Proposed Development is located on the site of a similarly sized (former) power station (now demolished, with demolition works ceasing as recently as 2015).

18.5 Residual effects range from not significant to minor to moderate and will reduce over time as the Proposed Development is within a large industrial area and adjacent to an existing Ensus Bioethanol Plant, together with a number of industrial elements to the north-north west continuing clockwise round to the east of the Site.

18.6 It is therefore agreed that the landscape and visual impacts associated with the Proposed Development are acceptable. It should also be noted that the electricity and gas connections already exist at the Site.

19 ECOLOGY AND NATURE CONSERVATION

19.1 ES Volume 3, Annex H includes a Habitats Regulations Assessment ('HRA') (Application Document Ref. 6.4). This includes completed Screening Matrices. It is agreed that the HRA confirms that the Proposed Development is unlikely to result in significant effects on internationally or nationally designated nature conservation sites.

19.2 ES Volume 1, Chapter 9 'Ecology and Nature Conservation' (Application Document Ref. 6.2.9) provides a more general assessment of the potential effects of the Proposed Development upon ecology. The assessment has been informed by a desk based summary to identify nature conservation designations, protected and notable habitats and species.

19.3 The Site has negligible ecological value for habitats and species of flora and fauna and taking account of the development design and impact avoidance measures that will be employed, no significant adverse effects are predicted in relation to ecology. . Furthermore, there would be no significant effects on off-site habitats, including European protected sites, due to changes in air quality, nitrogen deposition and acid deposition.

19.4 No specific mitigation is therefore required, as all the effects of the Proposed Development are not significant. A draft CEMP (Application Document Ref. 6.3 – Annex L) has been prepared and would be further developed to include standard mitigation and good practice in relation to advice on construction with regards to nesting birds and mammals. Requirement 13 of the Draft DCO secures provision of a detailed CEMP – please refer to Section 25 of this report for more detail.

19.5 It is therefore agreed that the impacts on ecology associated with the Proposed Development are acceptable and not significant.

20 FLOOD RISK

20.1 The assessment of the flood risk effects of the Proposed Development is set out in ES Volume 1, Chapter 6 'Contaminated Land, Water Resources and Flood Risk' (Application Document Ref. 6.2.6).

20.2 The Site is located within Flood Zone 1 (low risk), as defined by the Environment Agency. The Proposed Development would not increase the risk of flooding off-site because the drainage and landscape design would follow appropriate guidance to attenuate and control run-off rates from the Site. It is therefore agreed that no significant effects are predicted.

21 CONTAMINATION

21.1 The assessment of the contamination effects of the Proposed Development is set out in ES Volume 1, Chapter 6 'Contaminated Land, Water Resources and Flood Risk' (Application Document Ref. 6.2.6).

21.2 Following demolition of the previous power station on the Site, site investigation surveys were undertaken, primarily to establish the potential for contamination associated with the previous use. The survey findings were provided to the Environment Agency in a Site Condition Report that was prepared as part of surrendering the Environmental Permit at that time. The report concluded that soil contamination concentrations were reasonably low for a typical brownfield site and that remediation was not required to support the surrender of the Environmental Permit.

21.3 From a land and groundwater resource perspective, potential effects during the construction phase of the Proposed Development are associated with the mobilisation of possible pre-existing contamination sources within the sub-soil which could then affect aspects of the wider environment.

21.4 The soil and groundwater conditions at the Site are considered to be of low vulnerability given the presence of low permeability deposits near to the surface that act to restrict the movement of groundwater for example. Whilst there are several minor watercourses/drainage ditches in close proximity to the site, the potential for existing contamination is limited.

21.5 In relation to the Proposed Development, potential impacts during construction can be avoided and minimised through standard good construction management practices.

21.6 Similar provisions would apply to the demolition phase following closure of the Proposed Development.

21.7 During the operational phase, land quality impacts would be of lesser concern. Potential effects on the water environment are also unlikely as the Proposed Development would be constructed to make use of the existing water disposal and drainage infrastructure, via the existing Wilton International Site surface water drainage system.

21.8 Potential impacts during operation would be avoided and minimised through appropriate water management plans and designs for flood prevention management measures.

21.9 It is agreed that overall the risks can be appropriately managed and there should be no significant effects as a result of contamination during construction, operation or decommissioning of the Proposed Development.

22 MAJOR ACCIDENTS

22.1 CCGT gas-fired power stations are intrinsically safe facilities; however, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 require an assessment of major accidents and hazards. The assessment is set out in ES Volume 1, Chapter 15 'Major Accidents' (Application Document Ref. 6.2.15).

22.2 The chapter includes a structured risk assessment to identify the Proposed Development's potential vulnerability to, and from, major accidents and disasters. The assessment considered how the baseline environment (such as existing roads, utilities and natural risks such as flooding) could interact with the Project to generate a scenario where a potential major accident or natural disaster could arise.

22.3 For situations where the potential for major accidents was identified, the embedded mitigation and management within the design of the Proposed Development was considered to identify appropriate controls. The level of regulatory control and/or industry guidance in relation to the potential major accident situations was also considered. Where necessary, additional mitigation have been identified to reduce the accident/hazard risks to an acceptable level.

22.4 The underlying objective of the assessment was to ensure that appropriate precautionary action is taken, to avoid major accidents or disaster risks which could have significant adverse effects on the environment.

22.5 The assessment concludes that appropriate mitigation, management and/or regulatory controls would be in place to minimise the risk of major accidents or impact of natural disasters. As a result, it is agreed that there will not be any likely significant environmental effects arising from the vulnerability of the Proposed Development to or from major accidents and natural disasters

23 CUMULATIVE EFFECTS

23.1 It is agreed that the approach that has been taken to the assessment of cumulative effects at ES Volume 1, Chapter 16 'Summary of Cumulative and Indirect Effect' (Application Document Ref. 6.2.16) is appropriate and proportionate and that the Applicant has taken account of the relevant planned and consented projects.

24 THE SCOPE OF THE DRAFT DCO AND DRAFT REQUIREMENTS

24.1 It is agreed that the scope of the powers being sought through the draft DCO are appropriate.

24.2 Furthermore, there is agreement on the requirements included at Schedule 1 of the draft DCO, subject to minor amendments, and it is considered that these would appropriately control the design, construction, operation and decommissioning of the Proposed Development.

25 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

25.1 Environmental impacts during construction, including emissions, will be controlled in accordance with industry best practice and this will be secured through a Construction Environmental Management Plan ('CEMP').

25.2 The Application includes a draft CEMP (ES Volume 2, Annex L –Application Document Ref. 6.3.20). This presents a framework for the CEMP, to be later developed following the appointment of the EPC contractor. Requirement 13 of the draft DCO (Application Document Ref. 2.1) secures the provision of a detailed CEMP prior to commencement of any phase of the authorised development. The requirement includes that any detailed CEMP must be in accordance within the draft CEMP.

25.3 It is agreed that the scope of the draft CEMP is sufficient for its purpose (to provide a framework) and that Requirement 13 is sufficient to secure the necessary detailed CEMP. It is agreed that this approach is will adequately manage relevant environmental impacts during construction in accordance with industry best practice.

26 SECTION 106

26.1 SCU and RCBC have agreed the broad outline of a Section 106 agreement which is currently being re-drafted by RCBC.

26.2 The Section 106 will include provision to maximise job opportunities for those not in work or who live in deprived communities by providing a monetary contribution to RCBC's 'Routeway' programme, which aims to engage and prepare residents for opportunities during the construction phase of the plant, specifically for the planning and delivery of routeways, to provide initial training and upskilling for residents of Redcar & Cleveland, in basic construction and specific vocational skills.

26.3 The Section 106 will also include provision to ensure opportunities for local businesses by providing a monetary contribution to RCBC 'Supplier Development' programme, which aims to deliver events, workshops and coaching sessions to local businesses to achieve the requisite standards to supply the Developer and its primary contractors with goods and services.

26.4 The monetary amounts have been agreed.

27 MATTERS TO BE RESOLVED

27.1 There are no matters to be resolved.

Signed:

Print name and positon:

On behalf of Redcar and Cleveland Borough Council

Date:

Signed:

Print name and positon:

On behalf of Sembcorp Utilities (UK) Limited

Date: